MILES CITY AIRPORT

Branch: 42A **APRON** **A-2**

Length: 0 LF **Width:** 0 LF **Area:** 38,750 SF **Last Const:** 2001 **Family:** ACAM
From: SOUTHEAST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 9/6/2012 **PCI: 75**

Sample # 1 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	164 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	1 LF
PATCHING	L	270 SF
RAVELING	L	250 SF
RAVELING	M	4 SF

Sample # 3 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	115 LF
OIL SPILLAGE	N	20 SF
RAVELING	M	1 SF
RAVELING	L	250 SF

Sample # 5 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	152 LF
OIL SPILLAGE	N	5 SF
PATCHING	L	64 SF
RAVELING	M	5 SF
RAVELING	L	250 SF

Sample # 7 **Area:** 4,375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	159 LF
OIL SPILLAGE	N	2 SF
RAVELING	L	300 SF
RAVELING	M	20 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1,180 LF	3.05%	10.16
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF	0.01%	4.00
OIL SPILLAGE	N	54 SF	0.14%	2.12
PATCHING	L	668 SF	1.72%	5.04
RAVELING	L	2,100 SF	5.42%	7.11
RAVELING	M	60 SF	0.15%	4.37

* 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**

MILES CITY AIRPORT

Branch: 42A **APRON** **A-3**

Length: 0 LF **Width:** 0 LF **Area:** 60,000 SF **Last Const:** 1985 **Family:** ACAM
From: NORTHWEST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 9/6/2012 **PCI: 15**

Sample # 2 **Area:** 4,920 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	4,920 SF
DEPRESSION	L	220 SF
OIL SPILLAGE	N	50 SF
RAVELING	H	200 SF
WEATHERING	H	4,920 SF

Sample # 5 **Area:** 4,250 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	4,250 SF
OIL SPILLAGE	N	5 SF
RAVELING	M	1,063 SF
RAVELING	H	10 SF
WEATHERING	H	4,250 SF

Sample # 8 **Area:** 4,920 SF

ALLIGATOR CRACKING	L	60 SF
DEPRESSION	L	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	46 LF
SWELLING	L	10 SF
WEATHERING	H	3,936 SF

Sample # 11 **Area:** 4,920 SF

BLOCK CRACKING	M	3,936 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
OIL SPILLAGE	N	50 SF
RAVELING	H	738 SF
WEATHERING	H	3,936 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	189 SF	0.32%	11.12
BLOCK CRACKING	M	41,366 SF	68.94%	46.05
DEPRESSION	L	915 SF	1.53%	9.30
LONGITUDINAL/TRANSVERSE CRACKING	L	218 LF	0.36%	3.79
LONGITUDINAL/TRANSVERSE CRACKING	M	110 LF	0.18%	4.90
LONGITUDINAL/TRANSVERSE CRACKING	H	145 LF	0.24%	10.95
OIL SPILLAGE	N	331 SF	0.55%	3.12
RAVELING	M	3,355 SF	5.59%	16.00
RAVELING	H	2,992 SF	4.99%	41.19
SWELLING	L	32 SF	0.05%	1.00
WEATHERING	H	53,789 SF	89.65%	54.19

* 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

6.0 % Load 87.0 % Climate/Durability 7.0 % Other

MILES CITY AIRPORT

Branch: 42A **APRON** **A-3A**

Length: 0 LF **Width:** 0 LF **Area:** 63,950 SF **Last Const:** 2001 **Family:** ACAM
From: SOUTHWEST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 9/6/2012 **PCI: 81**

Sample # 1 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	137 LF
RAVELING	L	250 SF

Sample # 4 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	52 LF
OIL SPILLAGE	N	100 SF
RAVELING	M	20 SF
WEATHERING	L	1,250 SF
RAVELING	L	250 SF

Sample # 7 **Area:** 6,200 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	10 SF
RAVELING	L	250 SF
WEATHERING	L	3,720 SF

Sample # 11 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF
OIL SPILLAGE	N	8 SF
RAVELING	H	5 SF
RAVELING	L	250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	890 LF	1.39%	5.84
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF	0.04%	4.00
OIL SPILLAGE	N	356 SF	0.56%	3.13
RAVELING	L	3,062 SF	4.72%	6.59
RAVELING	H	15 SF	0.02%	6.00
WEATHERING	L	14,992 SF	23.44%	3.12
RAVELING	M	60 SF	0.09%	4.00

* 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** 90.0 **% Climate/Durability** 10.0 **% Other**

MILES CITY AIRPORT

Branch: 42A **APRON** **A-4**

Length: 700 LF **Width:** 76 LF **Area:** 53,500 SF **Last Const:** YEAR **Family:** ACAM
From: FBO APRON AREA **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 9/6/2012 **PCI: 76**

Sample # 1 **Area:** 5,500 SF

Distress Description	Severity	Quantity
DEPRESSION	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	77 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
OIL SPILLAGE	N	10 SF
RAVELING	L	275 SF

Sample # 3 **Area:** 5,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	204 LF
OIL SPILLAGE	N	5 SF
RAVELING	M	121 SF
SWELLING	L	40 SF
RAVELING	L	275 SF

Sample # 5 **Area:** 5,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	319 LF
OIL SPILLAGE	N	150 SF
RAVELING	L	275 SF

Sample # 7 **Area:** 5,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	329 LF
RAVELING	L	275 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	73 SF	0.14%	0.37
LONGITUDINAL/TRANSVERSE CRACKING	L	2,259 LF	4.22%	13.04
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	0.01%	4.00
OIL SPILLAGE	N	401 SF	0.75%	3.29
RAVELING	L	2,675 SF	5.00%	6.80
SWELLING	L	97 SF	0.18%	1.45
RAVELING	M	294 SF	0.55%	6.35

* 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** 86.0 **% Climate/Durability** 14.0 **% Other**

MILES CITY AIRPORT

Branch: 42A APRON **A-5**

Length: 50 LF **Width:** 50 LF **Area:** 2,500 SF **Last Const:** 1989 **Family:** PCAA
From: 50'X50' PCC **To:** **Surface:** PCC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 9/6/2012 **PCI: 2**

Sample # 1 **Area:** 4 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	4 SLABS
FAULTING	L	4 SLABS
SHATTERED SLAB	M	4 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT SEAL DAMAGE	M	4 SLABS	4.11%	7.00
FAULTING	L	4 SLABS	26.22%	38.09
SHATTERED SLAB	M	4 SLABS	0.12%	83.01

* 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

65.0 % Load 5.0 % Climate/Durability 30.0 % Other

MILES CITY AIRPORT

Branch: 42R1 **RUNWAY** **R-21**

Length: 5,680 LF **Width:** 75 LF **Area:** 426,000 SF **Last Const:** 1998 **Family:** ACRMU
From: T-6 **To:** T-5B **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 114 **Last Inspection Date:** 4/7/1910 **PCI: 73**

Sample # 6 **Area:** 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	263 LF
WEATHERING	L	3,750 SF

Sample # 22 **Area:** 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	210 LF
WEATHERING	L	3,750 SF

Sample # 38 **Area:** 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	272 LF
WEATHERING	L	3,750 SF

Sample # 54 **Area:** 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	22 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	204 LF
WEATHERING	L	3,750 SF

Sample # 70 **Area:** 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	23 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	348 LF
WEATHERING	L	3,750 SF

Sample # 86 **Area:** 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	151 LF
WEATHERING	L	3,750 SF

Sample # 102 **Area:** 3,750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	238 LF
WEATHERING	L	3,750 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	1,980 SF	0.10%	13.89
LONGITUDINAL/TRANSVERSE CRACKING	L	27,361 LF	0.19%	17.61
WEATHERING	L	426,000 SF	27.84%	5.96

* 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** 63.0 **% Climate/Durability** 0.0 **% Other**

MILES CITY AIRPORT

Branch: 42 RUNWAY **R-12**

Length: 5,601 LF **Width:** 100 LF **Area:** 560,100 SF **Last Const:** 2008 **Family:** ACRH
From: RUNWAY 12-30 FROM T-3B **To:** T5 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 110 **Last Inspection Date:** 9/6/2012 **PCI: 84**

Sample # 4 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	121 LF
WEATHERING	L	5,000 SF

Sample # 20 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	54 LF
WEATHERING	L	5,000 SF

Sample # 36 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF

Sample # 52 **Area:** 5,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	3 SF
BLOCK CRACKING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	330 LF
RAVELING	M	50 SF
WEATHERING	L	5,000 SF

Sample # 68 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF
RAVELING	M	2 SF
WEATHERING	L	5,000 SF

Sample # 84 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	112 LF
RAVELING	M	2 SF
WEATHERING	L	5,000 SF

Sample # 100 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
WEATHERING	L	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	48 SF	5.98%	7.00
BLOCK CRACKING	L	80 SF	0.03%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	12,370 LF	7.36%	7.96
RAVELING	M	864 SF	27.12%	4.37
WEATHERING	L	560,100 SF	1.11%	5.96

* 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 **77.0 % Climate/Durability** **0.0 % Other**

MILES CITY AIRPORT

Branch: 42T TAXIWAY **T-1B**

Length: 760 LF **Width:** 50 LF **Area:** 38,000 SF **Last Const:** 1985 **Family:** ACRMU
From: INTERSECTION WITH T-2 **To:** RUNWAY 22 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 9/6/2012 **PCI: 45**

Sample # 7 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	700 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	298 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	128 LF
WEATHERING	M	5,000 SF

Sample # 9 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	318 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	115 LF

Sample # 11 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	142 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	230 LF
WEATHERING	M	4,682 SF

Sample # 13 **Area:** 5,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	40 SF
BLOCK CRACKING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	217 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	163 LF
PATCHING	L	42 SF
WEATHERING	M	4,500 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	76 SF	72.13%	8.59
BLOCK CRACKING	L	1,995 SF	0.35%	13.80
BLOCK CRACKING	M	1,805 SF	0.00%	18.63
LONGITUDINAL/TRANSVERSE CRACKING	L	551 LF	0.00%	5.98
LONGITUDINAL/TRANSVERSE CRACKING	M	1,801 LF	0.32%	24.96
LONGITUDINAL/TRANSVERSE CRACKING	H	899 LF	0.33%	29.40
PATCHING	L	80 SF	2.00%	2.03
WEATHERING	M	26,946 SF	0.00%	17.96

* 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

7.0 % Load 93.0 % Climate/Durability 0.0 % Other

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-2A**

Length: 1,800 LF **Width:** 35 LF **Area:** 63,000 SF **Last Const:** 1998 **Family:** ACRMU
From: RUNWAY INTERSECTION **To:** T-1B **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 9/6/2012 **PCI: 75**

Sample # 2 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	214 LF
RAVELING	L	5 SF

Sample # 6 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF

Sample # 10 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	29 SF
BLOCK CRACKING	M	14 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	178 LF
RAVELING	H	1 SF

Sample # 14 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	28 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	143 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

Sample # 18 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	166 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	349 SF	0.00%	6.45
BLOCK CRACKING	M	50 SF	0.00%	7.80
LONGITUDINAL/TRANSVERSE CRACKING	L	2,423 LF	0.01%	12.15
LONGITUDINAL/TRANSVERSE CRACKING	M	724 LF	0.01%	11.97
RAVELING	L	18 SF	90.00%	1.00
RAVELING	H	4 SF	2.27%	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** 100.0 **% Climate/Durability** 0.0 **% Other**

MILES CITY AIRPORT

Branch: 42T TAXIWAY **T-3**

Length: 700 LF **Width:** 63 LF **Area:** 43,750 SF **Last Const:** 2001 **Family:** ACRH
From: WITHIN APRON AREA **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 9 **Last Inspection Date:** 9/6/2012 **PCI: 76**

Sample # 3 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF
RAVELING	M	110 SF
RAVELING	L	250 SF

Sample # 5 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF
RAVELING	M	110 SF
RAVELING	L	250 SF

Sample # 7 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	126 LF
RAVELING	M	103 SF
RAVELING	L	250 SF

Sample # 9 **Area:** 6,480 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	262 LF
RAVELING	L	250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	12 SF	0.03%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	1,513 LF	3.46%	11.21
RAVELING	M	638 SF	1.46%	9.11
RAVELING	L	2,037 SF	4.66%	6.54

* 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

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-3B**

Length: 800 LF **Width:** 35 LF **Area:** 28,000 SF **Last Const:** 1998 **Family:** ACRH
From: 30 END OF RW 12-30 **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 9/6/2012 **PCI: 81**

Sample # 1 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	6 SF
BLOCK CRACKING	L	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF

Sample # 3 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	129 LF

Sample # 5 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	17 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	195 LF

Sample # 7 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	40 SF
BLOCK CRACKING	L	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	36 LF
RAVELING	M	50 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	924 LF	3.30%	10.81
BLOCK CRACKING	L	200 SF	0.71%	7.03
RAVELING	M	100 SF	0.36%	5.51
BLEEDING	N	92 SF	0.33%	2.29

* 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**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-6**

Length: 1,440 LF **Width:** 35 LF **Area:** 50,400 SF **Last Const:** 1998 **Family:** ACRMU
From: 22 END OF RW 4-22 **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 9/6/2012 **PCI: 80**

Sample # 1 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	168 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
BLOCK CRACKING	L	5 SF

Sample # 4 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	105 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
BLOCK CRACKING	L	6 SF

Sample # 7 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	183 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
BLOCK CRACKING	L	2 SF

Sample # 10 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	223 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
BLOCK CRACKING	L	45 SF
RAVELING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1,698 LF	3.37%	10.98
BLOCK CRACKING	L	145 SF	0.29%	5.28
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF	0.10%	4.00
RAVELING	L	3 SF	0.01%	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

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-7**

Length: 950 LF **Width:** 35 LF **Area:** 33,250 SF **Last Const:** 1998 **Family:** ACRMU
From: RW 4 TURNAROUND **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 9/6/2012 **PCI: 71**

Sample # 2 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	26 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
RAVELING	M	149 SF
WEATHERING	L	3,500 SF

Sample # 3 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	27 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
WEATHERING	L	3,500 SF

Sample # 4 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	26 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF
RAVELING	M	114 SF
WEATHERING	L	3,500 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	M	833 SF	2.50%	11.35
LONGITUDINAL/TRANSVERSE CRACKING	L	824 LF	2.48%	8.68
BLOCK CRACKING	L	251 SF	0.75%	7.15
WEATHERING	L	33,250 SF	100.00%	5.96
LONGITUDINAL/TRANSVERSE CRACKING	M	45 LF	0.13%	4.16

* 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**

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FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: $84,807**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-2	L & T CR	M	2 LF	Crack Sealing - AC	2 LF	$5	PREV.
A-2	OIL SPILLAGE	N	54 SF	Patching - AC Shallow	88 SF	$1,752	PREV.
A-3	L & T CR	H	145 LF	Crack Sealing - AC	145 LF	$363	SAFETY
A-3	RAVELING	H	2,992 SF	Patching - AC Shallow	2,992 SF	$59,842	SAFETY
A-3A	L & T CR	M	27 LF	Crack Sealing - AC	27 LF	$68	PREV.
A-3A	OIL SPILLAGE	N	356 SF	Patching - AC Shallow	436 SF	$8,718	PREV.
A-4	L & T CR	M	5 LF	Crack Sealing - AC	5 LF	$12	PREV.
A-4	OIL SPILLAGE	N	401 SF	Patching - AC Shallow	486 SF	$9,717	PREV.
T-1B	L & T CR	H	899 LF	Crack Sealing - AC	899 LF	$2,247	SAFETY
T-2A	BLOCK CR	M	50 SF	Crack Sealing - AC	15 LF	$38	PREV.
T-2A	L & T CR	M	724 LF	Crack Sealing - AC	723.6 LF	1809	PREV.
T-6	L & T CR	M	50 LF	Crack Sealing - AC	50 LF	125	PREV.
T-7	L & T CR	M	44 LF	Crack Sealing - AC	44.3 LF	110.83	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: $233,901**

Plan Year: 2013 Estimated Cost: $1,093,471

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Global MR + Preventive	$1,387	$9,688	$0	$0	$11,075	74	79
A-3	Major Below Critical	$0	$0	$480,000	$0	$480,000	13	100
A-3A	Global MR + Preventive	$819	$15,988	$0	$0	$16,806	79	86
A-4	Global MR + Preventive	$1,710	$13,375	$0	$0	$15,085	75	80
A-5	Major Below Critical	$0	$0	$20,000	$0	$20,000	0	100
R-12	Global MR + Preventive	$4,272	$140,026	$0	$0	$144,298	82	89
R-21	Global MR + Preventive	$17,944	$106,501	$0	$0	$124,445	72	76
T-1B	Major Below Critical	$0	$0	$227,905	$0	$227,905	43	100
T-2A	Global MR + Preventive	$2,170	$15,750	$0	$0	$17,920	74	78
T-3	Global MR + Preventive	$1,326	$10,938	$0	$0	$12,264	75	79
T-3B	Preventive	$327	$0	$0	$0	$327	80	80
T-6	Global MR + Preventive	$776	$12,600	$0	$0	$13,376	79	84
T-7	Global MR + Preventive	$1,657	$8,313	$0	$0	$9,970	70	74

Plan Year: 2014 Estimated Cost: $25,578

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Preventive	$993	$0	$0	$0	$993	76	76
A-3A	Preventive	$493	$0	$0	$0	$493	83	83
A-4	Preventive	$1,142	$0	$0	$0	$1,142	77	77
R-12	Preventive	$2,648	$0	$0	$0	$2,648	85	86
R-21	Preventive	$15,095	$0	$0	$0	$15,095	74	74
T-2A	Preventive	$1,695	$0	$0	$0	$1,695	76	76
T-3	Preventive	$1,004	$0	$0	$0	$1,004	77	77
T-3B	Preventive	$591	$0	$0	$0	$591	77	77
T-6	Preventive	$457	$0	$0	$0	$457	81	81
T-7	Preventive	$1,462	$0	$0	$0	$1,462	72	72

Plan Year: 2015 Estimated Cost: $34,136

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Preventive	$1,429	$0	$0	$0	$1,429	74	74
A-3A	Preventive	$784	$0	$0	$0	$784	80	80
A-4	Preventive	$1,753	$0	$0	$0	$1,753	75	75
R-12	Preventive	$4,444	$0	$0	$0	$4,444	83	83
R-21	Preventive	$18,730	$0	$0	$0	$18,730	72	72
T-2A	Preventive	$2,254	$0	$0	$0	$2,254	74	74
T-3	Preventive	$1,388	$0	$0	$0	$1,388	75	75
T-3B	Preventive	$840	$0	$0	$0	$840	75	75
T-6	Preventive	$776	$0	$0	$0	$776	79	79
T-7	Preventive	$1,737	$0	$0	$0	$1,737	70	70

Plan Year: 2016 Estimated Cost: $43,810

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Preventive	$1,865	$0	$0	$0	$1,865	71	72
A-3	Preventive	$138	$0	$0	$0	$138	88	88
A-3A	Preventive	$1,563	$0	$0	$0	$1,563	77	77
A-4	Preventive	$2,362	$0	$0	$0	$2,362	72	73
A-5	Preventive	$6	$0	$0	$0	$6	88	88
R-12	Preventive	$6,192	$0	$0	$0	$6,192	80	80
R-21	Preventive	$22,397	$0	$0	$0	$22,397	70	71
T-1B	Preventive	$47	$0	$0	$0	$47	89	89
T-2A	Preventive	$2,812	$0	$0	$0	$2,812	72	72
T-3	Preventive	$1,759	$0	$0	$0	$1,759	73	73
T-3B	Preventive	$1,081	$0	$0	$0	$1,081	74	74
T-6	Preventive	$1,271	$0	$0	$0	$1,271	77	77
T-7	Preventive	$2,318	$0	$0	$0	$2,318	69	69

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Plan Year: 2017 Estimated Cost: $61,160

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Preventive	$2,481	$0	$0	$0	$2,481	69	69
A-3	Preventive	$363	$0	$0	$0	$363	85	85
A-3A	Preventive	$2,332	$0	$0	$0	$2,332	74	75
A-4	Preventive	$2,970	$0	$0	$0	$2,970	70	70
A-5	Preventive	$15	$0	$0	$0	$15	85	85
R-12	Preventive	$12,024	$0	$0	$0	$12,024	78	78
R-21	Preventive	$29,292	$0	$0	$0	$29,292	69	69
T-1B	Preventive	$175	$0	$0	$0	$175	86	86
T-2A	Preventive	$3,370	$0	$0	$0	$3,370	71	71
T-3	Preventive	$2,115	$0	$0	$0	$2,115	72	72
T-3B	Preventive	$1,312	$0	$0	$0	$1,312	72	72
T-6	Preventive	$1,754	$0	$0	$0	$1,754	75	75
T-7	Preventive	$2,956	$0	$0	$0	$2,956	67	67

Plan Year: 2018 Estimated Cost: $467,502

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Global MR + Preventive	$3,477	$11,231	$0	$0	$14,707	67	72
A-3	Preventive	$585	$0	$0	$0	$585	82	82
A-3A	Global MR + Preventive	$3,099	$18,534	$0	$0	$21,633	72	77
A-4	Global MR + Preventive	$4,298	$15,505	$0	$0	$19,804	68	73
A-5	Preventive	$24	$0	$0	$0	$24	82	82
R-12	Global MR + Preventive	$17,578	$162,329	$0	$0	$179,907	76	80
R-21	Global MR + Preventive	$37,681	$123,464	$0	$0	$161,145	67	71
T-1B	Preventive	$300	$0	$0	$0	$300	83	83
T-2A	Global MR + Preventive	$4,360	$18,259	$0	$0	$22,619	69	73
T-3	Global MR + Preventive	$2,465	$12,680	$0	$0	$15,144	70	73
T-3B	Preventive	$1,539	$0	$0	$0	$1,539	71	71
T-6	Global MR + Preventive	$2,232	$14,607	$0	$0	$16,839	73	77
T-7	Global MR + Preventive	$3,620	$9,637	$0	$0	$13,256	66	69

Plan Year: 2019 Estimated Cost: $64,797

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Preventive	$2,526	$0	$0	$0	$2,526	70	70
A-3	Preventive	$1,072	$0	$0	$0	$1,072	79	79
A-3A	Preventive	$2,395	$0	$0	$0	$2,395	75	75
A-4	Preventive	$3,092	$0	$0	$0	$3,092	70	71
A-5	Preventive	$45	$0	$0	$0	$45	79	79
R-12	Preventive	$12,439	$0	$0	$0	$12,439	78	78
R-21	Preventive	$30,263	$0	$0	$0	$30,263	69	69
T-1B	Preventive	$421	$0	$0	$0	$421	81	81
T-2A	Preventive	$3,526	$0	$0	$0	$3,526	71	71
T-3	Preventive	$2,228	$0	$0	$0	$2,228	72	72
T-3B	Preventive	$1,896	$0	$0	$0	$1,896	69	69
T-6	Preventive	$1,818	$0	$0	$0	$1,818	75	75
T-7	Preventive	$3,077	$0	$0	$0	$3,077	67	67

Plan Year: 2020 Estimated Cost: $87,125

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2	Preventive	$3,589	$0	$0	$0	$3,589	67	68
A-3	Preventive	$1,886	$0	$0	$0	$1,886	76	76
A-3A	Preventive	$3,212	$0	$0	$0	$3,212	72	72
A-4	Preventive	$4,421	$0	$0	$0	$4,421	68	68
A-5	Preventive	$79	$0	$0	$0	$79	76	76
R-12	Preventive	$18,348	$0	$0	$0	$18,348	76	76
R-21	Preventive	$39,241	$0	$0	$0	$39,241	68	68
T-1B	Preventive	$761	$0	$0	$0	$761	78	79
T-2A	Preventive	$4,502	$0	$0	$0	$4,502	69	69
T-3	Preventive	$2,600	$0	$0	$0	$2,600	70	70
T-3B	Preventive	$2,376	$0	$0	$0	$2,376	68	68
T-6	Preventive	$2,328	$0	$0	$0	$2,328	73	73
T-7	Preventive	$3,783	$0	$0	$0	$3,783	66	66

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Plan Year: 2021					Estimated Cost: $110,394		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2	Preventive	$4,658	$0	$0	$0	$4,658	66	66
A-3	Preventive	$2,690	$0	$0	$0	$2,690	74	74
A-3A	Preventive	$4,028	$0	$0	$0	$4,028	70	70
A-4	Preventive	$5,910	$0	$0	$0	$5,910	66	66
A-5	Preventive	$112	$0	$0	$0	$112	74	74
R-12	Preventive	$24,013	$0	$0	$0	$24,013	74	74
R-21	Preventive	$48,460	$0	$0	$0	$48,460	66	66
T-1B	Preventive	$1,188	$0	$0	$0	$1,188	76	76
T-2A	Preventive	$5,866	$0	$0	$0	$5,866	68	68
T-3	Preventive	$3,259	$0	$0	$0	$3,259	69	69
T-3B	Preventive	$2,852	$0	$0	$0	$2,852	67	67
T-6	Preventive	$2,835	$0	$0	$0	$2,835	71	71
T-7	Preventive	$4,524	$0	$0	$0	$4,524	64	64

Plan Year: 2022					Estimated Cost: $135,368		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2	Preventive	$5,748	$0	$0	$0	$5,748	64	64
A-3	Preventive	$3,492	$0	$0	$0	$3,492	71	71
A-3A	Preventive	$5,866	$0	$0	$0	$5,866	68	68
A-4	Preventive	$7,420	$0	$0	$0	$7,420	64	64
A-5	Preventive	$145	$0	$0	$0	$145	71	71
R-12	Preventive	$29,439	$0	$0	$0	$29,439	72	72
R-21	Preventive	$58,248	$0	$0	$0	$58,248	65	65
T-1B	Preventive	$1,607	$0	$0	$0	$1,607	74	75
T-2A	Preventive	$7,275	$0	$0	$0	$7,275	66	66
T-3	Preventive	$4,047	$0	$0	$0	$4,047	68	68
T-3B	Preventive	$3,328	$0	$0	$0	$3,328	66	66
T-6	Preventive	$3,433	$0	$0	$0	$3,433	70	70
T-7	Preventive	$5,319	$0	$0	$0	$5,319	63	63

Plan Year: 2023					Estimated Cost: $609,802		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2	Global MR + Preventive	$6,864	$13,019	$0	$0	$19,883	62	66
A-3	Preventive	$4,693	$0	$0	$0	$4,693	69	69
A-3A	Global MR + Preventive	$7,753	$21,486	$0	$0	$29,239	66	70
A-4	Global MR + Preventive	$8,959	$17,975	$0	$0	$26,934	63	67
A-5	Preventive	$196	$0	$0	$0	$196	69	69
R-12	Global MR + Preventive	$34,742	$188,183	$0	$0	$222,925	71	74
R-21	Global MR + Preventive	$68,644	$143,128	$0	$0	$211,772	63	66
T-1B	Preventive	$2,022	$0	$0	$0	$2,022	73	73
T-2A	Global MR + Preventive	$8,755	$21,167	$0	$0	$29,921	65	68
T-3	Global MR + Preventive	$4,833	$14,699	$0	$0	$19,532	67	69
T-3B	Preventive	$3,812	$0	$0	$0	$3,812	65	65
T-6	Global MR + Preventive	$4,592	$16,933	$0	$0	$21,526	68	72
T-7	Global MR + Preventive	$6,176	$11,171	$0	$0	$17,347	61	65

Plan Year: 2024					Estimated Cost: $146,077		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2	Preventive	$5,991	$0	$0	$0	$5,991	64	64
A-3	Preventive	$6,536	$0	$0	$0	$6,536	67	67
A-3A	Preventive	$6,028	$0	$0	$0	$6,028	68	68
A-4	Preventive	$7,724	$0	$0	$0	$7,724	65	65
A-5	Preventive	$272	$0	$0	$0	$272	67	67
R-12	Preventive	$30,980	$0	$0	$0	$30,980	73	73
R-21	Preventive	$60,853	$0	$0	$0	$60,853	65	65
T-1B	Preventive	$2,439	$0	$0	$0	$2,439	71	71
T-2A	Preventive	$7,587	$0	$0	$0	$7,587	66	66
T-3	Preventive	$4,257	$0	$0	$0	$4,257	68	68
T-3B	Preventive	$4,302	$0	$0	$0	$4,302	64	64
T-6	Preventive	$3,537	$0	$0	$0	$3,537	70	70
T-7	Preventive	$5,569	$0	$0	$0	$5,569	63	63

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Plan Year: 2025					Estimated Cost: $175,136		PCI	
Section	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**Before**	**After**
A-2	Preventive	$7,171	$0	$0	$0	$7,171	62	62
A-3	Preventive	$8,400	$0	$0	$0	$8,400	65	65
A-3A	Preventive	$8,033	$0	$0	$0	$8,033	66	66
A-4	Preventive	$9,360	$0	$0	$0	$9,360	63	63
A-5	Preventive	$350	$0	$0	$0	$350	65	65
R-12	Preventive	$36,605	$0	$0	$0	$36,605	71	71
R-21	Preventive	$71,854	$0	$0	$0	$71,854	63	63
T-1B	Preventive	$3,082	$0	$0	$0	$3,082	69	69
T-2A	Preventive	$9,153	$0	$0	$0	$9,153	65	65
T-3	Preventive	$5,090	$0	$0	$0	$5,090	67	67
T-3B	Preventive	$4,803	$0	$0	$0	$4,803	63	63
T-6	Preventive	$4,765	$0	$0	$0	$4,765	68	68
T-7	Preventive	$6,471	$0	$0	$0	$6,471	61	61

Plan Year: 2026					Estimated Cost: $207,302		PCI	
Section	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**Before**	**After**
A-2	Preventive	$8,388	$0	$0	$0	$8,388	60	60
A-3	Preventive	$10,291	$0	$0	$0	$10,291	63	63
A-3A	Preventive	$10,058	$0	$0	$0	$10,058	64	64
A-4	Preventive	$11,039	$0	$0	$0	$11,039	61	61
A-5	Preventive	$429	$0	$0	$0	$429	63	63
R-12	Preventive	$43,755	$0	$0	$0	$43,755	70	70
R-21	Preventive	$83,704	$0	$0	$0	$83,704	62	62
T-1B	Preventive	$4,029	$0	$0	$0	$4,029	68	68
T-2A	Preventive	$10,815	$0	$0	$0	$10,815	63	63
T-3	Preventive	$5,930	$0	$0	$0	$5,930	66	66
T-3B	Preventive	$5,308	$0	$0	$0	$5,308	62	62
T-6	Preventive	$6,025	$0	$0	$0	$6,025	67	67
T-7	Preventive	$7,529	$0	$0	$0	$7,529	60	60

Plan Year: 2027					Estimated Cost: $246,853		PCI	
Section	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**Before**	**After**
A-2	Preventive	$10,085	$0	$0	$0	$10,085	59	59
A-3	Preventive	$12,234	$0	$0	$0	$12,234	62	62
A-3A	Preventive	$12,130	$0	$0	$0	$12,130	62	63
A-4	Preventive	$13,098	$0	$0	$0	$13,098	59	59
A-5	Preventive	$510	$0	$0	$0	$510	62	62
R-12	Preventive	$55,575	$0	$0	$0	$55,575	68	68
R-21	Preventive	$96,589	$0	$0	$0	$96,589	60	60
T-1B	Preventive	$5,012	$0	$0	$0	$5,012	66	66
T-2A	Preventive	$12,616	$0	$0	$0	$12,616	62	62
T-3	Preventive	$6,776	$0	$0	$0	$6,776	65	65
T-3B	Preventive	$5,832	$0	$0	$0	$5,832	61	61
T-6	Preventive	$7,342	$0	$0	$0	$7,342	65	65
T-7	Preventive	$9,053	$0	$0	$0	$9,053	58	58

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A-2, Overview

A-2, Surface detail swelling

A-2, Surface detail

A-3, Overview

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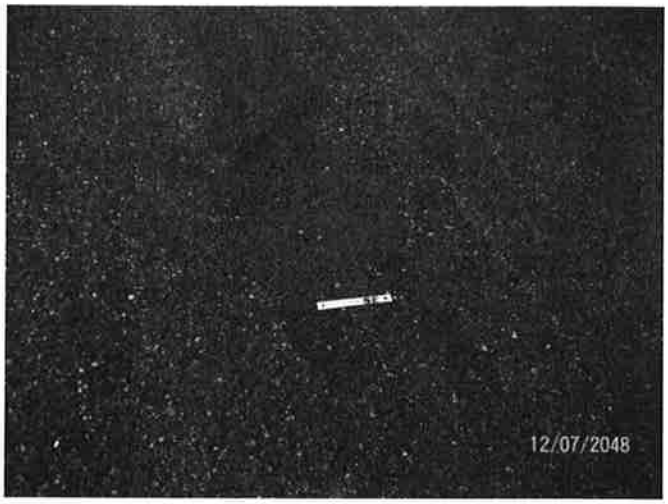
A-3, Surface detail with depression

A-2, Surface detail with raveling

A-3A, Overview



A-3A, Surface detail oil spillage

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A-3A, Surface detail with cracking

A-4, Overview

A-4, Surface detail oil spillage

A-5, Overview

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A-5, Surface detail shattered slabs

R-12, Overview

R-12, Surface detail raveling from lock wheel turn

R-21, Overview

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R-21, Surface detail

T-1B, Overview

T-1B, Surface detail

T-2A, Overview

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T-3, Overview

T-3, Surface detail with raveling from paint obliteration

T-3B, Overview

T-3B, Surface detail with bleeding

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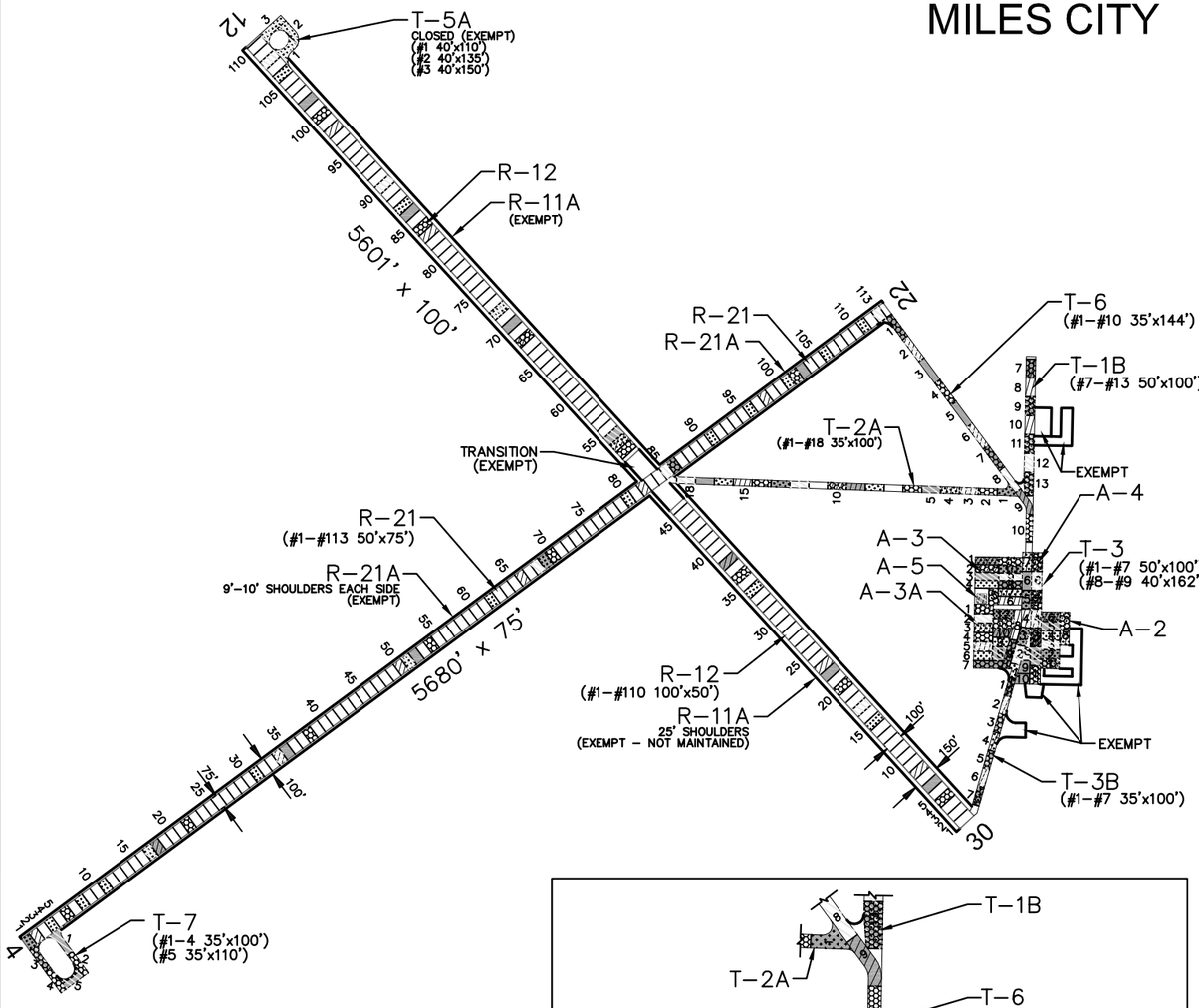
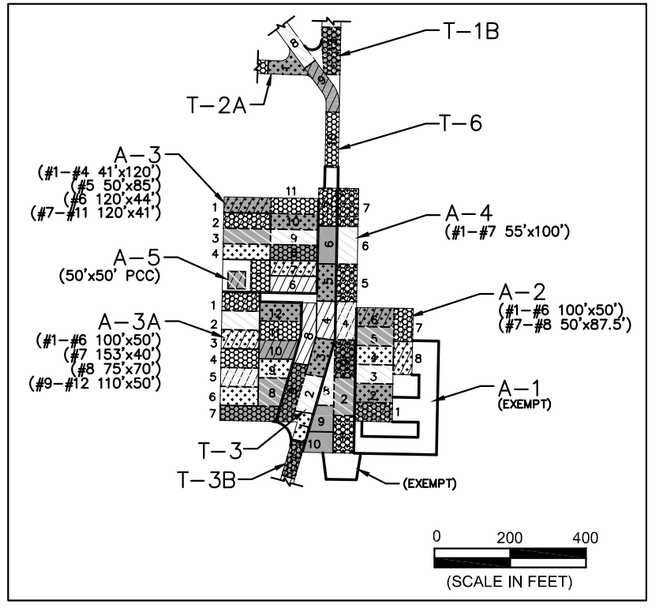
T-6, Overview

T-6, Surface detail

T-7, Overview

MILES CITY





PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE	DUAL	DUAL TAN.	REMARKS
RUNWAYS										
R-11A	E-5	F-5		4.5" GRAVEL	6.5" AC	2" P-401	24,000	24,000		
R-12	E-5	CBR=9.6		19" AGG.	9"AC,4"P-401		38,000	55,000	85,000	2 5 7 8
R-21		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4 5 6 8
R-21A		CBR=7		5" GRAVEL	3" AC	2" P-401, 1" 402	24,000	24,000		2
TAXIWAYS										
T-1B		CBR=7.1		6" GRAVEL	2.5" AC	3" AC P-609	12,500	12,500		
T-2A		CBR=7.1		6" GRAVEL	5.5" AC,P-609	STRESS FABRIC, 2" P-401	20,000			4 6 8
T-3		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5 8
T-3B			6" COMP P-152	FABRIC, 9" P-207 4" P-208	2.5" P-401					4 6 8
T-5A		CBR=7.1		5" P-201	P-609	P-609	12,000	12,000		
T-6		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4 6 8
T-7		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4 8
APRONS										
A-1		CBR=7.1		6" GRAVEL	2.5" AC	2" AC P-609	21,000	21,000		8
A-2		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5 8
A-3		CBR=7.1	12" P-152		5" OGEM	P-609	12,500	12,500		
A-3A		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		3 5 8
A-4		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5 8
A-5		CBR=7.1	HELIPAD		10" PCC					3

REMARKS:

1. AIP-01, 1985, PFC ON RUNWAYS, TAXIWAYS, AND APRON
2. 3" AC WAS STATE HIGHWAY GRADE B MIX, P-625 COAL TAR SEAL.
3. AIP-02, 1989, REHABILITATE PORTION OF APRON
4. AIP-05, 1998, RECONSTRUCT AND NARROW RUNWAY 4-22; RECONSTRUCT TAXIWAYS (T-2A,T-3B,T-6,T-7).
5. AIP-006, 2001, REHABILITATE RUNWAY AND APRON.
6. AIP-007, 2005, CRACK SEAL AND REMARK.
7. AIP-010/011, 2008, MILL, OVERLAY, AND GROOVE RUNWAY 12-30 (R-12).
8. AIP-012, 2011, CRACK SEAL, FOG SEAL, &REMARK RUNWAYS (R-12, R-21), TAXIWAYS (T-2A, T-3, T-3B, T-6, T-7) AND APRON (A-1, A-2, A-3A, A-4)

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:	NOV. 30, 2004
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 7, 2012
EVALUATED BY:	M. BECKHOFF

MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES

FRANK WILEY FIELD

PREPARED FOR: MONTANA AERONAUTICS DIVISION

MILES CITY
MONTANA

DATE: NOV. 2012

PREPARED BY: SE Engineering Planning Consulting

MILES CITY