

**JORDAN AIRPORT**

Branch: 37A      APRON

**A-11**

Length: 250 LF      Width: 200 LF      Area: 50,000 SF      Last Const: 2003      Family: ACAM  
 From: T-12      To:      Surface: AC

**Inspections**

Samples Surveyed: 4      Total Samples: 12      Last Inspection Date: 8/20/2012      **PCI: 88**

Sample # 2      Area: 4,150 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF
OIL SPILLAGE	N	70 SF
RAVELING	L	83 SF

Sample # 5      Area: 4,150 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF
RAVELING	L	83 SF

Sample # 8      Area: 4,150 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
OIL SPILLAGE	N	20 SF
RAVELING	L	83 SF

Sample # 11      Area: 4,150 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF
RAVELING	L	83 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	515 LF	0.00%	5.01
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF	0.00%	4.00
OIL SPILLAGE	N	271 LF	0.00%	3.12
RAVELING	L	1,000 LF	50.00%	3.99

\* 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      81.0 % Climate/Durability      19.0 % Other

**JORDAN AIRPORT**

Branch: 37-R RUNWAY

**R-1**

Length: 4,300 LF Width: 75 LF Area: 322,500 SF Last Const: 2003 Family: ACRML  
 From: 0+00 To: 43+00 Surface: AC

**Inspections**

Samples Surveyed: 7 Total Samples: 66 Last Inspection Date: 8/20/2012 **PCI: 80**

Sample #	Distress Description	Severity	Quantity	Area:
7	LONGITUDINAL/TRANSVERSE CRACKING	L	194 LF	4,875 SF
	RAVELING	L	98 SF	
16	LONGITUDINAL/TRANSVERSE CRACKING	L	336 LF	4,875 SF
	RAVELING	L	98 SF	
25	LONGITUDINAL/TRANSVERSE CRACKING	L	261 LF	4,875 SF
	RAVELING	L	98 SF	
34	LONGITUDINAL/TRANSVERSE CRACKING	L	231 LF	4,875 SF
	RAVELING	L	98 LF	
43	LONGITUDINAL/TRANSVERSE CRACKING	L	292 LF	4,875 SF
	RAVELING	L	98 SF	
52	BLOCK CRACKING	L	40 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	262 LF	
	RAVELING	L	98 SF	
61	LONGITUDINAL/TRANSVERSE CRACKING	L	301 LF	4,875 SF
	RAVELING	L	49 SF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	378 LF	0.03%	4.51
LONGITUDINAL/TRANSVERSE CRACKING	L	17,739 LF	1.29%	15.81
RAVELING	L	6,020 LF	0.05%	3.82

\* 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

**JORDAN AIRPORT**

Branch: 37-T TAXIWAY

**T-1**

Length: 272 LF Width: 85 LF Area: 24,538 SF Last Const: 2003 Family: ACRML  
 From: RUNWAY 10-28 To: Surface: AC

**Inspections**

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 8/20/2012 **PCI: 94**

Sample # 2 Area: 5,780 SF

Distress Description	Severity	Quantity
RAVELING	L	20 SF
RAVELING	L	68 SF

Sample # 3 Area: 3,536 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
RAVELING	L	93 SF

Sample # 4 Area: 5,780 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	52 LF
RAVELING	L	58 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF	0.24%	4.11
RAVELING	L	388 LF	3.74%	3.46

\* 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

**JORDAN AIRPORT**

Branch: 37-T TAXIWAY

**T-12**

Length: 186 LF Width: 35 LF Area: 14,425 SF Last Const: 2003 Family: ACRML  
 From: RUNWAY To: APRON Surface: AC

**Inspections**

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 8/20/2012 **PCI: 87**

Sample #	Distress Description	Severity	Quantity	Area:
Sample # 1	LONGITUDINAL/TRANSVERSE CRACKING	L	112 LF	5,780 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF	
	RAVELING	M	20 SF	
Sample # 2	LONGITUDINAL/TRANSVERSE CRACKING	L	66 LF	3,536 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF	
	RAVELING	M	20 SF	
Sample # 3	LONGITUDINAL/TRANSVERSE CRACKING	L	57 LF	5,780 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	57 LF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	310 LF	0.30%	7.81
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF	2.40%	4.00
RAVELING	M	53 LF	1.26%	5.55

\* 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

## JORDAN AIRPORT

**FIRST YEAR LOCAL: 2013** **LOCAL REPAIR COST: \$6,895**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	L & T CR	M	18 LF	Crack Sealing - AC	18 LF	\$45 PREV.	
A-11	OIL SPILLAGE	N	271 SF	Patching - AC Shallow	341 SF	\$6,827 PREV.	
T-12	L & T CR	M	9 LF	Crack Sealing - AC	9 LF	\$23 PREV.	

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$42,518**

Plan Year: 2013		Estimated Cost: \$108,345					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$207	\$12,500	\$0	\$0	\$12,707	86	93	
R-1	Global MR + Preventive	\$5,198	\$80,626	\$0	\$0	\$85,824	78	84	
T-1	Global MR	\$0	\$6,135	\$0	\$0	\$6,135	92	100	
T-12	Global MR + Preventive	\$73	\$3,606	\$0	\$0	\$3,679	85	92	
Plan Year: 2014		Estimated Cost: \$2,981					PCI		
A-11	Preventive	\$21	\$0	\$0	\$0	\$21	90	90	
R-1	Preventive	\$2,938	\$0	\$0	\$0	\$2,938	81	81	
T-12	Preventive	\$22	\$0	\$0	\$0	\$22	89	89	
Plan Year: 2015		Estimated Cost: \$5,474					PCI		
A-11	Preventive	\$202	\$0	\$0	\$0	\$202	86	86	
R-1	Preventive	\$5,200	\$0	\$0	\$0	\$5,200	79	79	
T-12	Preventive	\$72	\$0	\$0	\$0	\$72	85	85	
Plan Year: 2016		Estimated Cost: \$8,929					PCI		
A-11	Preventive	\$380	\$0	\$0	\$0	\$380	83	83	
R-1	Preventive	\$8,371	\$0	\$0	\$0	\$8,371	77	77	
T-1	Preventive	\$57	\$0	\$0	\$0	\$57	88	88	
T-12	Preventive	\$121	\$0	\$0	\$0	\$121	82	83	
Plan Year: 2017		Estimated Cost: \$12,177					PCI		
A-11	Preventive	\$556	\$0	\$0	\$0	\$556	80	80	
R-1	Preventive	\$11,297	\$0	\$0	\$0	\$11,297	75	75	
T-1	Preventive	\$147	\$0	\$0	\$0	\$147	85	85	
T-12	Preventive	\$178	\$0	\$0	\$0	\$178	80	80	
Plan Year: 2018		Estimated Cost: \$134,970					PCI		
A-11	Global MR + Preventive	\$1,185	\$14,491	\$0	\$0	\$15,676	77	84	
R-1	Global MR + Preventive	\$13,966	\$93,467	\$0	\$0	\$107,434	73	77	
T-1	Global MR + Preventive	\$233	\$7,112	\$0	\$0	\$7,344	82	88	
T-12	Global MR + Preventive	\$336	\$4,181	\$0	\$0	\$4,516	77	83	
Plan Year: 2019		Estimated Cost: \$12,630					PCI		
A-11	Preventive	\$572	\$0	\$0	\$0	\$572	80	81	
R-1	Preventive	\$11,738	\$0	\$0	\$0	\$11,738	75	75	
T-1	Preventive	\$147	\$0	\$0	\$0	\$147	85	85	
T-12	Preventive	\$173	\$0	\$0	\$0	\$173	80	80	
Plan Year: 2020		Estimated Cost: \$16,382					PCI		
A-11	Preventive	\$1,191	\$0	\$0	\$0	\$1,191	78	78	
R-1	Preventive	\$14,610	\$0	\$0	\$0	\$14,610	73	73	
T-1	Preventive	\$239	\$0	\$0	\$0	\$239	82	82	
T-12	Preventive	\$342	\$0	\$0	\$0	\$342	78	78	
Plan Year: 2021		Estimated Cost: \$19,952					PCI		
A-11	Preventive	\$1,875	\$0	\$0	\$0	\$1,875	75	75	
R-1	Preventive	\$17,208	\$0	\$0	\$0	\$17,208	72	72	
T-1	Preventive	\$371	\$0	\$0	\$0	\$371	80	80	
T-12	Preventive	\$498	\$0	\$0	\$0	\$498	76	76	

**JORDAN AIRPORT**

Plan Year: 2022		Estimated Cost: \$23,454				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$2,555	\$0	\$0	\$0	\$2,555	73	73
R-1	Preventive	\$19,589	\$0	\$0	\$0	\$19,589	71	71
T-1	Preventive	\$668	\$0	\$0	\$0	\$668	77	77
T-12	Preventive	\$642	\$0	\$0	\$0	\$642	74	74

Plan Year: 2023		Estimated Cost: \$165,129				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$3,236	\$16,799	\$0	\$0	\$20,035	70	76
R-1	Global MR + Preventive	\$21,933	\$108,354	\$0	\$0	\$130,287	70	72
T-1	Global MR + Preventive	\$944	\$8,244	\$0	\$0	\$9,189	75	80
T-12	Global MR + Preventive	\$772	\$4,847	\$0	\$0	\$5,619	73	76

Plan Year: 2024		Estimated Cost: \$24,621				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$2,644	\$0	\$0	\$0	\$2,644	73	73
R-1	Preventive	\$20,625	\$0	\$0	\$0	\$20,625	71	71
T-1	Preventive	\$683	\$0	\$0	\$0	\$683	77	78
T-12	Preventive	\$669	\$0	\$0	\$0	\$669	74	74

Plan Year: 2025		Estimated Cost: \$28,110				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$3,368	\$0	\$0	\$0	\$3,368	71	71
R-1	Preventive	\$22,952	\$0	\$0	\$0	\$22,952	70	70
T-1	Preventive	\$979	\$0	\$0	\$0	\$979	76	76
T-12	Preventive	\$810	\$0	\$0	\$0	\$810	73	73

Plan Year: 2026		Estimated Cost: \$34,197				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$4,729	\$0	\$0	\$0	\$4,729	69	69
R-1	Preventive	\$27,279	\$0	\$0	\$0	\$27,279	69	69
T-1	Preventive	\$1,251	\$0	\$0	\$0	\$1,251	74	74
T-12	Preventive	\$938	\$0	\$0	\$0	\$938	71	71

Plan Year: 2027		Estimated Cost: \$40,415				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$6,398	\$0	\$0	\$0	\$6,398	67	67
R-1	Preventive	\$31,465	\$0	\$0	\$0	\$31,465	69	69
T-1	Preventive	\$1,498	\$0	\$0	\$0	\$1,498	72	72
T-12	Preventive	\$1,054	\$0	\$0	\$0	\$1,054	70	70

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JORDAN AIRPORT

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8/20/2012



A-11, Overview



A-11, Surface detail oil spillage



A-11, Surface detail



R-1, Overview

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# JORDAN AIRPORT

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8/20/2012



R-1, Surface detail



T-1, Overview



T-1, Surface detail



R-12, Overview

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# JORDAN AIRPORT

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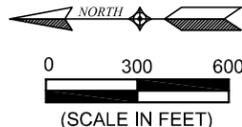
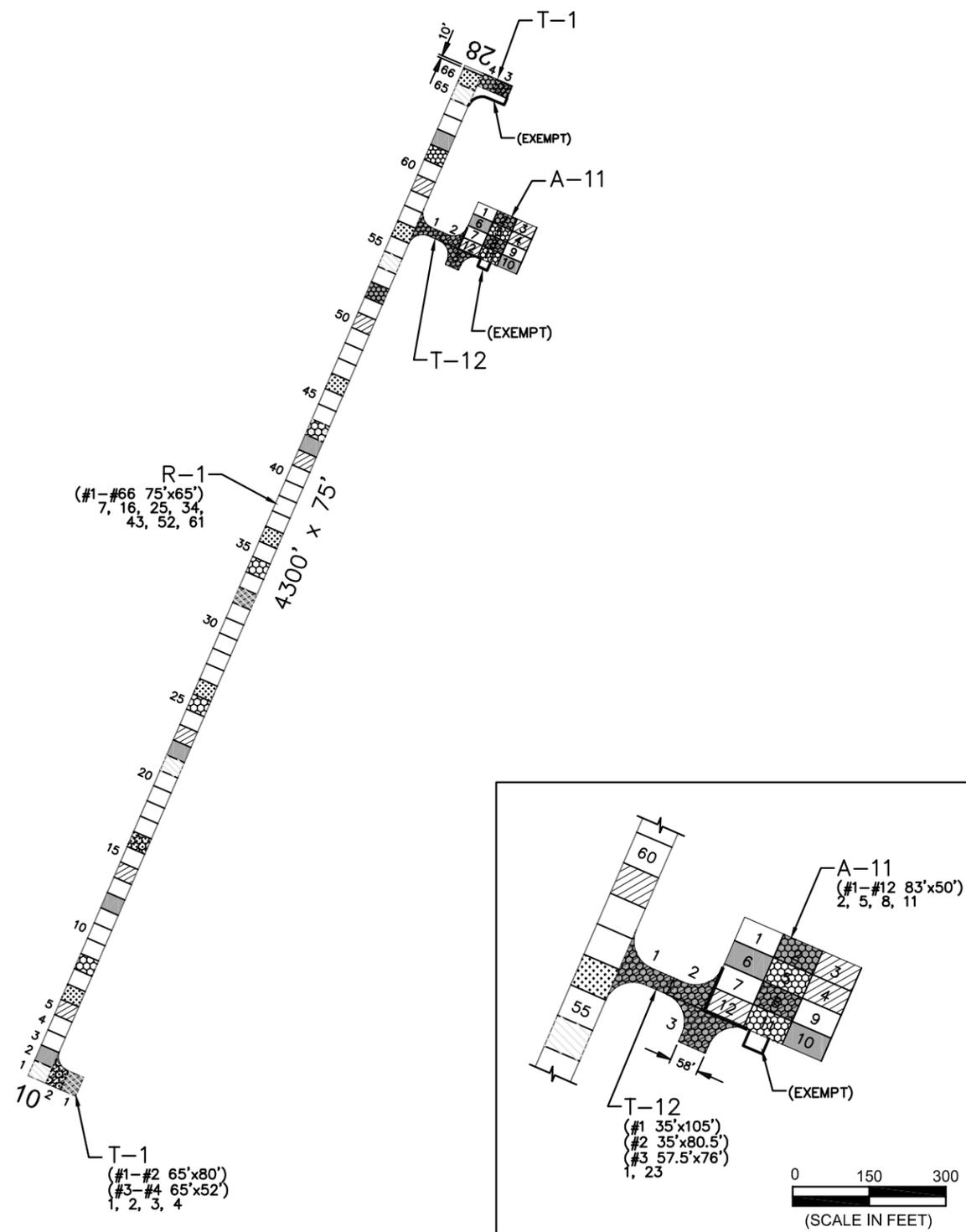
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8/20/2012



T-12, Surface detail

# JORDAN



## 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-1	E-7	CBR=2.8	7" P-154	5" P-208	1.5" TRIPLE SHOT	3.5" P-401	12,500			◀▶▶
<b>TAXIWAYS</b>										
T-1	E-7	CBR=2.8	7" P-154	5" P-208	P-609	3.5" P-401	12,500			◀▶▶
T-12	E-7	CBR=2.8	GEOGRID, FABRIC, 11" P-154	4" P-208	3" P-401		12,500			◀▶▶
<b>APRONS</b>										
A-11	E-7	CBR=2.8	GEOGRID, FABRIC, 11" P-154	4" P-208	3" P-401		12,500			◀▶▶

**REMARKS:**

ADAP-01, 1981, REHABILITATE RUNWAY AND TAXIWAY, CONSTRUCT RUNWAY EXTENSION, REHABILITATE AND EXPAND APRON.

▶ AIP-01, 1991, RECONSTRUCT RUNWAY.

▶ AIP-002-2003, RECONSTRUCT APRON AND TAXIWAY (T-12); OVERLAY REMAINING PAVEMENTS.

▶ AIP-004-2009, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS. [INSPECTED AFTER FOG SEAL APPLICATION]

**LEGEND**

- ◻ 1997 SURVEY AREA
- ◻ 2000 SURVEY AREA
- ◻ 2003 SURVEY AREA (NOT SURVEYED)
- ◻ 2006 SURVEY AREA
- ◻ 2009 SURVEY AREA
- ◻ 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:

AUG. 1, 1989

EVALUATED BY:

J. STYBA

DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:

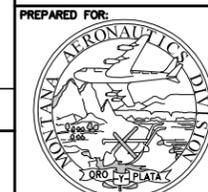
AUG. 20, 2012

EVALUATED BY:

M. BECKHOFF

**MONTANA AVIATION SYSTEM PLAN  
2012 UPDATE - PAVEMENT CONDITION INDEXES**

**JORDAN AIRPORT**



JORDAN MONTANA

DATE: NOV. 2012

PREPARED BY:



JORDAN