

DILLON AIRPORT

Branch: 52A

APRON

A-11

Length: 0 LF **Width:** . LF **Area:** 193,569 SF **Last Const:** 2008 **Family:** ACAM
From: WEST APRON **To:** OFF T-5 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 9/7/2012 **PCI:** 82

Sample # 1 **Area:** 4,380 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
OIL SPILLAGE	N	1 SF
RAVELING	L	210 SF

Sample # 4 **Area:** 4,488 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	10 SF
RAVELING	L	150 SF
WEATHERING	H	1 SF

Sample # 7 **Area:** 4,956 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	400 SF
RAVELING	L	100 SF

Sample # 10 **Area:** 4,956 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	588 SF
RAVELING	L	250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	52 SF	0.10%	7.00
LONGITUDINAL/TRANSVERSE CRACKING	L	258 LF	64.13%	2.60
OIL SPILLAGE	N	10,297 SF	1.64%	11.63
RAVELING	L	7,318 SF	98.80%	5.81
WEATHERING	H	10 SF	20.02%	3.23

* 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

23.0 % Load

39.0 % Climate/Durability

38.0 % Other

DILLON AIRPORT

Branch: 52A

APRON

A-3

Length: 450 LF Width: 205 LF

Area: 92,250 SF

Last Const: 1994

Family: ACAM

From: NORTH APRON

To:

Surface: AAC

Inspections

Samples Surveyed: 5

Total Samples: 18

Last Inspection Date: 9/7/2012

PCI: 97

Sample # 1

Distress Description
OIL SPILLAGE

Severity
N Quantity
8 SF

Area: 5,100 SF

Sample # 3

Distress Description
NONE

Severity Quantity

Area: SF

Sample # 7

Distress Description
OIL SPILLAGE

Severity
N Quantity
12 SF

Area: 5,100 SF

Sample # 11

Distress Description
LONGITUDINAL/TRANSVERSE CRACKING
OIL SPILLAGE
PATCHING

Severity
L Quantity
12 LF
N 16 SF
L 9 SF

Area: 5,100 SF

Sample # 15

Distress Description
LONGITUDINAL/TRANSVERSE CRACKING

Severity
L Quantity
2 LF

Area: 5,100 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	51 LF	0.05%	2.50
OIL SPILLAGE	N	131 SF	0.14%	2.13
PATCHING	L	33 SF	0.04%	2.00

* 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

59.0 % Climate/Durability

41.0 % Other

DILLON AIRPORT

Branch: 52A APRON **A-4**

Length: 460 LF Width: 170 LF Area: 78,200 SF Last Const: 2002 Family: ACAH
 From: A-3&T-3 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 15 Last Inspection Date: 9/7/2012 **PCI: 85**

Sample # 2 Area: 5,198 SF

Distress Description	Severity	Quantity
DEPRESSION	M	1 SF
DEPRESSION	H	2 SF
RAVELING	H	3 SF
WEATHERING	L	900 SF
WEATHERING	M	270 SF

Sample # 6 Area: 5,198 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	92 LF
RAVELING	L	210 SF
WEATHERING	L	1,600 SF
WEATHERING	M	180 SF

Sample # 7 Area: 5,198 SF

Distress Description	Severity	Quantity
NONE		

Sample # 11 Area: 5,198 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	93 LF
OIL SPILLAGE	N	1 SF
RAVELING	L	175 SF
WEATHERING	L	1,000 SF

Sample # 15 Area: 5,198 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	92 SF
RAVELING	L	250 SF
WEATHERING	L	900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	H	7 SF	0.01%	12
RAVELING	H	10 SF	0.01%	6
DEPRESSION	M	3 SF	0.01%	5.2
RAVELING	L	1,911 SF	2.44%	4.5
LONGITUDINAL/TRANSVERSE CRACKING	L	557 LF	0.71%	4.4
OIL SPILLAGE	N	280 SF	0.36%	2.95
WEATHERING	L	13,239 SF	16.93%	2.5
WEATHERING	M	1,354 SF	1.73%	2.14

* 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 76.0 % Climate/Durability 24.0 % Other

DILLON AIRPORT

Branch: 52R RUNWAY

R-21

Length: 3600 LF Width: 60 LF Area: 216,000 SF Last Const: 2009 Family: ACRMU
 From: RWY 4-22 STA 0+00 To: RWY 4-22 STA 36+00 Surface: AC

Inspections

Samples Surveyed: 7 Total Samples: 40 Last Inspection Date: 9/7/2012 **PCI: 90**

Sample #	Distress Description	Severity	Quantity	Area:
4	LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF	4,800 SF
10	LONGITUDINAL/TRANSVERSE CRACKING	L	123 LF	4,800 SF
16	LONGITUDINAL/TRANSVERSE CRACKING	L	117 LF	4,800 SF
22	LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF	4,800 SF
28	LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE	L N	167 LF 1 SF	4,800 SF
34	ALLIGATOR CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING	L L L	20 SF 111 LF 20 SF	4,800 SF
40	NONE			3,440 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	134 SF	0.02%	7.00
LONGITUDINAL/TRANSVERSE CRACKING	L	4,650 LF	0.10%	7.82
OIL SPILLAGE	N	7 SF	1.24%	2.00
RAVELING	L	134 SF	0.27%	1.00

* 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

39.0 % Load 50.0 % Climate/Durability 11.0 % Other

DILLON AIRPORT

Branch: 52R

RUNWAY

R-3

Length: 5720 LF Width: 75 LF

Area: 467,400 SF

Last Const: 1998

Family: ACRMU

From: RWY 16-34 STA 10+00

To: RWY 16-34 STA 67+20

Surface: AC

Inspections

Samples Surveyed: 7

Total Samples: 95

Last Inspection Date: 9/7/2012

PCI: 72

Sample # 11

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	235 LF
RAVELING	L	845 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 25

Distress Description	Severity	Quantity
DEPRESSION	L	32 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	305 LF
RAVELING	L	325 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 39

Distress Description	Severity	Quantity
DEPRESSION	L	65 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
RAVELING	L	1,650 SF
WEATHERING	L	4,500 SF

Area: 4,875 SF

Sample # 53

Distress Description	Severity	Quantity
DEPRESSION	L	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	200 LF
RAVELING	L	1,170 SF
WEATHERING	L	3,890 SF

Area: 4,875 SF

Sample # 67

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	168 LF
RAVELING	L	1,560 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 81

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF
RAVELING	L	1,170 SF
WEATHERING	L	2,920 SF

Area: 4,875 SF

Sample # 95

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	444 LF
WEATHERING	L	950 SF

Area: 4,800 SF

DILLON AIRPORT

Branch: 52R

RUNWAY

R-3

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	23,912 LF	5.12%	15.02
RAVELING	L	92,245 SF	19.74%	13.62
WEATHERING	L	369,047 SF	78.96%	5.69
DEPRESSION	L	1,812 SF	0.39%	2.38

* 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

DILLON AIRPORT

Branch: 52R

RUNWAY

R-4

Length: 780 LF Width: 75 LF

Area: 58,500 SF

Last Const: 1998

Family: ACRMU

From: RWY 16-34 STA 67+20

To: RWY 16-34 STA 75+00

Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 12 Last Inspection Date: 9/7/2012

PCI: 69**Sample # 2**

Distress Description	Severity	Quantity
BLEEDING	N	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	119 LF
RAVELING	L	700 SF
WEATHERING	L	3,085 SF

Area: 4,875 SF

Sample # 4

Distress Description	Severity	Quantity
BLEEDING	N	5 SF
DEPRESSION	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	151 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
RAVELING	L	600 SF
WEATHERING	L	1,960 SF
WEATHERING	M	975 SF

Area: 4,875 SF

Sample # 6

Distress Description	Severity	Quantity
BLEEDING	N	89 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	37 LF
RAVELING	L	650 SF
WEATHERING	L	1,960 SF

Area: 4,875 SF

Sample # 8

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	98 LF
RAVELING	L	390 SF
WEATHERING	L	2,250 SF

Area: 4,875 SF

Sample # 10

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	22 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	95 LF
OIL SPILLAGE	N	15 SF
RAVELING	L	1,170 SF
WEATHERING	L	2,450 SF

Area: 4,875 SF

DILLON AIRPORT

Branch: 52R

RUNWAY

R-4

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	1,426 SF	2.44%	13.1
RAVELING	L	7,416 SF	12.68%	11.05
LONGITUDINAL/TRANSVERSE CRACKING	L	1,200 LF	2.05%	7.55
ALLIGATOR CRACKING	L	53 SF	0.09%	7
WEATHERING	L	27,852 SF	47.61%	4.7
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF	0.02%	4
OIL SPILLAGE	N	36 SF	0.06%	2
DEPRESSION	L	96 SF	0.16%	0.52

* 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

12.0 % Load

62.0 % Climate/Durability

26.0 % Other

DILLON AIRPORT

Branch: 52T TAXIWAY

T-2

Length: 610 LF Width: 25 LF Area: 16,510 SF Last Const: 1994 Family: ACRMU
 From: APRON A-3 To: HANGARS Surface: AAC

Inspections

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 9/7/2012 **PCI: 85**

Sample # 1 Area: 4,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
OIL SPILLAGE	N	7 SF
RAVELING	L	500 SF

Sample # 3 Area: 3,625 SF

Distress Description	Severity	Quantity
RAVELING	L	700 SF

Sample # 4 Area: 3,625 SF

Distress Description	Severity	Quantity
RAVELING	L	800 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF	20.04%	2.50
OIL SPILLAGE	N	10 SF	100.00%	2.00
RAVELING	L	2,935 SF	0.47%	12.98

* 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

89.0 % Climate/Durability

11.0 % Other

DILLON AIRPORT

Branch: 52T TAXIWAY

T-3

Length: 6065 LF Width: 35 LF Area: 212,275 SF Last Const: 1998 Family: ACRMU
 From: RWY 16-34 PARALLEL TW To: MID-FIELD CONNECTION Surface: AC

Inspections

Samples Surveyed: Total Samples: Last Inspection Date: 9/7/2012 **PCI: 68**

Sample # 3 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
RAVELING	L	300 SF
WEATHERING	L	2,450 SF

Sample # 10 Area: 4,900 SF

Distress Description	Severity	Quantity
BLEEDING	N	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	133 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
WEATHERING	L	2,930 SF

Sample # 17 Area: 4,900 SF

Distress Description	Severity	Quantity
BLEEDING	N	450 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	98 LF
RAVELING	L	300 SF
WEATHERING	L	2,645 SF

Sample # 24 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	147 LF
RAVELING	L	425 SF
WEATHERING	L	1,650 SF

Sample # 31 Area: 4,900 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	89 LF
RAVELING	L	1,400 SF
WEATHERING	L	3,130 SF

Sample # 38 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	110 LF
RAVELING	L	75 SF
WEATHERING	L	1,250 SF

DILLON AIRPORT

Branch: 52T

TAXIWAY

T-3

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	6,859 SF	3.23%	17.04
LONGITUDINAL/TRANSVERSE CRACKING	L	5,249 LF	2.47%	8.67
ALLIGATOR CRACKING	L	361 SF	0.17%	7.95
RAVELING	L	13,718 SF	6.46%	7.83
WEATHERING	L	101,480 SF	47.81%	4.71
LONGITUDINAL/TRANSVERSE CRACKING	M	87 LF	0.04%	4

* 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

16.0 % Load

48.0 % Climate/Durability

36.0 % Other

DILLON AIRPORT

Branch: 52T TAXIWAY

T-4

Length: 1063 LF Width: 25 LF Area: 26,575 SF Last Const: 2002 Family: ACRMU
 From: R-2 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 5 Last Inspection Date: 9/7/2012 **PCI: 86**

Sample # 1	<table border="0"> <tr> <th style="text-align: left;">Distress Description</th> <th style="text-align: left;">Severity</th> <th style="text-align: left;">Quantity</th> </tr> <tr> <td>LONGITUDINAL/TRANSVERSE CRACKING</td> <td>L</td> <td>32 LF</td> </tr> <tr> <td>OIL SPILLAGE</td> <td>N</td> <td>3 SF</td> </tr> <tr> <td>RAVELING</td> <td>L</td> <td>100 SF</td> </tr> <tr> <td>WEATHERING</td> <td>L</td> <td>1,000 SF</td> </tr> <tr> <td>WEATHERING</td> <td>M</td> <td>80 SF</td> </tr> </table>	Distress Description	Severity	Quantity	LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF	OIL SPILLAGE	N	3 SF	RAVELING	L	100 SF	WEATHERING	L	1,000 SF	WEATHERING	M	80 SF	Area: 5,000 SF
Distress Description	Severity	Quantity																		
LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF																		
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RAVELING	L	100 SF																		
WEATHERING	L	1,000 SF																		
WEATHERING	M	80 SF																		

Sample # 2	<table border="0"> <tr> <th style="text-align: left;">Distress Description</th> <th style="text-align: left;">Severity</th> <th style="text-align: left;">Quantity</th> </tr> <tr> <td>LONGITUDINAL/TRANSVERSE CRACKING</td> <td>L</td> <td>10 LF</td> </tr> <tr> <td>OIL SPILLAGE</td> <td>N</td> <td>7 SF</td> </tr> <tr> <td>WEATHERING</td> <td>L</td> <td>3,500 SF</td> </tr> <tr> <td>WEATHERING</td> <td>M</td> <td>500 SF</td> </tr> </table>	Distress Description	Severity	Quantity	LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF	OIL SPILLAGE	N	7 SF	WEATHERING	L	3,500 SF	WEATHERING	M	500 SF	Area: 5,000 SF
Distress Description	Severity	Quantity															
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF															
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WEATHERING	M	500 SF															

Sample # 4	<table border="0"> <tr> <th style="text-align: left;">Distress Description</th> <th style="text-align: left;">Severity</th> <th style="text-align: left;">Quantity</th> </tr> <tr> <td>LONGITUDINAL/TRANSVERSE CRACKING</td> <td>L</td> <td>8 LF</td> </tr> <tr> <td>OIL SPILLAGE</td> <td>N</td> <td>3 SF</td> </tr> <tr> <td>WEATHERING</td> <td>L</td> <td>300 SF</td> </tr> <tr> <td>WEATHERING</td> <td>M</td> <td>400 SF</td> </tr> </table>	Distress Description	Severity	Quantity	LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF	OIL SPILLAGE	N	3 SF	WEATHERING	L	300 SF	WEATHERING	M	400 SF	Area: 5,000 SF
Distress Description	Severity	Quantity															
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF															
OIL SPILLAGE	N	3 SF															
WEATHERING	L	300 SF															
WEATHERING	M	400 SF															

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	89 LF	0.84%	3.71
OIL SPILLAGE	N	23 SF	1.06%	2.00
RAVELING	L	177 SF	0.51%	2.07
WEATHERING	L	8,504 SF	1.08%	3.80
WEATHERING	M	1,736 SF	18.44%	4.09

* 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 87.0 % Climate/Durability 13.0 % Other

DILLON AIRPORT

Branch: 52T TAXIWAY

T-5

Length: 912 LF Width: 36 LF Area: 33,288 SF Last Const: 2002 Family: ACRMU
 From: NORTH END OF T-3 To: SOUTHERN END OF A-3 Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 8 Last Inspection Date: 9/7/2012 **PCI: 89**

Sample # 2 Area: 4,445 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	90 LF
WEATHERING	L	120 SF

Sample # 4 Area: 4,445 SF

Distress Description	Severity	Quantity
WEATHERING	L	300 SF

Sample # 6 Area: 3,939 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	101 LF
OIL SPILLAGE	N	1 SF

Sample # 8 Area: 3,535 SF

Distress Description	Severity	Quantity
BLEEDING	N	170 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	346 SF	71.99%	5.59
LONGITUDINAL/TRANSVERSE CRACKING	L	460 LF	2.73%	5.81
OIL SPILLAGE	N	2 SF	1.35%	2.00
WEATHERING	L	854 SF	0.88%	0.77

* 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 46.0 % Climate/Durability 54.0 % Other

DILLON AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$229,826**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	OIL SPILLAGE	N	10,297 SF	Patching - AC Shallow	10,709 SF	\$214,186	PREV.
A-3	OIL SPILLAGE	N	130 SF	Patching - AC Shallow	180 SF	\$3,603	PREV.
A-4	DEPRESSION	H	6 SF	Patching - AC Deep	20 SF	\$796	PREV.
A-4	DEPRESSION	M	3 SF	Patching - AC Deep	14 SF	\$560	PREV.
A-4	OIL SPILLAGE	N	280 SF	Patching - AC Shallow	351 SF	\$7,023	PREV.
R-21	OIL SPILLAGE	N	7 SF	Patching - AC Shallow	21 SF	\$422	PREV.
R-4	L & T CR	M	12 LF	Crack Sealing - AC	12 LF	\$30	PREV.
R-4	OIL SPILLAGE	N	36 SF	Patching - AC Shallow	64 SF	\$1,283	PREV.
T-2	OIL SPILLAGE	N	10 SF	Patching - AC Shallow	27 SF	\$543	PREV.
T-3	L & T CR	M	87 LF	Crack Sealing - AC	87 LF	\$217	PREV.
T-4	OIL SPILLAGE	N	23 SF	Patching - AC Shallow	46 SF	\$927	PREV.
T-5	OIL SPILLAGE	N	2 SF	Patching - AC Shallow	12 SF	\$235	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$308,252**

Plan Year: 2013		Estimated Cost: \$264,154					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$1,883	\$48,393	\$0	\$0	\$50,275	80	87
A-3	Global MR	\$0	\$23,063	\$0	\$0	\$23,063	95	100
A-4	Global MR + Preventive	\$559	\$19,550	\$0	\$0	\$20,110	83	91
R-21	Preventive	\$440	\$0	\$0	\$0	\$440	88	88
R-3	Global MR + Preventive	\$21,481	\$116,851	\$0	\$0	\$138,332	71	75
R-4	Preventive	\$4,042	\$0	\$0	\$0	\$4,042	68	68
T-2	Global MR + Preventive	\$109	\$4,128	\$0	\$0	\$4,236	83	90
T-3	Preventive	\$16,769	\$0	\$0	\$0	\$16,769	67	67
T-4	Global MR + Preventive	\$150	\$6,644	\$0	\$0	\$6,794	84	91
T-5	Preventive	\$93	\$0	\$0	\$0	\$93	87	87

Plan Year: 2014		Estimated Cost: \$92,968					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$1,285	\$0	\$0	\$0	\$1,285	84	84
A-4	Preventive	\$252	\$0	\$0	\$0	\$252	87	87
R-21	Global MR + Preventive	\$949	\$46,010	\$0	\$0	\$46,959	85	91
R-3	Preventive	\$18,543	\$0	\$0	\$0	\$18,543	73	73
R-4	Preventive	\$5,073	\$0	\$0	\$0	\$5,073	67	67
T-2	Preventive	\$61	\$0	\$0	\$0	\$61	86	87
T-3	Preventive	\$20,532	\$0	\$0	\$0	\$20,532	66	66
T-4	Preventive	\$69	\$0	\$0	\$0	\$69	87	88
T-5	Preventive	\$192	\$0	\$0	\$0	\$192	84	85

Plan Year: 2015		Estimated Cost: \$56,536					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$1,933	\$0	\$0	\$0	\$1,933	81	81
A-4	Preventive	\$576	\$0	\$0	\$0	\$576	83	83
R-21	Preventive	\$352	\$0	\$0	\$0	\$352	88	88
R-3	Preventive	\$22,472	\$0	\$0	\$0	\$22,472	71	71
R-4	Preventive	\$6,150	\$0	\$0	\$0	\$6,150	65	65
T-2	Preventive	\$111	\$0	\$0	\$0	\$111	84	84
T-3	Preventive	\$24,502	\$0	\$0	\$0	\$24,502	64	64
T-4	Preventive	\$152	\$0	\$0	\$0	\$152	85	85
T-5	Preventive	\$289	\$0	\$0	\$0	\$289	82	82

Plan Year: 2016		Estimated Cost: \$70,749					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$3,960	\$0	\$0	\$0	\$3,960	78	78
A-3	Preventive	\$213	\$0	\$0	\$0	\$213	88	88
A-4	Preventive	\$984	\$0	\$0	\$0	\$984	80	80
R-21	Preventive	\$892	\$0	\$0	\$0	\$892	85	86
R-3	Preventive	\$27,782	\$0	\$0	\$0	\$27,782	70	70
R-4	Preventive	\$7,294	\$0	\$0	\$0	\$7,294	64	64
T-2	Preventive	\$160	\$0	\$0	\$0	\$160	81	81
T-3	Preventive	\$28,786	\$0	\$0	\$0	\$28,786	63	63
T-4	Preventive	\$232	\$0	\$0	\$0	\$232	82	82
T-5	Preventive	\$447	\$0	\$0	\$0	\$447	79	80

DILLON AIRPORT

Plan Year: 2017		Estimated Cost: \$90,823					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$6,327	\$0	\$0	\$0	\$6,327	75	75	
A-3	Preventive	\$559	\$0	\$0	\$0	\$559	85	85	
A-4	Preventive	\$2,094	\$0	\$0	\$0	\$2,094	77	77	
R-21	Preventive	\$1,739	\$0	\$0	\$0	\$1,739	83	83	
R-3	Preventive	\$36,772	\$0	\$0	\$0	\$36,772	68	68	
R-4	Preventive	\$8,526	\$0	\$0	\$0	\$8,526	62	62	
T-2	Preventive	\$273	\$0	\$0	\$0	\$273	79	79	
T-3	Preventive	\$33,401	\$0	\$0	\$0	\$33,401	61	61	
T-4	Preventive	\$345	\$0	\$0	\$0	\$345	80	80	
T-5	Preventive	\$787	\$0	\$0	\$0	\$787	77	77	

Plan Year: 2018		Estimated Cost: \$365,827					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$8,670	\$56,100	\$0	\$0	\$64,771	73	78	
A-3	Global MR + Preventive	\$899	\$26,736	\$0	\$0	\$27,635	82	88	
A-4	Global MR + Preventive	\$3,144	\$22,664	\$0	\$0	\$25,808	74	80	
R-21	Preventive	\$2,408	\$0	\$0	\$0	\$2,408	80	81	
R-3	Global MR + Preventive	\$46,005	\$135,462	\$0	\$0	\$181,467	67	70	
R-4	Preventive	\$9,861	\$0	\$0	\$0	\$9,861	60	61	
T-2	Global MR + Preventive	\$445	\$4,785	\$0	\$0	\$5,230	77	81	
T-3	Preventive	\$39,202	\$0	\$0	\$0	\$39,202	59	59	
T-4	Global MR + Preventive	\$625	\$7,702	\$0	\$0	\$8,327	77	82	
T-5	Preventive	\$1,119	\$0	\$0	\$0	\$1,119	75	75	

Plan Year: 2019		Estimated Cost: \$177,149					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$6,461	\$0	\$0	\$0	\$6,461	76	76	
A-3	Preventive	\$555	\$0	\$0	\$0	\$555	85	85	
A-4	Preventive	\$2,163	\$0	\$0	\$0	\$2,163	77	77	
R-21	Global MR + Preventive	\$4,507	\$64,479	\$0	\$0	\$68,986	78	83	
R-3	Preventive	\$38,177	\$0	\$0	\$0	\$38,177	68	68	
R-4	Preventive	\$11,756	\$0	\$0	\$0	\$11,756	59	59	
T-2	Preventive	\$274	\$0	\$0	\$0	\$274	79	79	
T-3	Preventive	\$46,992	\$0	\$0	\$0	\$46,992	58	58	
T-4	Preventive	\$338	\$0	\$0	\$0	\$338	80	80	
T-5	Preventive	\$1,448	\$0	\$0	\$0	\$1,448	73	73	

Plan Year: 2020		Estimated Cost: \$135,822					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$8,971	\$0	\$0	\$0	\$8,971	73	73	
A-3	Preventive	\$920	\$0	\$0	\$0	\$920	82	82	
A-4	Preventive	\$3,285	\$0	\$0	\$0	\$3,285	74	74	
R-21	Preventive	\$2,062	\$0	\$0	\$0	\$2,062	81	81	
R-3	Preventive	\$48,000	\$0	\$0	\$0	\$48,000	67	67	
R-4	Preventive	\$14,030	\$0	\$0	\$0	\$14,030	57	57	
T-2	Preventive	\$457	\$0	\$0	\$0	\$457	77	77	
T-3	Preventive	\$55,686	\$0	\$0	\$0	\$55,686	56	56	
T-4	Preventive	\$636	\$0	\$0	\$0	\$636	78	78	
T-5	Preventive	\$1,775	\$0	\$0	\$0	\$1,775	72	72	

Plan Year: 2021		Estimated Cost: \$165,465					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$11,465	\$0	\$0	\$0	\$11,465	71	71	
A-3	Preventive	\$1,618	\$0	\$0	\$0	\$1,618	79	79	
A-4	Preventive	\$4,338	\$0	\$0	\$0	\$4,338	72	72	
R-21	Preventive	\$4,164	\$0	\$0	\$0	\$4,164	78	78	
R-3	Preventive	\$58,263	\$0	\$0	\$0	\$58,263	65	65	
R-4	Preventive	\$16,563	\$0	\$0	\$0	\$16,563	55	55	
T-2	Preventive	\$635	\$0	\$0	\$0	\$635	75	75	
T-3	Preventive	\$65,385	\$0	\$0	\$0	\$65,385	54	54	
T-4	Preventive	\$929	\$0	\$0	\$0	\$929	76	76	
T-5	Preventive	\$2,105	\$0	\$0	\$0	\$2,105	70	70	

Plan Year: 2022		Estimated Cost: \$200,999					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$15,963	\$0	\$0	\$0	\$15,963	69	69	
A-3	Preventive	\$2,941	\$0	\$0	\$0	\$2,941	76	77	
A-4	Preventive	\$5,683	\$0	\$0	\$0	\$5,683	69	69	
R-21	Preventive	\$6,807	\$0	\$0	\$0	\$6,807	75	76	
R-3	Preventive	\$69,156	\$0	\$0	\$0	\$69,156	64	64	
R-4	Preventive	\$19,384	\$0	\$0	\$0	\$19,384	53	53	
T-2	Preventive	\$812	\$0	\$0	\$0	\$812	73	73	
T-3	Preventive	\$76,196	\$0	\$0	\$0	\$76,196	52	52	
T-4	Preventive	\$1,218	\$0	\$0	\$0	\$1,218	74	74	
T-5	Preventive	\$2,841	\$0	\$0	\$0	\$2,841	68	69	

DILLON AIRPORT

Plan Year: 2023		Estimated Cost: \$1,900,869					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$21,695	\$65,036	\$0	\$0	\$86,731	67	71	
A-3	Global MR + Preventive	\$4,260	\$30,994	\$0	\$0	\$35,255	74	80	
A-4	Global MR + Preventive	\$7,777	\$26,274	\$0	\$0	\$34,050	68	72	
R-21	Preventive	\$9,606	\$0	\$0	\$0	\$9,606	73	73	
R-3	Global MR + Preventive	\$80,842	\$157,038	\$0	\$0	\$237,880	62	65	
R-4	Preventive	\$22,560	\$0	\$0	\$0	\$22,560	51	51	
T-2	Global MR + Preventive	\$989	\$5,547	\$0	\$0	\$6,536	71	75	
T-3	Major Below Critical	\$0	\$0	\$1,454,216	\$0	\$1,454,216	49	100	
T-4	Global MR + Preventive	\$1,506	\$8,929	\$0	\$0	\$10,434	72	76	
T-5	Preventive	\$3,601	\$0	\$0	\$0	\$3,601	67	67	

Plan Year: 2024		Estimated Cost: \$613,961					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$16,345	\$0	\$0	\$0	\$16,345	69	69	
A-3	Preventive	\$2,987	\$0	\$0	\$0	\$2,987	77	77	
A-4	Preventive	\$5,921	\$0	\$0	\$0	\$5,921	70	70	
R-21	Global MR + Preventive	\$11,936	\$74,749	\$0	\$0	\$86,685	73	77	
R-3	Preventive	\$72,399	\$0	\$0	\$0	\$72,399	64	64	
R-4	Major Below Critical	\$0	\$0	\$423,109	\$0	\$423,109	49	100	
T-2	Preventive	\$847	\$0	\$0	\$0	\$847	73	73	
T-4	Preventive	\$1,267	\$0	\$0	\$0	\$1,267	74	74	
T-5	Preventive	\$4,401	\$0	\$0	\$0	\$4,401	65	66	

Plan Year: 2025		Estimated Cost: \$137,434					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$22,465	\$0	\$0	\$0	\$22,465	67	67	
A-3	Preventive	\$4,388	\$0	\$0	\$0	\$4,388	74	74	
A-4	Preventive	\$8,161	\$0	\$0	\$0	\$8,161	68	68	
R-21	Preventive	\$9,868	\$0	\$0	\$0	\$9,868	74	75	
R-3	Preventive	\$84,700	\$0	\$0	\$0	\$84,700	62	62	
T-2	Preventive	\$1,034	\$0	\$0	\$0	\$1,034	72	72	
T-4	Preventive	\$1,573	\$0	\$0	\$0	\$1,573	72	72	
T-5	Preventive	\$5,244	\$0	\$0	\$0	\$5,244	64	64	

Plan Year: 2026		Estimated Cost: \$165,115					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$28,625	\$0	\$0	\$0	\$28,625	65	65	
A-3	Preventive	\$5,787	\$0	\$0	\$0	\$5,787	72	72	
A-4	Preventive	\$10,221	\$0	\$0	\$0	\$10,221	66	66	
R-21	Preventive	\$12,710	\$0	\$0	\$0	\$12,710	70	71	
R-3	Preventive	\$98,158	\$0	\$0	\$0	\$98,158	61	61	
T-2	Preventive	\$1,239	\$0	\$0	\$0	\$1,239	70	70	
T-3	Preventive	\$353	\$0	\$0	\$0	\$353	89	89	
T-4	Preventive	\$1,878	\$0	\$0	\$0	\$1,878	70	71	
T-5	Preventive	\$6,145	\$0	\$0	\$0	\$6,145	62	63	

Plan Year: 2027		Estimated Cost: \$185,905					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$34,932	\$0	\$0	\$0	\$34,932	63	63	
A-3	Preventive	\$7,493	\$0	\$0	\$0	\$7,493	70	70	
A-4	Preventive	\$12,124	\$0	\$0	\$0	\$12,124	65	65	
R-21	Preventive	\$15,028	\$0	\$0	\$0	\$15,028	71	71	
R-3	Preventive	\$116,229	\$0	\$0	\$0	\$116,229	59	59	
R-4	Preventive	\$99	\$0	\$0	\$0	\$99	89	89	
T-2	Preventive	\$1,663	\$0	\$0	\$0	\$1,663	68	68	
T-3	Preventive	\$1,313	\$0	\$0	\$0	\$1,313	86	86	
T-4	Preventive	\$2,456	\$0	\$0	\$0	\$2,456	69	69	
T-5	Preventive	\$7,125	\$0	\$0	\$0	\$7,125	61	61	

DILLON AIRPORT

9/20/2012



A-3, Overview



A-3, Overview



A-3, Surface detail with weathering



A-4, Overview

DILLON AIRPORT

9/20/2012



A-4, Surface detail with weathering



A-11, Overview



A-11, Surface detail with crack



A-11, Surface detail with depression

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9/20/2012



R-3, Overview



R-3, Surface detail with raveling



R-4, Overview



R-4, Surface detail with bleeding

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9/20/2012



R-21, Overview



R-21, Surface detail with crack



T-2, Overview



T-2, Overview

DILLON AIRPORT

9/20/2012

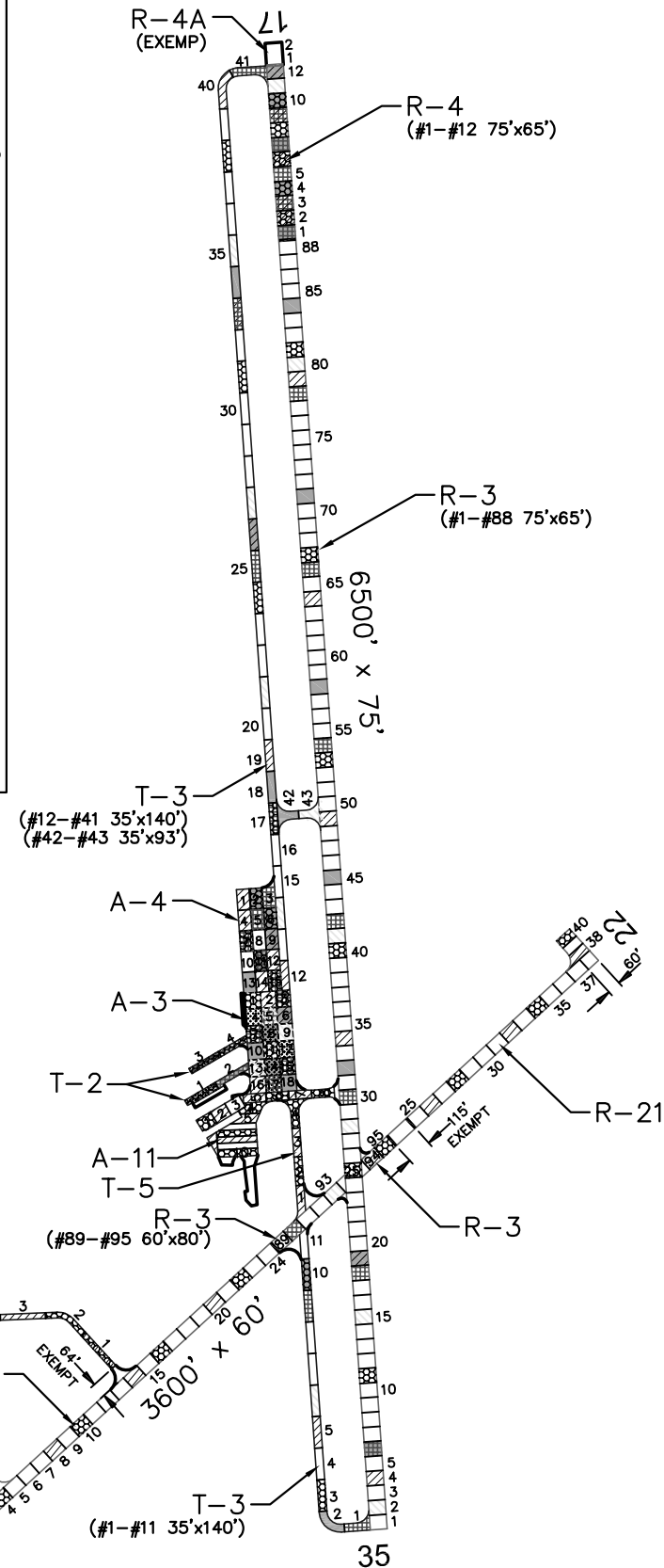
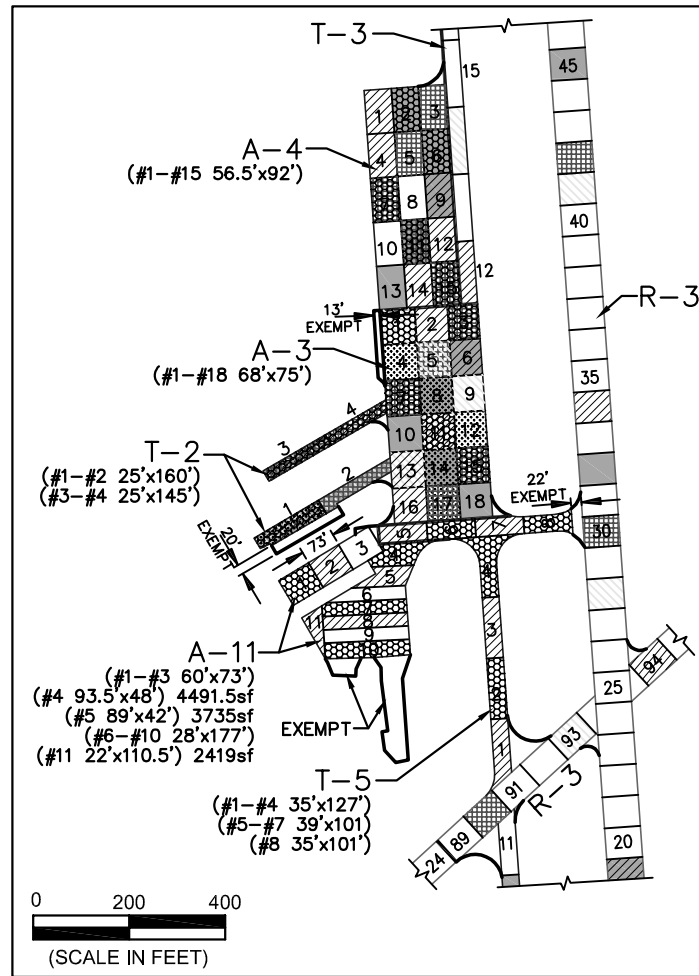


T-3, Overview



T-3, Surface detail with crack

DILLON



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-21	CBR=5.4	E-6		6"P-207,11"P-208	3" P-401		30,000	30,000		⚠
R-3	CBR=3.2	F4/7.5	P-152	6"P-207,9"P-208	3" P-401		30,000	30,000		⚠
R-4	CBR=3.2	F4/7.5	24" P-208 WITH FABRIC	15" P-207	3" P-401		30,000	30,000		⚠
R-4A	CBR=3.2	F4/7.5		15" P-207	3" P-401		22,000	24,000		⚠
TAXIWAYS										
T-2			P-152	10" P-154	4" P-208	1.5" P-401	16,000	19,000		⚠
T-3	CBR=3.2		P-152	7" P-154	4" P-208	3" P-401	12,500			⚠
T-4	CBR=3.2		P-152	7" P-154 WITH FABRIC	4" P-208	3" P-401	12,500			⚠
T-5	CBR=5.4	E-6		15" P-207	3" P-401		30,000	30,000		⚠
APRONS										
A-11	CBR=5.4	E-6		6"P-207,5.5"P-208	3" P-401		22,000	25,000		⚠
A-3			P-152	10" P-154	4" P-208	1.5" P-401	16,000	19,000		⚠
A-4	CBR=3.2		P-152	13" P-154 WITH FABRIC	6"P-208	4" P-401	33,000	40,000		⚠

REMARKS:

- ⚠ P-207 = RECLAIMED ASPHALT BASE COURSE AT 1.5" MINUS MATERIAL. PULVERIZING WAS DONE IN PLACE AND MIXED WITH SOME AGGREGATE BASE INTO FINAL MATERIAL.
- ⚠ AIP-002, 1988, NEW AND OVERLAY
- ⚠ AIP-003, 1988, NEW
- ⚠ AIP-004, 1994, EXPAND APRON AND CONSTRUCT ACCESS TAXIWAY.
- ⚠ AIP-005, 1998, FULL DEPTH PULVERIZATION AND RECONSTRUCTION RUNWAY 16-34 AND CROSSWIND TRANSITION; CONSTRUCT PARALLEL AND CONNECTING TAXIWAYS.
- ⚠ AIP-006, 2002, APRON EXPANSION (A-4); CONSTRUCT TAXIWAY (T-4); CRACK SEAL, FOG SEAL, AND REMARK RUNWAY 3-21.
- ⚠ AIP-008/009, 2009, RECONSTRUCT RUNWAY 4-22 (R-21) AND APRON (A-11); CONSTRUCT TAXIWAY (T-5); CONSTRUCT RUNWAY 17 BLAST PAD (R-4A); MILL AND OVERLAY APRON (A-3) AND TAXILANES (T-2); CRACK SEAL, FOG SEAL, AND REMARK RUNWAY 17-35 (R-3,R-4), TAXIWAYS (T-3,T-4) AND APRON (A-4); REMOVE TAXIWAY (T-1) AND APRON (A-2).

LEGEND

- ▨ 1997 SURVEY AREA
- ▨ 2000 SURVEY AREA
- ▨ 2003 SURVEY AREA
- ▨ 2006 SURVEY AREA
- ▨ 2009 SURVEY AREA
- ▨ 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:

AUG. 22, 1988

EVALUATED BY:

G. GATES

DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:

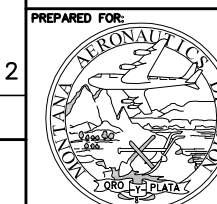
SEPT. 20, 2012

EVALUATED BY:

J. WALLA

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

DILLON AIRPORT



DILLON MONTANA

DATE: DEC. 2012

PREPARED BY:



DILLON