

LIBBY AIRPORT

Branch: 01A **APRON**

A-1

Length: 120 LF **Width:** 155 LF **Area:** 18,600 SF **Last Const:** 2002 **Family:** ACAM
From: STA 5+40A **To:** STA 6+60A **Surface:** AAC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 8/20/2012 **PCI:** 82

Sample # 1		Area: 4,800 SF
	Distress Description	Severity Quantity
	DEPRESSION	L 2 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L 83 LF
	RAVELING	L 250 SF

Sample # 2		Area: 4,800 SF
	Distress Description	Severity Quantity
	LONGITUDINAL/TRANSVERSE CRACKING	L 35 LF
	RAVELING	H 1 SF

Sample # 3		Area: 4,800 SF
	Distress Description	Severity Quantity
	BLEEDING	N 80 SF
	PATCHING	L 650 SF
	RAVELING	L 400 SF
	RAVELING	H 2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	103 SF	0.54%	3.37
DEPRESSION	L	3 SF	2.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	152 LF	0.04%	4.59
RAVELING	L	840 SF	1.03%	6.43
RAVELING	H	4 SF	0.00%	6.00

* 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 82.0 % Climate/Durability 18.0 % Other

LIBBY AIRPORT

Branch: 01A **APRON**

A-2

Length: 540 LF **Width:** 205 LF **Area:** 110,700 SF **Last Const:** 2002 **Family:** ACAM
From: STA 0+00A **To:** STA 5+40A **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 20 **Last Inspection Date:** 8/20/2012 **PCI:** 87

Sample # 2	Distress Description RAVELING	Severity L	Quantity 50 SF	Area: 5,100 SF
Sample # 6	Distress Description RAVELING	Severity L	Quantity 150 SF	Area: 5,100 SF
Sample # 10	Distress Description ALLIGATOR CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE RAVELING	Severity L L L N L	Quantity 20 F 2 SF 22 LF 50 SF 75 SF	Area: 5,100 SF
Sample # 14	Distress Description BLEEDING OIL SPILLAGE RAVELING	Severity N N L	Quantity 5 SF 2 SF 160 SF	Area: 5,100 SF
Sample # 18	Distress Description BLEEDING RAVELING	Severity N L	Quantity 180 SF 200 SF	Area: 3,780 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	92 SF	0.21%	7.00
BLEEDING	N	847 SF	0.01%	4.27
DEPRESSION	L	9 SF	0.49%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	101 LF	0.01%	2.50
OIL SPILLAGE	N	238 SF	4.34%	2.57
RAVELING	L	961 SF	0.05%	2.41

* 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

37.0 % Load 26.0 % Climate/Durability 37.0 % Other

LIBBY AIRPORT

Branch: 01A **APRON**

A-3

Length: 480 LF **Width:** 223 LF **Area:** 107,040 SF **Last Const:** 2002 **Family:** ACAH
From: STA 6+60A **To:** STA 11+40A **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 22 **Last Inspection Date:** 8/20/2012 **PCI:** 79

Sample #	Distress Description	Severity	Quantity	Area:
1	LONGITUDINAL/TRANSVERSE CRACKING	L	133 LF	5,000 SF
	RAVELING	L	500 SF	
5	LONGITUDINAL/TRANSVERSE CRACKING	L	77 LF	5,000 SF
	RAVELING	L	1,000 SF	
9	DEPRESSION	M	1 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	53 LF	
	RAVELING	L	500 SF	
13	ALLIGATOR CRACKING	L	10 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	100 LF	
	OIL SPILLAGE	N	4 SF	
17	LONGITUDINAL/TRANSVERSE CRACKING	L	115 LF	5,000 SF
	RAVELING	L	1,500 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	43 SF	0.01%	7.00
DEPRESSION	M	4 SF	100.00%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	L	2,047 LF	4.41%	7.18
OIL SPILLAGE	N	17 SF	0.01%	2.00
RAVELING	L	23,549 SF	0.79%	14.31

* 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

20.0 % Load 60.0 % Climate/Durability 20.0 % Other

LIBBY AIRPORT

Branch: 01A APRON

A-4

Length: 30 LF Width: 35 LF Area: 1,050 SF Last Const: 2004 Family: PCAA
 From: HELIPAD APRON To: A-1 Surface: PCC

Inspections

Samples Surveyed: 1 Total Samples: 1 Last Inspection Date: 8/20/2012 **PCI: 34**

Sample # 1

Area: 5,000 SF

Distress Description	Severity	Quantity
CORNER BREAK	L	1 SLABS
LINEAR CRACKING	L	4 SLABS
JOINT SPALLING	L	1 SLABS
JOINT SPALLING	H	2 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
CORNER BREAK	L	1 SLABS	0.01%	18.16
LINEAR CRACKING	L	4 SLABS	3.92%	21.66
JOINT SPALLING	L	1 SLABS	0.95%	6.95
JOINT SPALLING	H	2 SLABS	100.00%	42.06

* 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

45.0 % Load 0.0 % Climate/Durability 55.0 % Other

LIBBY AIRPORT

Branch: 01A

APRON

A-5

Length: 90 LF

Width: 30 LF

Area: 2,700 SF

Last Const: 2004

Family: PCAA

From: HELIPAD

To: A-3

Surface: PCC

Inspections

Samples Surveyed: 3

Total Samples: 3

Last Inspection Date: 8/20/2012

PCI: 79

Sample # 1

Distress Description

JOINT SEAL DAMAGE
SHRINKAGE CRACKING
JOINT SPALLING

Severity

H
N
L

Quantity

4 SLABS
1 SLABS
3 SLABS

Area: 4 SLABS

Sample # 2

Distress Description

JOINT SEAL DAMAGE
JOINT SPALLING

Severity

M
L

Quantity

4 SLABS
3 SLABS

Area: 4 SLABS

Sample # 3

Distress Description

JOINT SEAL DAMAGE
SHRINKAGE CRACKING
JOINT SPALLING

Severity

M
N
L

Quantity

4 SLABS
1 SLABS
4 SLABS

Area: 4 SLABS

Extrapolated Distress Quantities*

Distress Description

JOINT SEAL DAMAGE
JOINT SEAL DAMAGE
SHRINKAGE CRACKING
JOINT SPALLING

Severity

M
H
N
L

Quantity

8 SLABS
4 SLABS
2 SLABS
10 SLABS

Density

0.00%
0.00%
0.00%
0.00%

Deduct

7.00
12.00
2.70
13.43

* 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

54.0 % Climate/Durability

46.0 % Other

LIBBY AIRPORT

Branch: 01A

APRON

A-6

Length: 108 LF Width: 47 LF Area: 4,740 SF Last Const: 2010 Family: PCAA
 From: SELF FUELING AREA To: A-1 Surface: PCC

Inspections

Samples Surveyed: 2 Total Samples: 2 Last Inspection Date: 8/20/2012 **PCI: 54**

Sample # 1 Area: 4 SLABS

Distress Description	Severity	Quantity
JOINT SPALLING	L	5 SLABS
JOINT SPALLING	M	2 SLABS
JOINT SPALLING	H	7 SLABS

Sample # 2 Area: 4 SLABS

Distress Description	Severity	Quantity
JOINT SPALLING	L	9 SLABS
JOINT SPALLING	M	6 SLABS
JOINT SPALLING	H	2 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT SPALLING	L	14 SLABS	0.06%	10.29
JOINT SPALLING	M	8 SLABS	2.00%	16.09
JOINT SPALLING	H	9 SLABS	0.01%	33.45

* 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

0.0 % Climate/Durability

100.0 % Other

LIBBY AIRPORT

Branch: 01R

RUNWAY

R-1

Length: 3,800 LF

Width: 75 LF

Area: 285,000 SF

Last Const: 1999

Family: ACRML

From: STA 3+00

To: STA 41+00

Surface: AAC

Inspections

Samples Surveyed: 7

Total Samples: 58

Last Inspection Date: 8/20/2012

PCI: 95

Sample # 2

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

38 LF

Area: 4,875 SF

Sample # 10

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

75 LF

Area: 4,875 SF

Sample # 18

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

80 LF

Area: 4,875 SF

Sample # 26

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

60 LF

Area: 4,875 SF

Sample # 34

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

25 LF

Area: 4,875 SF

Sample # 42

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

80 LF

Area: 4,875 SF

Sample # 50

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

10 LF

Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

3,073 LF

Density

0.16%

Deduct

5.11

* 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

LIBBY AIRPORT

Branch: 01R

RUNWAY

R-2

Length: 1,200 LF **Width:** 75 LF **Area:** 90,000 SF **Last Const:** 1999 **Family:** ACRML
From: STA 0+00 - 3+00 **To:** STA 41+00 - 50+00 **Surface:** AAC

Inspections

Samples Surveyed: 6 **Total Samples:** 18 **Last Inspection Date:** 8/20/2012 **PCI:** 89

Sample # 3	Distress Description NONE	Severity	Quantity	Area: 4,875 SF
Sample # 6	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF	Area: 4,875 SF
Sample # 9	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	L	43 LF	Area: 4,875 SF
Sample # 12	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	L	140 LF	Area: 4,875 SF
Sample # 15	Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING	L L L M	40 SF 36 LF 730 SF 50 SF	Area: 4,875 SF
Sample # 18	Distress Description DEPRESSION RAVELING RAVELING	L L M	30 SF 1,460 SF 45 SF	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	215 SF	0.04%	1.10
LONGITUDINAL/TRANSVERSE CRACKING	L	828 LF	0.02%	4.78
RAVELING	L	6,738 SF	0.00%	8.46
RAVELING	M	138 SF	0.03%	4.36
WEATHERING	M	154 SF	1.01%	1.24

* 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

LIBBY AIRPORT

Branch: 01T TAXIWAY

T-2

Length: 2,360 LF **Width:** 35 LF **Area:** 82,600 SF **Last Const:** 1999 **Family:** ACRH
From: SOUTH END RUNWAY 32 **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 16 **Last Inspection Date:** 8/20/2012 **PCI:** 62

Sample #	Distress Description	Severity	Quantity	Area:
2	ALLIGATOR CRACKING	L	534 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	370 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	
5	ALLIGATOR CRACKING	L	150 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	216 LF	
8	LONGITUDINAL/TRANSVERSE CRACKING	L	175 LF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	H	100 LF	
11	ALLIGATOR CRACKING	L	525 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	296 LF	
14	DEPRESSION	H	4 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	210 LF	
	PATCHING	L	136 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	3,804 SF	0.06%	35.35
DEPRESSION	H	13 SF	2.23%	12.00
LONGITUDINAL/TRANSVERSE CRACKING	L	3,987 LF	3.00%	14.39
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF	100.00%	4.00
LONGITUDINAL/TRANSVERSE CRACKING	H	315 LF	0.33%	12.95
PATCHING	L	428 SF	0.20%	2.50

* 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

43.0 % Load 42.0 % Climate/Durability 15.0 % Other

LIBBY AIRPORT

Branch: 01T

TAXIWAY

T-5

Length: 1,957 LF Width: 35 LF Area: 68,501 SF Last Const: 1999 Family: ACRML
 From: R-2 To: A-3(N PARALLEL TW) Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 14 Last Inspection Date: 8/20/2012 **PCI: 87**

Sample #	Distress Description	Severity	Quantity	Area:
3	LONGITUDINAL/TRANSVERSE CRACKING	L	220 LF	4,900 SF
6	LONGITUDINAL/TRANSVERSE CRACKING	L	168 LF	4,900 SF
9	LONGITUDINAL/TRANSVERSE CRACKING	L	225 LF	4,900 SF
12	LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF	4,900 SF
14	LONGITUDINAL/TRANSVERSE CRACKING	L	184 LF	4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2,955 LF	1.67%	13.25

* 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

LIBBY AIRPORT

Branch: 01T TAXIWAY

T-6

Length: 870 LF Width: 20 LF Area: 17,400 SF Last Const: 1999 Family: ACRML
 From: T-2 & A-2 To: HANGARS Surface: AC

Inspections

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

PCI: 77

Sample # 1

Distress Description	Severity	Quantity
DEPRESSION	L	80 SF
RAVELING	L	250 SF

Area: 4,100 SF

Sample # 2

Distress Description	Severity	Quantity
BLEEDING	N	150 SF
DEPRESSION	L	15 SF
PATCHING	L	100 SF

Area: 6,000 SF

Sample # 4

Distress Description	Severity	Quantity
BLEEDING	N	450 SF

Area: 6,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	648 SF	4.13%	19.28
DEPRESSION	L	103 SF	0.02%	3.98
PATCHING	L	108 SF	16.67%	2.72
RAVELING	L	270 SF	8.37%	3.42

* 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

21.0 % Climate/Durability

79.0 % Other

LIBBY AIRPORT

FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$21,784

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-2	OIL SPILLAGE	N	238 SF	Patching - AC Shallow	304 SF	\$6,083	PREV.
A-3	DEPRESSION	M	4 SF	Patching - AC Deep	17 SF	\$664	PREV.
A-3	OIL SPILLAGE	N	17 SF	Patching - AC Shallow	38 SF	\$756	PREV.
A-4	JOINT SPALL	H	2 Slabs	Patching - PCC Partial Depth	16 SF	\$1,372	SAFETY
A-5	JT SEAL DMG	H	4 Slabs	Joint Seal - Silicon	80 LF	\$280	PREV.
A-6	JOINT SPALL	H	9 Slabs	Patching - PCC Partial Depth	73 SF	\$6,176	PREV.
A-6	JOINT SPALL	M	8 Slabs	Patching - PCC Partial Depth	52 SF	\$4,392	PREV.
T-2	DEPRESSION	H	13 SF	Patching - AC Deep	31 SF	\$1,235	PREV.
T-2	L & T CR	H	315 LF	Crack Sealing - AC	315 LF	\$787	PREV.
T-2	L & T CR	M	16 LF	Crack Sealing - AC	16 LF	\$39	PREV.

FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$99,492

Plan Year: 2013		Estimated Cost: \$422,146					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$184	\$0	\$0	\$0	\$184	80	80
A-2	Preventive	\$566	\$0	\$0	\$0	\$566	85	85
A-3	Global MR + Preventive	\$2,329	\$26,760	\$0	\$0	\$29,089	77	84
A-4	Major Below Critical	\$0	\$0	\$8,104	\$0	\$8,104	32	100
A-5	Preventive	\$56	\$0	\$0	\$0	\$56	77	77
A-6	Preventive	\$1,160	\$0	\$0	\$0	\$1,160	54	54
R-1	Global MR	\$0	\$71,251	\$0	\$0	\$71,251	93	100
R-2	Global MR + Preventive	\$285	\$22,500	\$0	\$0	\$22,785	87	95
T-2	Major Above Critical	\$0	\$0	\$0	\$271,011	\$271,011	61	100
T-5	Global MR + Preventive	\$345	\$17,125	\$0	\$0	\$17,470	85	92
T-6	Preventive	\$470	\$0	\$0	\$0	\$470	76	76

Plan Year: 2014		Estimated Cost: \$4,407					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$392	\$0	\$0	\$0	\$392	77	78
A-2	Preventive	\$931	\$0	\$0	\$0	\$931	82	82
A-3	Preventive	\$1,059	\$0	\$0	\$0	\$1,059	80	80
A-5	Preventive	\$85	\$0	\$0	\$0	\$85	75	75
A-6	Preventive	\$1,229	\$0	\$0	\$0	\$1,229	53	53
T-5	Preventive	\$104	\$0	\$0	\$0	\$104	89	89
T-6	Preventive	\$608	\$0	\$0	\$0	\$608	74	74

Plan Year: 2015		Estimated Cost: \$7,415					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$604	\$0	\$0	\$0	\$604	75	75
A-2	Preventive	\$1,649	\$0	\$0	\$0	\$1,649	79	79
A-3	Preventive	\$2,390	\$0	\$0	\$0	\$2,390	77	77
A-5	Preventive	\$112	\$0	\$0	\$0	\$112	73	73
A-6	Preventive	\$1,297	\$0	\$0	\$0	\$1,297	53	53
R-2	Preventive	\$287	\$0	\$0	\$0	\$287	87	87
T-5	Preventive	\$344	\$0	\$0	\$0	\$344	85	85
T-6	Preventive	\$733	\$0	\$0	\$0	\$733	73	73

Plan Year: 2016		Estimated Cost: \$12,015					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$816	\$0	\$0	\$0	\$816	72	73
A-2	Preventive	\$2,985	\$0	\$0	\$0	\$2,985	76	76
A-3	Preventive	\$3,776	\$0	\$0	\$0	\$3,776	74	75
A-4	Preventive	\$3	\$0	\$0	\$0	\$3	87	87
A-5	Preventive	\$139	\$0	\$0	\$0	\$139	71	71
A-6	Preventive	\$1,364	\$0	\$0	\$0	\$1,364	52	52
R-1	Preventive	\$663	\$0	\$0	\$0	\$663	88	88
R-2	Preventive	\$601	\$0	\$0	\$0	\$601	84	84
T-2	Preventive	\$248	\$0	\$0	\$0	\$248	87	87
T-5	Preventive	\$572	\$0	\$0	\$0	\$572	82	83
T-6	Preventive	\$847	\$0	\$0	\$0	\$847	71	71

LIBBY AIRPORT

Plan Year: 2017		Estimated Cost: \$16,975					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,027	\$0	\$0	\$0	\$1,027	70	70	
A-2	Preventive	\$4,306	\$0	\$0	\$0	\$4,306	74	74	
A-3	Preventive	\$5,079	\$0	\$0	\$0	\$5,079	72	72	
A-4	Preventive	\$8	\$0	\$0	\$0	\$8	84	84	
A-5	Preventive	\$184	\$0	\$0	\$0	\$184	69	69	
A-6	Preventive	\$1,430	\$0	\$0	\$0	\$1,430	52	52	
R-1	Preventive	\$1,702	\$0	\$0	\$0	\$1,702	85	85	
R-2	Preventive	\$899	\$0	\$0	\$0	\$899	81	81	
T-2	Preventive	\$545	\$0	\$0	\$0	\$545	84	84	
T-5	Preventive	\$844	\$0	\$0	\$0	\$844	80	80	
T-6	Preventive	\$951	\$0	\$0	\$0	\$951	70	70	

Plan Year: 2018		Estimated Cost: \$182,693					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,481	\$0	\$0	\$0	\$1,481	68	68	
A-2	Preventive	\$5,626	\$0	\$0	\$0	\$5,626	72	72	
A-3	Global MR + Preventive	\$6,465	\$31,022	\$0	\$0	\$37,487	70	75	
A-4	Preventive	\$12	\$0	\$0	\$0	\$12	80	81	
A-5	Preventive	\$241	\$0	\$0	\$0	\$241	67	67	
A-6	Preventive	\$1,494	\$0	\$0	\$0	\$1,494	52	52	
R-1	Global MR + Preventive	\$2,698	\$82,599	\$0	\$0	\$85,297	82	88	
R-2	Global MR + Preventive	\$1,595	\$26,084	\$0	\$0	\$27,678	79	84	
T-2	Preventive	\$823	\$0	\$0	\$0	\$823	81	81	
T-5	Global MR + Preventive	\$1,594	\$19,853	\$0	\$0	\$21,447	77	83	
T-6	Preventive	\$1,105	\$0	\$0	\$0	\$1,105	70	70	

Plan Year: 2019		Estimated Cost: \$22,751					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,970	\$0	\$0	\$0	\$1,970	66	66	
A-2	Preventive	\$7,455	\$0	\$0	\$0	\$7,455	69	69	
A-3	Preventive	\$5,328	\$0	\$0	\$0	\$5,328	72	72	
A-4	Preventive	\$24	\$0	\$0	\$0	\$24	78	78	
A-5	Preventive	\$296	\$0	\$0	\$0	\$296	66	66	
A-6	Preventive	\$1,557	\$0	\$0	\$0	\$1,557	52	52	
R-1	Preventive	\$1,704	\$0	\$0	\$0	\$1,704	85	85	
R-2	Preventive	\$926	\$0	\$0	\$0	\$926	81	82	
T-2	Preventive	\$1,385	\$0	\$0	\$0	\$1,385	79	79	
T-5	Preventive	\$821	\$0	\$0	\$0	\$821	80	80	
T-6	Preventive	\$1,286	\$0	\$0	\$0	\$1,286	69	69	

Plan Year: 2020		Estimated Cost: \$31,434					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,466	\$0	\$0	\$0	\$2,466	64	64	
A-2	Preventive	\$10,483	\$0	\$0	\$0	\$10,483	67	67	
A-3	Preventive	\$6,727	\$0	\$0	\$0	\$6,727	70	70	
A-4	Preventive	\$37	\$0	\$0	\$0	\$37	75	75	
A-5	Preventive	\$350	\$0	\$0	\$0	\$350	64	64	
A-6	Preventive	\$1,618	\$0	\$0	\$0	\$1,618	52	52	
R-1	Preventive	\$2,771	\$0	\$0	\$0	\$2,771	82	82	
R-2	Preventive	\$1,598	\$0	\$0	\$0	\$1,598	79	79	
T-2	Preventive	\$2,296	\$0	\$0	\$0	\$2,296	77	77	
T-5	Preventive	\$1,624	\$0	\$0	\$0	\$1,624	78	78	
T-6	Preventive	\$1,464	\$0	\$0	\$0	\$1,464	68	68	

Plan Year: 2021		Estimated Cost: \$42,235					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,969	\$0	\$0	\$0	\$2,969	62	63	
A-2	Preventive	\$13,546	\$0	\$0	\$0	\$13,546	65	65	
A-3	Preventive	\$9,492	\$0	\$0	\$0	\$9,492	68	68	
A-4	Preventive	\$50	\$0	\$0	\$0	\$50	73	73	
A-5	Preventive	\$403	\$0	\$0	\$0	\$403	63	63	
A-6	Preventive	\$1,677	\$0	\$0	\$0	\$1,677	51	51	
R-1	Preventive	\$4,290	\$0	\$0	\$0	\$4,290	80	80	
R-2	Preventive	\$2,631	\$0	\$0	\$0	\$2,631	77	77	
T-2	Preventive	\$3,160	\$0	\$0	\$0	\$3,160	75	75	
T-5	Preventive	\$2,367	\$0	\$0	\$0	\$2,367	76	76	
T-6	Preventive	\$1,649	\$0	\$0	\$0	\$1,649	68	68	

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Plan Year: 2022		Estimated Cost: \$54,686					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$3,490	\$0	\$0	\$0	\$3,490	61	61	
A-2	Preventive	\$16,654	\$0	\$0	\$0	\$16,654	63	64	
A-3	Preventive	\$12,054	\$0	\$0	\$0	\$12,054	66	66	
A-4	Preventive	\$63	\$0	\$0	\$0	\$63	71	71	
A-5	Preventive	\$456	\$0	\$0	\$0	\$456	62	62	
A-6	Preventive	\$1,734	\$0	\$0	\$0	\$1,734	51	51	
R-1	Preventive	\$7,763	\$0	\$0	\$0	\$7,763	77	77	
R-2	Preventive	\$3,584	\$0	\$0	\$0	\$3,584	75	75	
T-2	Preventive	\$3,988	\$0	\$0	\$0	\$3,988	73	73	
T-5	Preventive	\$3,047	\$0	\$0	\$0	\$3,047	74	74	
T-6	Preventive	\$1,855	\$0	\$0	\$0	\$1,855	67	67	

Plan Year: 2023		Estimated Cost: \$251,746					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,166	\$0	\$0	\$0	\$4,166	59	59	
A-2	Preventive	\$19,831	\$0	\$0	\$0	\$19,831	62	62	
A-3	Global MR + Preventive	\$14,415	\$35,964	\$0	\$0	\$50,378	65	68	
A-4	Preventive	\$82	\$0	\$0	\$0	\$82	69	69	
A-5	Preventive	\$508	\$0	\$0	\$0	\$508	61	61	
A-6	Preventive	\$1,790	\$0	\$0	\$0	\$1,790	51	51	
R-1	Global MR + Preventive	\$10,967	\$95,755	\$0	\$0	\$106,722	75	80	
R-2	Global MR + Preventive	\$4,455	\$30,238	\$0	\$0	\$34,694	73	77	
T-2	Preventive	\$4,791	\$0	\$0	\$0	\$4,791	72	72	
T-5	Global MR + Preventive	\$3,667	\$23,015	\$0	\$0	\$26,682	73	76	
T-6	Preventive	\$2,102	\$0	\$0	\$0	\$2,102	66	66	

Plan Year: 2024		Estimated Cost: \$66,158					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,955	\$0	\$0	\$0	\$4,955	57	57	
A-2	Preventive	\$23,192	\$0	\$0	\$0	\$23,192	60	60	
A-3	Preventive	\$12,683	\$0	\$0	\$0	\$12,683	66	66	
A-4	Preventive	\$108	\$0	\$0	\$0	\$108	68	68	
A-5	Preventive	\$560	\$0	\$0	\$0	\$560	60	60	
A-6	Preventive	\$1,845	\$0	\$0	\$0	\$1,845	51	51	
R-1	Preventive	\$7,920	\$0	\$0	\$0	\$7,920	77	78	
R-2	Preventive	\$3,727	\$0	\$0	\$0	\$3,727	75	75	
T-2	Preventive	\$5,580	\$0	\$0	\$0	\$5,580	70	70	
T-5	Preventive	\$3,178	\$0	\$0	\$0	\$3,178	74	74	
T-6	Preventive	\$2,409	\$0	\$0	\$0	\$2,409	65	65	

Plan Year: 2025		Estimated Cost: \$81,370					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$5,788	\$0	\$0	\$0	\$5,788	55	56	
A-2	Preventive	\$27,983	\$0	\$0	\$0	\$27,983	58	58	
A-3	Preventive	\$15,201	\$0	\$0	\$0	\$15,201	65	65	
A-4	Preventive	\$134	\$0	\$0	\$0	\$134	66	66	
A-5	Preventive	\$631	\$0	\$0	\$0	\$631	59	59	
A-6	Preventive	\$1,901	\$0	\$0	\$0	\$1,901	51	51	
R-1	Preventive	\$11,359	\$0	\$0	\$0	\$11,359	76	76	
R-2	Preventive	\$4,660	\$0	\$0	\$0	\$4,660	73	74	
T-2	Preventive	\$7,066	\$0	\$0	\$0	\$7,066	69	69	
T-5	Preventive	\$3,848	\$0	\$0	\$0	\$3,848	73	73	
T-6	Preventive	\$2,801	\$0	\$0	\$0	\$2,801	64	64	

Plan Year: 2026		Estimated Cost: \$96,499					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$6,670	\$0	\$0	\$0	\$6,670	54	54	
A-2	Preventive	\$32,992	\$0	\$0	\$0	\$32,992	56	57	
A-3	Preventive	\$17,495	\$0	\$0	\$0	\$17,495	64	64	
A-4	Preventive	\$159	\$0	\$0	\$0	\$159	65	65	
A-5	Preventive	\$701	\$0	\$0	\$0	\$701	58	58	
A-6	Preventive	\$1,958	\$0	\$0	\$0	\$1,958	51	51	
R-1	Preventive	\$14,515	\$0	\$0	\$0	\$14,515	74	74	
R-2	Preventive	\$5,514	\$0	\$0	\$0	\$5,514	72	72	
T-2	Preventive	\$8,734	\$0	\$0	\$0	\$8,734	68	68	
T-5	Preventive	\$4,454	\$0	\$0	\$0	\$4,454	71	71	
T-6	Preventive	\$3,306	\$0	\$0	\$0	\$3,306	62	62	

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Plan Year: 2027		Estimated Cost: \$199,849					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,618	\$0	\$0	\$0	\$7,618	52	52	
A-2	Preventive	\$38,304	\$0	\$0	\$0	\$38,304	55	55	
A-3	Preventive	\$19,592	\$0	\$0	\$0	\$19,592	63	63	
A-4	Preventive	\$184	\$0	\$0	\$0	\$184	63	63	
A-5	Preventive	\$771	\$0	\$0	\$0	\$771	57	57	
A-6	Preventive	\$2,018	\$0	\$0	\$0	\$2,018	51	51	
R-1	Preventive	\$17,397	\$0	\$0	\$0	\$17,397	72	72	
R-2	Preventive	\$6,289	\$0	\$0	\$0	\$6,289	71	71	
T-2	Preventive	\$10,396	\$0	\$0	\$0	\$10,396	67	67	
T-5	Preventive	\$5,007	\$0	\$0	\$0	\$5,007	70	70	
T-6	Major Below Critical	\$0	\$0	\$92,275	\$0	\$92,275	60	100	

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A-1, Surface detail with raveling



A-2, Surface detail with raveling



A-2, Surface detail with crack and raveling



A-4, Surface detail with crack

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A-4, Surface detail with spalling



A-2, Surface detail with crack



A-5, Surface detail with spalling



R-1, Surface detail with crack

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T-2, Overview

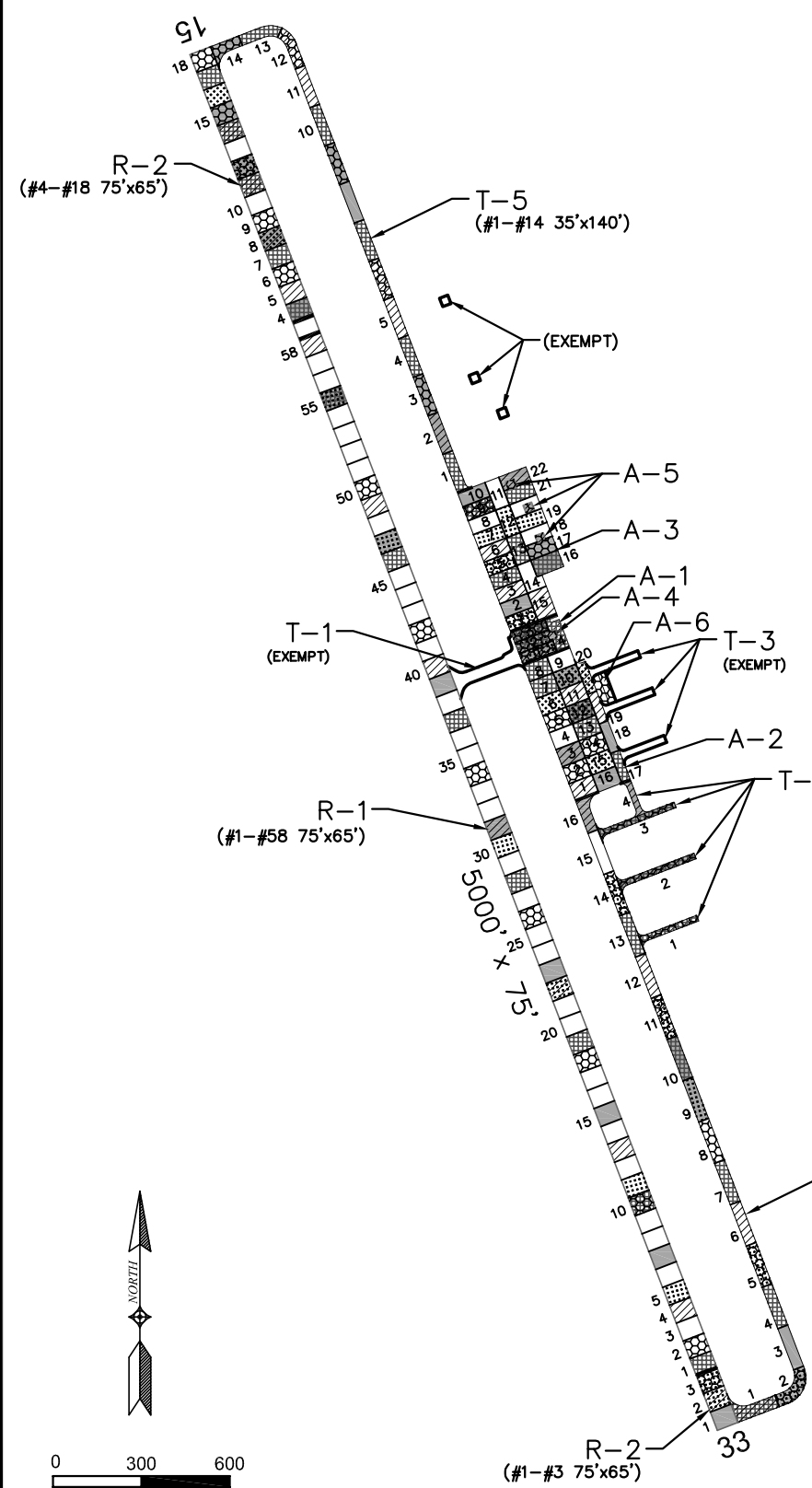
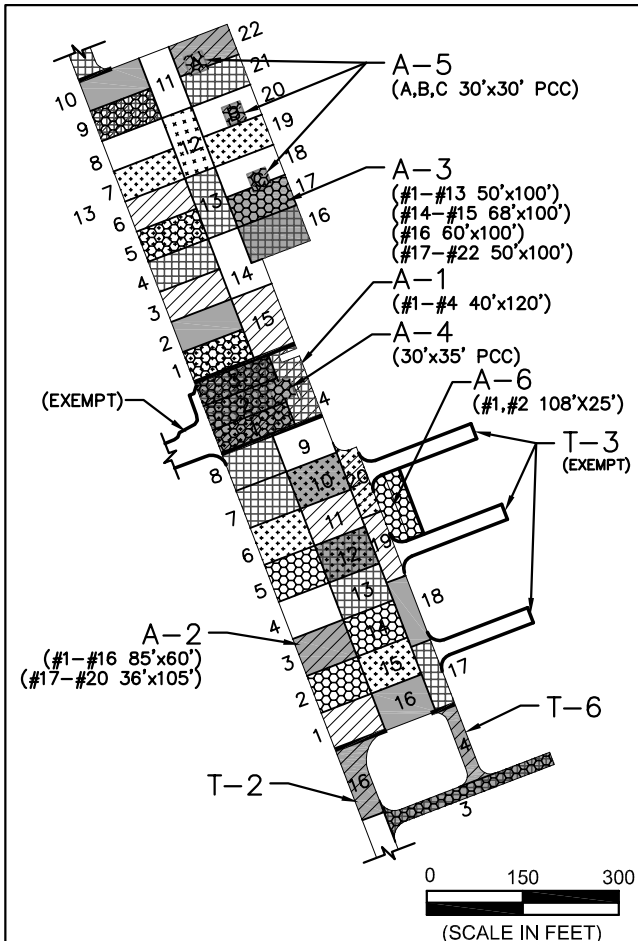


T-2, Surface detail with crack and raveling



T-5, Surface detail with patch

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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.	
RUNWAYS										
R-1			8" AGG.	2" P-201	1.6" P-401	1.25" P-402	23,000			3 6 8
R-2			6" P-154	2" P-208	3.6" P-201	1.25" P-402	23,000			3 6 8
TAXIWAYS										
T-1			8" AGG. ASSUMED	2" P-201	2" P-401 0.88" P-402	2" P-401	23,000			1 4 6 8
T-2			6" P-154	6" P-209	3" P-401		60,000			2 6 8
T-3			6" P-154	4" P-209	2" P-401		23,000			1
T-5			12" COMP. P-152 W/FILTER FABRIC	8" P-208	4" P-401		23,000			3 6 8
T-6			12" COMP. P-152 W/FILTER FABRIC	8" P-208	4" P-401		23,000			3 6 8
APRONS										
A-1				8" AGG.	2" P-401 2" P-201	2" P-401	23,000			1 4 6 8
A-2				6" P-154	2" P-208	4" P-201	2" P-401	23,000		1 4 6 8
A-3				6" P-154	6" P-209	3" P-401	2" P-401	60,000		2 4 6 8
A-4					8" AGG.	6" PCC				5
A-5				6" P-154	6" P-209	6" PCC				5
A-6						6" PCC				7

REMARKS:

- AIP-01, 1985, REHABILITATE AND EXTEND RUNWAY, REHABILITATE AND EXPAND APRON, CONSTRUCT RUNWAY 15 TURNAROUND.
- AIP-002, 1987, CONSTRUCT TAXIWAY (T-2) AND APRON (A-3), CONSTRUCT ACCESS TAXIWAYS.
- AIP-003, 1999, REHABILITATE RUNWAY (PFC REMOVE AND REPLACE), CONSTRUCT PARALLEL AND ACCESS TAXIWAYS.
- AIP-004, 2002, OVERLAY APRONS (A-1, A-2 & A-3) AND CONNECTING TAXIWAY (T-1).
- AIP-005, 2004, CONSTRUCT CONCRETE HELICOPTER PADS (A-4, A-5).
- AIP-007-2007, FOG SEAL AND REMARK RUNWAY; CRACK SEAL, FOG SEAL, AND REMARK REMAINING PAVEMENTS.
- AIP-010-2011, CONSTRUCT CONCRETE FUELING PAD (A-6)
- AIP-011-2012, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.

LEGEND [Pattern] 1997 SURVEY AREA [Pattern] 2000 SURVEY AREA (NOT SURVEYED) [Pattern] 2003 SURVEY AREA [Pattern] 2006 SURVEY AREA [Pattern] 2009 SURVEY AREA [Pattern] 2009 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:		MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG 20, 2012	PREPARED FOR:  LIBBY MONTANA
	EVALUATED BY:	J. WALLA	
			DATE: DEC. 2012