

# HAVRE AIRPORT

Branch: 16A      APRON

**A-3**

**Length:** 250 LF    **Width:** 100 LF    **Area:** 25,000 SF    **Last Const:** 1987    **Family:** ACAM  
**From:** EAST APRON    **To:**    **Surface:** AAC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 6      **Last Inspection Date:** 8/21/2012      **PCI:** 58

**Sample # 1**

Distress Description	Severity	Quantity
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	190 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	130 LF
OIL SPILLAGE	N	4 SF
PATCHING	M	12 SF
WEATHERING	L	2,500 SF
WEATHERING	M	2,500 SF

**Area:** 5,000 SF

**Sample # 3**

Distress Description	Severity	Quantity
DEPRESSION	L	45 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	85 LF
PATCHING	M	12 SF
RAVELING	L	1,667 SF
WEATHERING	L	2,500 SF
WEATHERING	L	2,580 SF

**Area:** 5,000 SF

**Sample # 5**

Distress Description	Severity	Quantity
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	202 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	85 LF
PATCHING	M	9 SF
WEATHERING	L	2,500 SF
WEATHERING	M	2,500 SF

**Area:** 5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	M	12,500 SF	50.00%	15.25
LONGITUDINAL/TRANSVERSE CRACKING	M	417 LF	1.67%	14.32
LONGITUDINAL/TRANSVERSE CRACKING	L	830 LF	3.32%	10.86
RAVELING	L	2,778 SF	11.11%	10.36
PATCHING	M	55 SF	0.22%	7.29
WEATHERING	L	12,500 SF	50.00%	4.81
DEPRESSION	L	142 SF	0.57%	3.81
OIL SPILLAGE	N	7 SF	0.03%	2

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load

95.0 % Climate/Durability

5.0 % Other

# HAVRE AIRPORT

Branch: 16A      APRON

**A-4**

**Length:** 200 LF    **Width:** 125 LF    **Area:** 25,000 SF    **Last Const:** 1987    **Family:** ACAM  
**From:** SOUTHWEST APRON    **To:**    **Surface:** AC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 5      **Last Inspection Date:** 8/21/2012      **PCI:** 41

**Sample # 1**

**Area:** 6,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	M	60 SF
BLOCK CRACKING	H	509 SF
DEPRESSION	L	130 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	140 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	120 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	30 SF
WEATHERING	M	6,000 SF

**Sample # 3**

**Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	L	48 SF
DEPRESSION	M	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	181 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	145 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 SF
RAVELING	L	1,250 SF
WEATHERING	M	5,000 SF

**Sample # 5**

**Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	H	28 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	183 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	180 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	53 SF
RAVELING	M	200 SF
WEATHERING	M	5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	H	795 SF	3.18%	28.96
ALLIGATOR CRACKING	M	94 SF	0.38%	20.45
WEATHERING	M	25,000 SF	#####	20.34
LONGITUDINAL/TRANSVERSE CRACKING	H	247 LF	0.99%	19.49
LONGITUDINAL/TRANSVERSE CRACKING	M	695 LF	2.78%	18.71
DEPRESSION	H	44 SF	0.18%	14.61
LONGITUDINAL/TRANSVERSE CRACKING	L	788 LF	3.15%	10.43
RAVELING	L	1,953 SF	7.81%	8.65
RAVELING	M	313 SF	1.25%	8.58
DEPRESSION	L	278 SF	1.11%	7.27
DEPRESSION	M	16 SF	0.06%	5.2

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

11.0 % Load

64.0 % Climate/Durability

25.0 % Other

# HAVRE AIRPORT

Branch: 16A APRON

**A-5**

**Length:** 675 LF    **Width:** 170 LF    **Area:** 109,350 SF    **Last Const:** 1994    **Family:** ACAH  
**From:** HANGAR    **To:** T-2 & T-5    **Surface:** AC

**Inspections**

**Samples Surveyed:** 5    **Total Samples:** 22    **Last Inspection Date:** 8/21/2012    **PCI:** 67

<b>Sample # 2</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING</p>	<p><b>Severity</b>                  L                  L</p>	<p><b>Quantity</b>                  476 LF                  2,700 SF</p>	<b>Area:</b> 5,000 SF
<b>Sample # 6</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  OIL SPILLAGE                  RAVELING                  WEATHERING</p>	<p><b>Severity</b>                  L                  M                  N                  L                  L</p>	<p><b>Quantity</b>                  310 LF                  11 LF                  2 SF                  3 SF                  3,000 SF</p>	<b>Area:</b> 5,000 SF
<b>Sample # 13</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING</p>	<p><b>Severity</b>                  L                  M                  L</p>	<p><b>Quantity</b>                  538 LF                  20 LF                  3,000 SF</p>	<b>Area:</b> 5,000 SF
<b>Sample # 16</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING</p>	<p><b>Severity</b>                  L                  L</p>	<p><b>Quantity</b>                  421 LF                  3,000 SF</p>	<b>Area:</b> 5,000 SF
<b>Sample # 18</b>	<p><b>Distress Description</b>                  BLEEDING                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING</p>	<p><b>Severity</b>                  N                  L                  M                  L</p>	<p><b>Quantity</b>                  6 SF                  352 LF                  38 LF                  3,000 SF</p>	<b>Area:</b> 5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	9,172 LF	8.39%	20.94
BLEEDING	N	2,476 SF	2.26%	12.2
LONGITUDINAL/TRANSVERSE CRACKING	M	302 LF	0.28%	6.19
WEATHERING	L	64,298 SF	58.80%	5.16
OIL SPILLAGE	N	9 SF	0.01%	2
RAVELING	L	13 SF	0.01%	1

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      94.0 % Climate/Durability                      6.0 % Other

# HAVRE AIRPORT

Branch: 16R2

RUNWAY

R-11

**Length:** 840 LF    **Width:** 60 LF    **Area:** 21,400 SF    **Last Const:** 1994    **Family:** ACRMU  
**From:** 0+00 RWY 3-21    **To:** 8+40 RWY 3-21    **Surface:** AAC

## Inspections

**Samples Surveyed:** 4    **Total Samples:** 6    **Last Inspection Date:** 8/21/2012    **PCI:** 59

**Sample # 1**

Distress Description	Severity	Quantity
BLEEDING	N	75 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	218 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
RAVELING	M	144 SF
WEATHERING	L	480 SF
WEATHERING	M	4,320 SF

**Area:** 4,800 SF

**Sample # 2**

Distress Description	Severity	Quantity
BLEEDING	N	71 SF
DEPRESSION	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	210 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
RAVELING	M	144 SF
WEATHERING	L	480 SF
WEATHERING	M	4,320 SF

**Area:** 4,800 SF

**Sample # 3**

Distress Description	Severity	Quantity
BLEEDING	N	12 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
RAVELING	M	144 SF
WEATHERING	L	480 SF
WEATHERING	M	4,320 SF

**Area:** 4,800 SF

**Sample # 4**

Distress Description	Severity	Quantity
BLEEDING	N	36 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	192 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
RAVELING	L	8 SF
RAVELING	M	144 SF
WEATHERING	L	480 SF
WEATHERING	M	4,320 SF

**Area:** 4,800 SF

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	M	19,260 SF	90.00%	19.66
LONGITUDINAL/TRANSVERSE CRACKING	L	992 LF	4.64%	13.97
RAVELING	M	642 SF	3.00%	12.24
LONGITUDINAL/TRANSVERSE CRACKING	M	68 LF	0.32%	6.68
BLEEDING	N	217 SF	1.01%	5.46
DEPRESSION	M	28 SF	0.13%	5.29
WEATHERING	L	2,140 SF	10.00%	1.72
RAVELING	L	9 SF	0.04%	1

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

## Percent of Deduct Values Based on Distress Mechanism

0.0 % Load

83.0 % Climate/Durability

17.0 % Other

# HAVRE AIRPORT

Branch: 16R2 RUNWAY R-12

Length: 2,860 LF Width: 60 LF Area: 171,600 SF Last Const: 2010 Family: ACRMU  
 From: 8+40 RWY 3-21 To: 37+00 RWY 3-21 Surface: AC

## Inspections

Samples Surveyed: 6 Total Samples: 35 Last Inspection Date: 8/21/2012 **PCI: 98**

Sample #	Distress Description	Severity	Quantity	Area:
3	WEATHERING	L	240 SF	4,800 SF
9	RAVELING WEATHERING	L L	8 SF 240 SF	4,800 SF
15	WEATHERING	L	240 SF	4,800 SF
22	RAVELING WEATHERING	L L	3 SF 240 SF	4,800 SF
27	WEATHERING	L	240 SF	4,800 SF
33	LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	L L	1 LF 240 SF	4,800 SF

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF	0.00%	2.50
RAVELING	L	63 SF	0.04%	1.00
WEATHERING	L	8,580 SF	5.00%	1.09

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

## Percent of Deduct Values Based on Distress Mechanism

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

# HAVRE AIRPORT

Branch: 16R1 RUNWAY

**R-5**

Length: 5,300 LF    Width: 100 LF    Area: 530,000 SF    Last Const: 1993    Family: ACRMU  
 From: T-5    To: T-4    Surface: AC

**Inspections**

Samples Surveyed: 7    Total Samples: 106    Last Inspection Date: 8/21/2012    **PCI: 71**

Sample # 6	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L M L	Quantity 344 LF 8 LF 4,250 SF	Area: 5,000 SF
Sample # 21	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L M L	Quantity 442 LF 3 LF 4,250 SF	Area: 5,000 SF
Sample # 36	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L M L	Quantity 430 LF 40 LF 3,750 SF	Area: 5,000 SF
Sample # 51	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 270 LF 3,750 SF	Area: 5,000 SF
Sample # 68	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L M H L	Quantity 382 LF 8 LF 2 LF 3,750 SF	Area: 5,000 SF
Sample # 83	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L M H L	Quantity 287 LF 60 LF 3 LF 3,750 SF	Area: 5,000 SF
Sample # 96	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L M L	Quantity 320 LF 5 LF 3,750 SF	Area: 5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	37,479 LF	7.07%	18.78
LONGITUDINAL/TRANSVERSE CRACKING	M	1,878 LF	0.35%	7.06
LONGITUDINAL/TRANSVERSE CRACKING	H	76 LF	0.01%	7.50
WEATHERING	L	412,643 SF	77.86%	5.67

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

**HAVRE AIRPORT**

Branch: 16T TAXIWAY

**T-2**

Length: 800 LF Width: 35 LF Area: 28,000 SF Last Const: 1994 Family: ACRMU  
 From: APRON To: RWY 7-25 AND RWY 3-21 Surface: AC

**Inspections**

Samples Surveyed: 4 Total Samples: 8 Last Inspection Date: 8/21/2012 **PCI: 51**

Sample # 1 Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	360 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	43 LF
RAVELING	M	1,400 SF

Sample # 3 Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
PATCHING	L	228 SF
RAVELING	M	1,400 SF

Sample # 5 Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	252 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
RAVELING	M	1,400 SF

Sample # 6 Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	165 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	M	1,400 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	11,200 SF	40.00%	38.26
LONGITUDINAL/TRANSVERSE CRACKING	L	2,074 LF	7.41%	19.36
LONGITUDINAL/TRANSVERSE CRACKING	M	170 LF	0.61%	9.03
PATCHING	L	456 SF	1.63%	4.86

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

# HAVRE AIRPORT

Branch: 16T

TAXIWAY

**T-3**

Length: 500 LF

Width: 35 LF

Area: 17,500 SF

Last Const: 1994

Family: ACRMU

From: T-5

To: R-5

Surface: AC

## Inspections

Samples Surveyed: 3

Total Samples: 5

Last Inspection Date: 8/21/2012

**PCI: 62**

### Sample # 1

Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	235 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	60 LF
RAVELING	L	2,100 SF

### Sample # 2

Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	375 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
RAVELING	L	2,160 SF
RAVELING	M	100 SF

### Sample # 5

Area: 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	27 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	304 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF
RAVELING	L	2,720 SF
RAVELING	M	80 SF

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	11,617 SF	66.38%	22.63
LONGITUDINAL/TRANSVERSE CRACKING	L	1,523 LF	8.70%	21.43
LONGITUDINAL/TRANSVERSE CRACKING	M	140 LF	0.80%	10.18
RAVELING	M	300 SF	1.71%	9.72
BLEEDING	N	45 SF	0.26%	1.75

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data

## Percent of Deduct Values Based on Distress Mechanism

0.0 % Load

97.0 % Climate/Durability

3.0 % Other





# HAVRE AIRPORT

Branch: 16T TAXIWAY

**T-5**

Length: 3,650 LF    Width: 35 LF    Area: 127,750 SF    Last Const: 1993    Family: ACRMU  
 From: APRON    To: R-5    Surface: AC

**Inspections**

Samples Surveyed: 5    Total Samples: 36    Last Inspection Date: 8/21/2012    **PCI: 68**

Sample # 7    Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	318 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
PATCHING	L	228 SF
WEATHERING	L	1,750 SF

Sample # 14    Area: 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	153 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	49 LF
WEATHERING	L	1,750 SF

Sample # 21    Area: 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	264 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
WEATHERING	L	1,750 SF

Sample # 28    Area: 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	182 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
WEATHERING	L	1,750 SF

Sample # 36    Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	251 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF
WEATHERING	L	1,750 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	63,875 SF	50.00%	20.26
LONGITUDINAL/TRANSVERSE CRACKING	L	8,526 LF	6.67%	18.07
LONGITUDINAL/TRANSVERSE CRACKING	M	1,132 LF	0.89%	10.65
PATCHING	L	1,664 SF	1.30%	4.2
BLEEDING	N	33 SF	0.03%	0

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

# HAVRE AIRPORT

Branch: 16T TAXIWAY **T-6**

Length: 141 LF Width: 81 LF Area: 11,421 SF Last Const: 2010 Family: ACRMU  
 From: R/W 3 TURNAROUND To: Surface: AC

## Inspections

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 8/21/2012 **PCI: 99**

Sample #	Distress Description	Severity	Quantity	Area
1	WEATHERING	L	190 SF	3,807 SF
2	WEATHERING	L	190 SF	3,807 SF
3	WEATHERING	L	190 SF	3,807 SF

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	L	570 SF	4.99%	1.09

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

## Percent of Deduct Values Based on Distress Mechanism

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

## HAVRE AIRPORT

### FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$21,690

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-3	L & T CR	M	417 LF	Crack Sealing - AC	417 LF	\$1,042	PREV.
A-3	OIL SPILLAGE	N	7 SF	Patching - AC Shallow	21 SF	\$421	PREV.
A-3	PATCHING	M	55 SF	Patching - AC Deep	89 SF	\$3,554	PREV.
A-4	BLOCK CR	H	795 SF	Crack Sealing - AC	242 LF	\$606	SAFETY
A-4	DEPRESSION	H	44 SF	Patching - AC Deep	74 SF	\$2,975	SAFETY
A-4	L & T CR	H	247 LF	Crack Sealing - AC	247 LF	\$617	SAFETY
A-5	L & T CR	M	302 LF	Crack Sealing - AC	302 LF	\$755	PREV.
A-5	OIL SPILLAGE	N	9 SF	Patching - AC Shallow	25 SF	\$493	PREV.
R-5	L & T CR	H	76 LF	Crack Sealing - AC	76 LF	\$189	PREV.
R-5	L & T CR	M	1,878 LF	Crack Sealing - AC	1,878 LF	\$4,694	PREV.
R11	DEPRESSION	M	28 SF	Patching - AC Deep	53 SF	\$2,124	PREV.
R11	L & T CR	M	68 LF	Crack Sealing - AC	68 LF	\$170	PREV.
T-1	RAVELING	H	20 SF	Patching - AC Shallow	20 SF	\$390	SAFETY
T-2	L & T CR	M	170 LF	Crack Sealing - AC	170 LF	\$425	PREV.
T-3	L & T CR	M	140 LF	Crack Sealing - AC	140 LF	\$350	PREV.
T-4	L & T CR	M	23 LF	Crack Sealing - AC	23 LF	\$56	PREV.
T-5	L & T CR	M	1,132 LF	Crack Sealing - AC	1,132 LF	\$2,829	PREV.

### FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$290,859

Plan Year: 2013		Estimated Cost: \$557,871				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Global MR + Preventive	\$4,916	\$6,250	\$0	\$0	\$11,166	57	61
A-4	Major Below Critical	\$0	\$0	\$164,562	\$0	\$164,562	39	100
A-5	Preventive	\$9,798	\$0	\$0	\$0	\$9,798	66	66
R11	Preventive	\$3,891	\$0	\$0	\$0	\$3,891	58	58
R12	Global MR	\$0	\$42,900	\$0	\$0	\$42,900	96	100
R-5	Global MR + Preventive	\$26,712	\$132,501	\$0	\$0	\$159,213	70	74
T-2	Major Below Critical	\$0	\$0	\$142,058	\$0	\$142,058	50	100
T-3	Preventive	\$2,454	\$0	\$0	\$0	\$2,454	61	61
T-4	Global MR + Preventive	\$3,771	\$7,875	\$0	\$0	\$11,646	63	66
T-5	Preventive	\$10,182	\$0	\$0	\$0	\$10,182	67	67

Plan Year: 2014		Estimated Cost: \$62,665				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$4,322	\$0	\$0	\$0	\$4,322	59	59
A-5	Preventive	\$11,601	\$0	\$0	\$0	\$11,601	65	65
R11	Preventive	\$4,615	\$0	\$0	\$0	\$4,615	56	56
R-5	Preventive	\$23,451	\$0	\$0	\$0	\$23,451	72	72
T-3	Preventive	\$2,882	\$0	\$0	\$0	\$2,882	59	59
T-4	Preventive	\$3,345	\$0	\$0	\$0	\$3,345	65	65
T-5	Preventive	\$12,448	\$0	\$0	\$0	\$12,448	66	66

Plan Year: 2015		Estimated Cost: \$73,895				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$5,132	\$0	\$0	\$0	\$5,132	57	57
A-5	Preventive	\$13,237	\$0	\$0	\$0	\$13,237	64	64
R11	Preventive	\$5,422	\$0	\$0	\$0	\$5,422	54	54
R-5	Preventive	\$27,842	\$0	\$0	\$0	\$27,842	70	70
T-3	Preventive	\$3,453	\$0	\$0	\$0	\$3,453	58	58
T-4	Preventive	\$3,947	\$0	\$0	\$0	\$3,947	63	63
T-5	Preventive	\$14,854	\$0	\$0	\$0	\$14,854	64	64
T-6	Preventive	\$8	\$0	\$0	\$0	\$8	89	90

Plan Year: 2016		Estimated Cost: \$90,875				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$5,991	\$0	\$0	\$0	\$5,991	55	55
A-4	Preventive	\$58	\$0	\$0	\$0	\$58	88	88
A-5	Preventive	\$14,733	\$0	\$0	\$0	\$14,733	63	63
R11	Preventive	\$6,331	\$0	\$0	\$0	\$6,331	52	52
R12	Preventive	\$213	\$0	\$0	\$0	\$213	89	89
R-5	Preventive	\$37,356	\$0	\$0	\$0	\$37,356	69	69
T-2	Preventive	\$35	\$0	\$0	\$0	\$35	89	89
T-3	Preventive	\$4,090	\$0	\$0	\$0	\$4,090	56	56
T-4	Preventive	\$4,602	\$0	\$0	\$0	\$4,602	62	62
T-5	Preventive	\$17,421	\$0	\$0	\$0	\$17,421	63	63
T-6	Preventive	\$45	\$0	\$0	\$0	\$45	86	87

**HAVRE AIRPORT**

Plan Year: 2017		Estimated Cost: \$223,579				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$6,905	\$0	\$0	\$0	\$6,905	54	54
A-4	Preventive	\$151	\$0	\$0	\$0	\$151	85	85
A-5	Preventive	\$16,085	\$0	\$0	\$0	\$16,085	62	62
R11	Major Below Critical	\$0	\$0	\$121,622	\$0	\$121,622	50	100
R12	Preventive	\$789	\$0	\$0	\$0	\$789	86	86
R-5	Preventive	\$47,483	\$0	\$0	\$0	\$47,483	67	67
T-2	Preventive	\$129	\$0	\$0	\$0	\$129	86	86
T-3	Preventive	\$4,804	\$0	\$0	\$0	\$4,804	54	54
T-4	Preventive	\$5,311	\$0	\$0	\$0	\$5,311	60	60
T-5	Preventive	\$20,217	\$0	\$0	\$0	\$20,217	61	61
T-6	Preventive	\$82	\$0	\$0	\$0	\$82	84	84

Plan Year: 2018		Estimated Cost: \$340,700				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Global MR + Preventive	\$7,882	\$7,246	\$0	\$0	\$15,127	52	56
A-4	Preventive	\$244	\$0	\$0	\$0	\$244	82	82
A-5	Preventive	\$17,317	\$0	\$0	\$0	\$17,317	61	61
R12	Global MR + Preventive	\$1,353	\$49,733	\$0	\$0	\$51,086	83	89
R-5	Global MR + Preventive	\$58,063	\$153,605	\$0	\$0	\$211,668	66	69
T-2	Preventive	\$221	\$0	\$0	\$0	\$221	83	83
T-3	Preventive	\$5,599	\$0	\$0	\$0	\$5,599	52	52
T-4	Global MR + Preventive	\$6,398	\$9,129	\$0	\$0	\$15,527	58	62
T-5	Preventive	\$23,793	\$0	\$0	\$0	\$23,793	59	59
T-6	Preventive	\$118	\$0	\$0	\$0	\$118	81	81

Plan Year: 2019		Estimated Cost: \$217,572				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$7,232	\$0	\$0	\$0	\$7,232	54	54
A-4	Preventive	\$447	\$0	\$0	\$0	\$447	79	79
A-5	Preventive	\$18,411	\$0	\$0	\$0	\$18,411	61	61
R12	Preventive	\$782	\$0	\$0	\$0	\$782	86	86
R-5	Preventive	\$49,428	\$0	\$0	\$0	\$49,428	67	67
T-2	Preventive	\$310	\$0	\$0	\$0	\$310	81	81
T-3	Major Below Critical	\$0	\$0	\$106,705	\$0	\$106,705	49	100
T-4	Preventive	\$5,567	\$0	\$0	\$0	\$5,567	60	60
T-5	Preventive	\$28,487	\$0	\$0	\$0	\$28,487	58	58
T-6	Preventive	\$203	\$0	\$0	\$0	\$203	79	79

Plan Year: 2020		Estimated Cost: \$131,867				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$8,265	\$0	\$0	\$0	\$8,265	52	52
A-4	Preventive	\$786	\$0	\$0	\$0	\$786	76	76
A-5	Preventive	\$19,420	\$0	\$0	\$0	\$19,420	61	61
R11	Preventive	\$30	\$0	\$0	\$0	\$30	89	89
R12	Preventive	\$1,384	\$0	\$0	\$0	\$1,384	83	84
R-5	Preventive	\$60,691	\$0	\$0	\$0	\$60,691	66	66
T-2	Preventive	\$561	\$0	\$0	\$0	\$561	78	79
T-4	Preventive	\$6,677	\$0	\$0	\$0	\$6,677	59	59
T-5	Preventive	\$33,725	\$0	\$0	\$0	\$33,725	56	56
T-6	Preventive	\$329	\$0	\$0	\$0	\$329	77	77

Plan Year: 2021		Estimated Cost: \$154,348				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$9,377	\$0	\$0	\$0	\$9,377	50	50
A-4	Preventive	\$1,121	\$0	\$0	\$0	\$1,121	74	74
A-5	Preventive	\$20,322	\$0	\$0	\$0	\$20,322	60	60
R11	Preventive	\$111	\$0	\$0	\$0	\$111	86	86
R12	Preventive	\$1,971	\$0	\$0	\$0	\$1,971	81	81
R-5	Preventive	\$72,578	\$0	\$0	\$0	\$72,578	64	64
T-2	Preventive	\$875	\$0	\$0	\$0	\$875	76	76
T-4	Preventive	\$7,949	\$0	\$0	\$0	\$7,949	57	57
T-5	Preventive	\$39,592	\$0	\$0	\$0	\$39,592	54	54
T-6	Preventive	\$452	\$0	\$0	\$0	\$452	75	75

# HAVRE AIRPORT

Plan Year: 2022		Estimated Cost: \$339,828					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Major Below Critical	\$0	\$0	\$171,072	\$0	\$171,072	48	100	
A-4	Preventive	\$1,455	\$0	\$0	\$0	\$1,455	71	71	
A-5	Preventive	\$21,174	\$0	\$0	\$0	\$21,174	60	60	
R11	Preventive	\$190	\$0	\$0	\$0	\$190	83	83	
R12	Preventive	\$3,457	\$0	\$0	\$0	\$3,457	79	79	
R-5	Preventive	\$85,196	\$0	\$0	\$0	\$85,196	63	63	
T-2	Preventive	\$1,184	\$0	\$0	\$0	\$1,184	74	75	
T-3	Preventive	\$26	\$0	\$0	\$0	\$26	89	89	
T-4	Preventive	\$9,371	\$0	\$0	\$0	\$9,371	55	55	
T-5	Preventive	\$46,130	\$0	\$0	\$0	\$46,130	52	52	
T-6	Preventive	\$574	\$0	\$0	\$0	\$574	73	73	

Plan Year: 2023		Estimated Cost: \$1,266,455					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-4	Preventive	\$1,955	\$0	\$0	\$0	\$1,955	69	69	
A-5	Preventive	\$21,970	\$0	\$0	\$0	\$21,970	60	60	
R11	Preventive	\$267	\$0	\$0	\$0	\$267	81	81	
R12	Global MR + Preventive	\$5,515	\$57,654	\$0	\$0	\$63,169	77	81	
R-5	Global MR + Preventive	\$98,941	\$178,070	\$0	\$0	\$277,012	61	64	
T-2	Preventive	\$1,490	\$0	\$0	\$0	\$1,490	73	73	
T-3	Preventive	\$96	\$0	\$0	\$0	\$96	86	86	
T-4	Global MR + Preventive	\$10,960	\$10,583	\$0	\$0	\$21,544	53	57	
T-5	Major Below Critical	\$0	\$0	\$878,257	\$0	\$878,257	49	100	
T-6	Preventive	\$696	\$0	\$0	\$0	\$696	71	71	

Plan Year: 2024		Estimated Cost: \$131,294					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-4	Preventive	\$2,723	\$0	\$0	\$0	\$2,723	67	67	
A-5	Preventive	\$22,773	\$0	\$0	\$0	\$22,773	60	60	
R11	Preventive	\$482	\$0	\$0	\$0	\$482	78	79	
R12	Preventive	\$3,478	\$0	\$0	\$0	\$3,478	79	79	
R-5	Preventive	\$89,212	\$0	\$0	\$0	\$89,212	63	63	
T-2	Preventive	\$1,797	\$0	\$0	\$0	\$1,797	71	71	
T-3	Preventive	\$165	\$0	\$0	\$0	\$165	83	83	
T-4	Preventive	\$9,804	\$0	\$0	\$0	\$9,804	55	55	
T-6	Preventive	\$860	\$0	\$0	\$0	\$860	70	70	

Plan Year: 2025		Estimated Cost: \$152,476					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$75	\$0	\$0	\$0	\$75	88	88	
A-4	Preventive	\$3,500	\$0	\$0	\$0	\$3,500	65	65	
A-5	Preventive	\$23,619	\$0	\$0	\$0	\$23,619	60	60	
R11	Preventive	\$753	\$0	\$0	\$0	\$753	76	76	
R12	Preventive	\$5,655	\$0	\$0	\$0	\$5,655	77	77	
R-5	Preventive	\$103,752	\$0	\$0	\$0	\$103,752	61	61	
T-2	Preventive	\$2,271	\$0	\$0	\$0	\$2,271	69	69	
T-3	Preventive	\$232	\$0	\$0	\$0	\$232	81	81	
T-4	Preventive	\$11,480	\$0	\$0	\$0	\$11,480	53	53	
T-6	Preventive	\$1,138	\$0	\$0	\$0	\$1,138	68	68	

Plan Year: 2026		Estimated Cost: \$177,163					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$197	\$0	\$0	\$0	\$197	85	85	
A-4	Preventive	\$4,288	\$0	\$0	\$0	\$4,288	63	63	
A-5	Preventive	\$24,522	\$0	\$0	\$0	\$24,522	60	60	
R11	Preventive	\$1,018	\$0	\$0	\$0	\$1,018	74	75	
R12	Preventive	\$7,812	\$0	\$0	\$0	\$7,812	75	75	
R-5	Preventive	\$120,951	\$0	\$0	\$0	\$120,951	60	60	
T-2	Preventive	\$2,969	\$0	\$0	\$0	\$2,969	68	68	
T-3	Preventive	\$418	\$0	\$0	\$0	\$418	78	79	
T-4	Preventive	\$13,350	\$0	\$0	\$0	\$13,350	51	51	
T-5	Preventive	\$213	\$0	\$0	\$0	\$213	89	89	
T-6	Preventive	\$1,424	\$0	\$0	\$0	\$1,424	67	67	

**HAVRE AIRPORT**

Plan Year: 2027		Estimated Cost: \$442,299				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$318	\$0	\$0	\$0	\$318	82	82
A-4	Preventive	\$5,098	\$0	\$0	\$0	\$5,098	62	62
A-5	Preventive	\$25,530	\$0	\$0	\$0	\$25,530	60	60
R11	Preventive	\$1,282	\$0	\$0	\$0	\$1,282	73	73
R12	Preventive	\$9,935	\$0	\$0	\$0	\$9,935	73	73
R-5	Preventive	\$145,262	\$0	\$0	\$0	\$145,262	58	58
T-2	Preventive	\$3,693	\$0	\$0	\$0	\$3,693	66	66
T-3	Preventive	\$653	\$0	\$0	\$0	\$653	76	76
T-4	Major Below Critical	\$0	\$0	\$249,740	\$0	\$249,740	48	100
T-5	Preventive	\$790	\$0	\$0	\$0	\$790	86	86
T-6	Preventive	\$1,724	\$0	\$0	\$0	\$1,724	65	65

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# HAVRE AIRPORT

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8/21/2012



A-3, Overview with cracks



A-3, Overview with cracks



A-3, Surface detail with raveling



A-3, Surface detail with crack



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# HAVRE AIRPORT

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8/21/2012



A-4, Overview



A-4, Surface detail with cracks and depressions



A-5, Overview with cracks and depressions



A-5, Surface detail with crack

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# HAVRE AIRPORT

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8/21/2012



A-5, Surface detail with crack



R-5, Overview



R-5, Surface detail with crack



T-2, Overview with patch

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# HAVRE AIRPORT

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8/21/2012



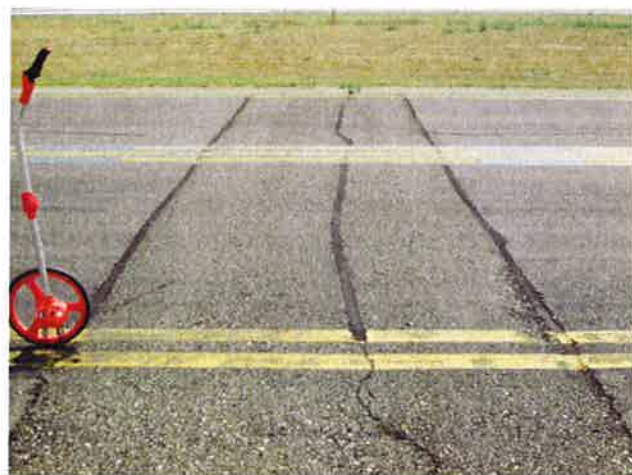
T-3, Overview



T-3, Surface detail with crack



T-5, Overview



T-5, Surface detail with patch and cracks

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# HAVRE AIRPORT

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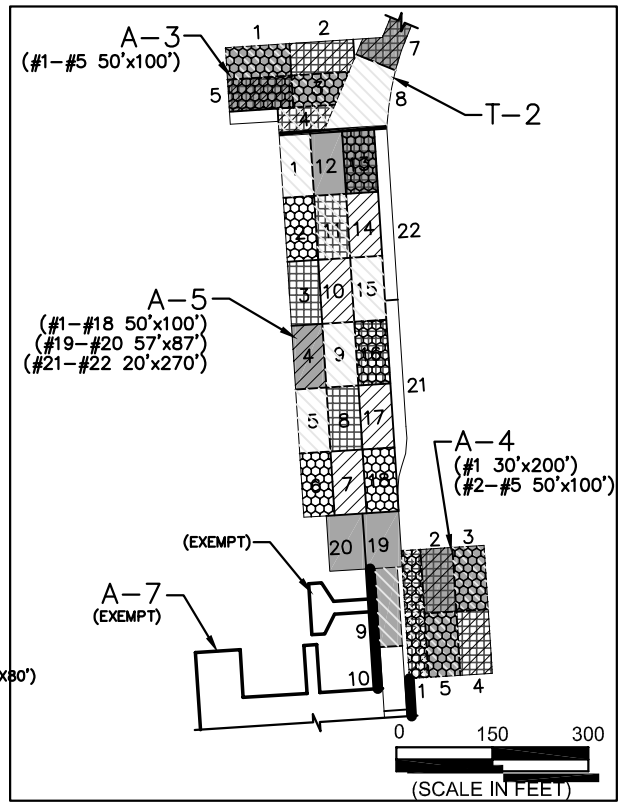
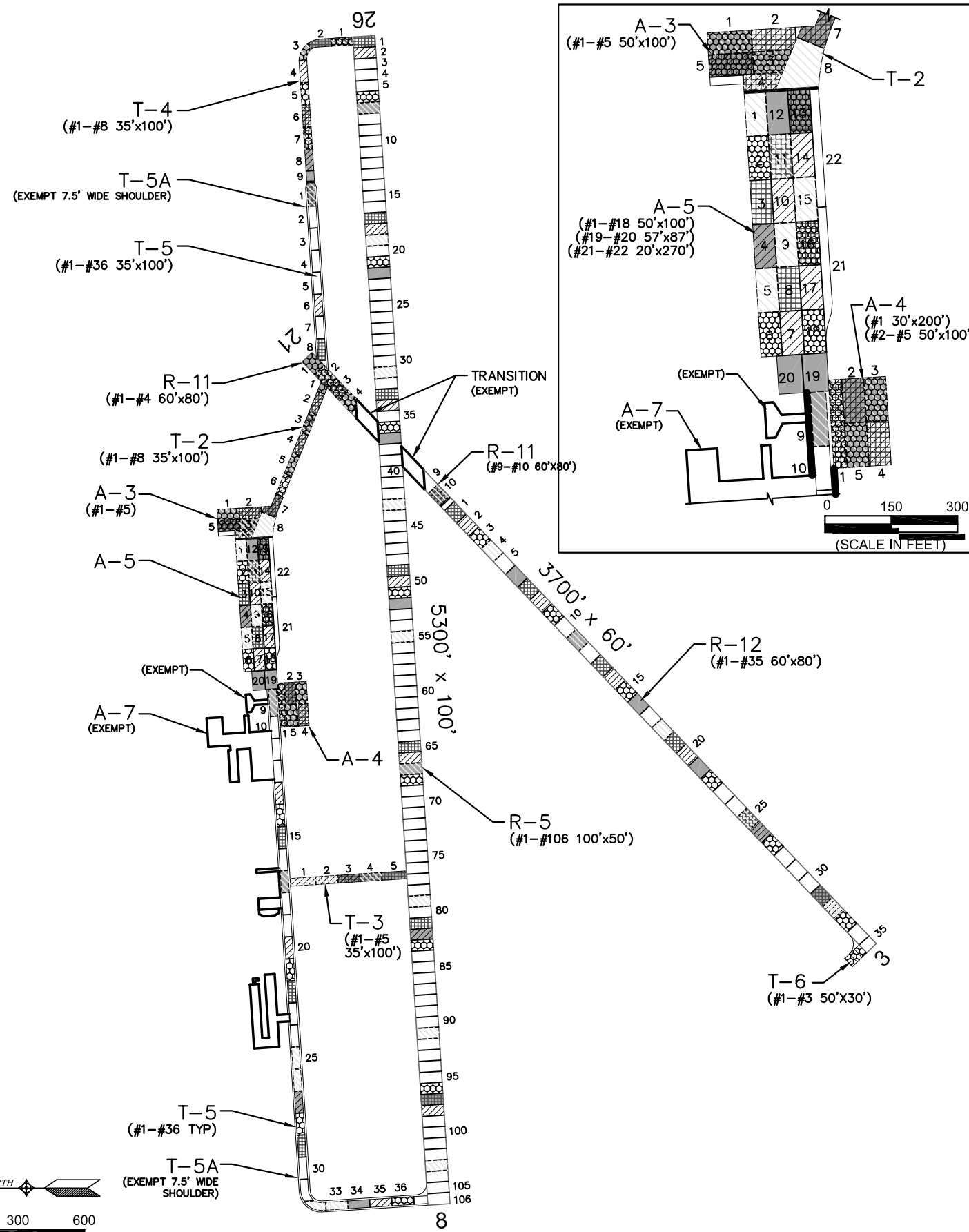
8/21/2012



T-5, Surface detail with crack

# HAVRE

## PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY



PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
<b>RUNWAYS</b>										
R-5			8" CR. AGG.	6" P-153 PULV.	3" P-401	1"P-402,P-609	30,000	40,000	50,000	△3 △7 △8 △9
R-11	E-7	F7		8" CR. AGG.	2" AC	6"BC,2"AC,P-609	12,500			△4 △7 △8 △9
R-12	E-7	F7	8" CR. AGG.	6" CR. AGG.	3" P-403	1"P-402,P-609	12,500			△4 △7 △8 △9
<b>TAXIWAYS</b>										
T-2			8" CR. AGG.	6" P-153 PULV.	3" P-401	1"P-402,P-609	30,000	40,000	50,000	△4 △7 △8 △9
T-3	E-7	F7	6" P-154	6" P-209	2" P-401	1"P-402,P-609	12,500	40,000	50,000	△4 △7 △8 △9
T-4			11.5" P-154	6" P-208	3" P-401	1"P-402,P-609	30,000			△3 △7 △8 △9
T-5			8" CR. AGG.	6" P-153 PULV.	3" P-401	1"P-402,P-609	30,000	40,000	50,000	△5 △7 △8 △9
T-6				9" P-208	3" P-403		12,500			△0
<b>APRONS</b>										
A-3	E-7	F7		5" CR. AGG.	6" AC, SEAL COAT	4"P-401,1"P-402, P-609	30,000			△7 △8 △9
A-4	E-7	F7		8" CR. AGG.	3" AC		25,000			△2
A-5	E-7	F7	16" P-153	3" P-208	4" P-401	1"P-402,P-609	45,000	55,000	75,000	△4 △7 △8 △9
A-7				UNKNOWN	UNKNOWN	P-609	12,500			△6 △7 △8 △9

**REMARKS:**

- △ AIP-001, 1985, ENTIRE RUNWAY 7-25 CHIP SEALED P-609 WITH PRIOR HEATER SCARIFIER AND LEVEL UP. CENTER 100' WIDTH; OUTER 25' ARE CHIPPED ONLY.
- △ AIP-002, 1987 QUAD HANGAR TAXIWAYS CONSTRUCTED UNDER AIP-02 NOT SHOWN IN DETAIL.
- △ AIP-003, 1993 RUNWAY 7-25 RECONSTRUCTION AND TAXIWAY CENTER EXTENSION.
- △ AIP-004, 1994, RECONSTRUCT APRON, REHABILITATE RUNWAY 3-21, 1994, REHABILITATE TAXIWAYS T-2 AND T-3.
- △ AIP-005, 1995, REHABILITATE TAXIWAY T-5.
- △ 1995, APRON A-7 CONSTRUCTED.
- △ AIP-007, 2001, CRACK SEAL, FOG SEAL, AND REMARK.
- △ AIP-009, 2005, CRACK SEAL, FOG SEAL, AND REMARK.
- △ AIP-011, 2009, CRACK SEAL, FOG SEAL, AND REMARK.
- △ AIP-013/014, 2010 REHABILITATE (MILL AND OVERLAY) RUNWAY 3-21.

<b>LEGEND</b> [Symbol] 2000 SURVEY AREA (NOT SURVEYED) [Symbol] 2003 SURVEY AREA [Symbol] 2006 SURVEY AREA [Symbol] 2009 SURVEY AREA [Symbol] 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	AUG. 23, 1987	<b>MONTANA AVIATION SYSTEM PLAN</b> <b>2012 UPDATE - PAVEMENT CONDITION INDEXES</b> <b>HAVRE CITY-COUNTY AIRPORT</b>
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 21, 2012	PREPARED FOR: 
	EVALUATED BY:	S. BROWN	PREPARED BY: 
			HAVRE MONTANA DATE: SEPT. 2012