

**STEVENSVILLE AIRPORT**

Branch: 05A      **APRON**

**A-1**

**Length:** 0 LF    **Width:** 0 LF    **Area:** 70,000 SF    **Last Const:** 1991    **Family:** ACAM  
**From:** ENTIRE APRON    **To:**    **Surface:** ST

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 15      **Last Inspection Date:** 11/13/2012      **PCI:** 80

**Sample # 1** **Area:** 4,800 SF

Distress Description	Severity	Quantity
BLEEDING	N	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
PATCHING	L	8 SF
RAVELING	L	200 SF

**Sample # 4** **Area:** 4,800 SF

Distress Description	Severity	Quantity
BLEEDING	N	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF
PATCHING	L	10 SF
RAVELING	L	60 F

**Sample # 7** **Area:** 4,800 SF

Distress Description	Severity	Quantity
DEPRESSION	L	8 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	430 LF

**Sample # 10** **Area:** 4,800 SF

Distress Description	Severity	Quantity
BLEEDING	N	160 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF
PATCHING	L	3 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	875 SF	0.07%	6.70
DEPRESSION	L	29 SF	0.37%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	1,980 LF	0.82%	9.60
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF	0.16%	4.00
PATCHING	L	77 SF	9.99%	2.00
RAVELING	L	947.92 SF	4.44%	3.14

\* 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                      73.0 % Climate/Durability                      27.0 % Other

**STEVENSVILLE AIRPORT**

Branch: 05A      **APRON**

**A-2**

**Length:** 360 LF    **Width:** 240 LF    **Area:** 90,425 SF    **Last Const:** 1994    **Family:** ACAM  
**From:** NORTH APRON    **To:**    **Surface:** AC

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 19      **Last Inspection Date:** 11/13/2012      **PCI:** 82

<b>Sample # 2</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<b>Severity</b> L L	<b>Quantity</b> 352 LF 2 SF	<b>Area:</b> 4,800 SF
<b>Sample # 6</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<b>Severity</b> L L	<b>Quantity</b> 280 LF 4 SF	<b>Area:</b> 4,800 SF
<b>Sample # 10</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<b>Severity</b> L L	<b>Quantity</b> 288 LF 5 SF	<b>Area:</b> 4,800 SF
<b>Sample # 14</b>	<b>Distress Description</b> BLEEDING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> N L L	<b>Quantity</b> 25 SF 25 SF 247 LF	<b>Area:</b> 4,800 SF
<b>Sample # 18</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE PATCHING	<b>Severity</b> L N L	<b>Quantity</b> 75 LF 40 SF 6 SF	<b>Area:</b> 4,800 SF

**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
BLEEDING	N	94 SF	5.72%	0.00
DEPRESSION	L	94 SF	4.62%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	4,679 LF	0.03%	15.14
OIL SPILLAGE	N	151 SF	0.72%	2.30
PATCHING	L	64 SF	3.55%	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                      87.0 % Climate/Durability                      13.0 % Other

**STEVENSVILLE AIRPORT**

Branch: 05R

RUNWAY

**R-1**

Length: 3,800 LF

Width: 60 LF

Area: 228,000 SF

Last Const: 1991

Family: STPA

From: STA 0+00

To: STA 38+00

Surface: ST

**Inspections**

Samples Surveyed: 7

Total Samples: 48

Last Inspection Date: 11/13/2012

**PCI: 60**

Sample # 4

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

BLEEDING

N

450 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

75 LF

RAVELING

L

250 SF

Sample # 11

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

BLEEDING

N

470 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

49 LF

RAVELING

L

100 SF

Sample # 18

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

BLEEDING

N

440 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

75 LF

RAVELING

L

130 SF

Sample # 25

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

BLEEDING

N

410 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

55 LF

RAVELING

L

180 SF

Sample # 32

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

BLEEDING

N

400 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

440 LF

RAVELING

L

50 SF

Sample # 39

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

LONGITUDINAL/TRANSVERSE CRACKING

L

240 LF

LONGITUDINAL/TRANSVERSE CRACKING

L

13 LF

RAVELING

L

25 SF

Sample # 46

Area: 4,800 SF

**Distress Description**

**Severity**

**Quantity**

BLEEDING

N

350 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

19 LF

RAVELING

L

45 SF

**Extrapolated Distress Quantities\***

**Distress Description**

**Severity**

**Quantity**

**Density**

**Deduct**

BLEEDING

N

17,100 SF

0.19%

32.09

LONGITUDINAL/TRANSVERSE CRACKING

L

6,555 LF

4.68%

9.72

RAVELING

L

5,293 SF

0.11%

4.36

\* 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

31.0 % Climate/Durability

69.0 % Other

**STEVENSVILLE AIRPORT**

Branch: 05T

TAXIWAY

**T-1**

Length: 835 LF    Width: 35 LF    Area: 29,225 SF    Last Const: 1991    Family: STPA  
 From: RUNWAY    To: APRON TURNAROUNDS    Surface: ST

**Inspections**

Samples Surveyed: 3    Total Samples: 5    Last Inspection Date: 11/13/2012    **PCI: 65**

Sample # 1    Area: 5,400 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	140 LF

Sample # 3    Area: 5,400 SF

Distress Description	Severity	Quantity
BLEEDING	N	520 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF
RAVELING	L	300 SF

Sample # 5    Area: 6,300 SF

Distress Description	Severity	Quantity
BLEEDING	N	510 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	250 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	420 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	1,760 SF	0.01%	27.84
LONGITUDINAL/TRANSVERSE CRACKING	L	778 LF	0.32%	9.16
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF	8.82%	4.00
RAVELING	L	1,231 SF	0.05%	6.18

\* 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                      41.0 % Climate/Durability                      59.0 % Other

**STEVENSVILLE AIRPORT**

Branch: 01T TAXIWAY

**T-3**

Length: 2,080 LF    Width: 35 LF    Area: 161,448 SF    Last Const: 1994    Family: ACRMU  
 From: T-1    To: A-1    Surface: AC

**Inspections**

Samples Surveyed: 5    Total Samples: 28    Last Inspection Date: 11/13/2012    **PCI: 93**

Sample #	Distress Description	Severity	Quantity	Area:
6	LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF	4,935 SF
12	LONGITUDINAL/TRANSVERSE CRACKING	L	91 LF	4,935 SF
18	LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF	5,250 SF
23	DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING RAVELING	L L L	18 SF 34 LF 5 SF	5,250 SF
24	LONGITUDINAL/TRANSVERSE CRACKING	L	110 LF	6,625 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	108 SF	0.05%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	2,691 LF	1.37%	6.54
RAVELING	L	30 SF	0.23%	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                      96.0 % Climate/Durability                      4.0 % Other

**STEVENSVILLE AIRPORT**

Branch: 01T

TAXIWAY

**T-4**

Length: 360 LF

Width: 35 LF

Area: 12,600 SF

Last Const: 2003

Family: ACRMU

From: NORTHWEST TAXIWAY

To: OFF A-2

Surface: AC

**Inspections**

Samples Surveyed: 3

Total Samples: 4

Last Inspection Date: 8/20/2012

**PCI: 93**

**Sample # 1**

**Distress Description**

DEPRESSION

**Severity**

L

**Quantity**

5 SF

LONGITUDINAL/TRANSVERSE CRACKING

L

168 LF

OIL SPILLAGE

N

3 SF

Area: 4,200 SF

**Sample # 2**

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING

**Severity**

L

**Quantity**

10 LF

Area: 4,200 SF

**Sample # 3**

**Distress Description**

BLEEDING

**Severity**

N

**Quantity**

30 SF

Area: 4,200 SF

**Extrapolated Distress Quantities\***

**Distress Description**

BLEEDING

**Severity**

N

**Quantity**

30 SF

**Density**

0.02%

**Deduct**

1.56

DEPRESSION

L

5 SF

0.31%

0.30

LONGITUDINAL/TRANSVERSE CRACKING

L

178 LF

0.02%

5.89

OIL SPILLAGE

N

3 SF

0.01%

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

60.0 % Climate/Durability

40.0 % Other

# STEVENSVILLE AIRPORT

## FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$4,423

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Poliev
A-1	L & T CR	M	7 LF	Crack Sealing - AC	7 LF	\$18	PREV.
A-2	OIL SPILLAGE	N	151 SF	Patching - AC Shallow	204 SF	\$4,082	PREV.
T-1	L & T CR	M	17 LF	Crack Sealing - AC	17 LF	\$43	PREV.
T-4	OIL SPILLAGE	N	3 SF	Patching - AC Shallow	14 SF	\$279	PREV.

## FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$159,467

Plan Year: 2013				Estimated Cost: \$81,170			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$1,014	\$0	\$0	\$0	\$1,014	79	79
A-2	Preventive	\$829	\$0	\$0	\$0	\$829	81	81
R-1	Preventive	\$35,808	\$0	\$0	\$0	\$35,808	60	60
T-1	Preventive	\$3,156	\$0	\$0	\$0	\$3,156	64	64
T-3	Global MR	\$0	\$40,362	\$0	\$0	\$40,362	92	99
Plan Year: 2014				Estimated Cost: \$47,711			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$1,805	\$0	\$0	\$0	\$1,805	76	76
A-2	Preventive	\$1,657	\$0	\$0	\$0	\$1,657	78	78
R-1	Preventive	\$40,441	\$0	\$0	\$0	\$40,441	59	59
T-1	Preventive	\$3,787	\$0	\$0	\$0	\$3,787	62	63
T-4	Preventive	\$22	\$0	\$0	\$0	\$22	88	88
Plan Year: 2015				Estimated Cost: \$54,426			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$2,593	\$0	\$0	\$0	\$2,593	74	74
A-2	Preventive	\$2,701	\$0	\$0	\$0	\$2,701	75	76
R-1	Preventive	\$44,701	\$0	\$0	\$0	\$44,701	58	58
T-1	Preventive	\$4,369	\$0	\$0	\$0	\$4,369	61	61
T-4	Preventive	\$61	\$0	\$0	\$0	\$61	85	86
Plan Year: 2016				Estimated Cost: \$61,101			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$3,381	\$0	\$0	\$0	\$3,381	71	72
A-2	Preventive	\$3,743	\$0	\$0	\$0	\$3,743	73	73
R-1	Preventive	\$48,621	\$0	\$0	\$0	\$48,621	57	57
T-1	Preventive	\$4,958	\$0	\$0	\$0	\$4,958	60	60
T-3	Preventive	\$298	\$0	\$0	\$0	\$298	88	88
T-4	Preventive	\$100	\$0	\$0	\$0	\$100	83	83
Plan Year: 2017				Estimated Cost: \$68,265			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$4,507	\$0	\$0	\$0	\$4,507	69	69
A-2	Preventive	\$4,775	\$0	\$0	\$0	\$4,775	71	71
R-1	Preventive	\$52,389	\$0	\$0	\$0	\$52,389	56	56
T-1	Preventive	\$5,620	\$0	\$0	\$0	\$5,620	59	59
T-3	Preventive	\$837	\$0	\$0	\$0	\$837	85	86
T-4	Preventive	\$138	\$0	\$0	\$0	\$138	80	80
Plan Year: 2018				Estimated Cost: \$123,761			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$6,313	\$0	\$0	\$0	\$6,313	67	67
A-2	Preventive	\$6,677	\$0	\$0	\$0	\$6,677	69	69
R-1	Preventive	\$56,139	\$0	\$0	\$0	\$56,139	56	56
T-1	Preventive	\$6,220	\$0	\$0	\$0	\$6,220	58	58
T-3	Global MR + Preventive	\$1,360	\$46,791	\$0	\$0	\$48,151	83	89
T-4	Preventive	\$261	\$0	\$0	\$0	\$261	78	78
Plan Year: 2019				Estimated Cost: \$85,265			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$8,132	\$0	\$0	\$0	\$8,132	65	65
A-2	Preventive	\$9,059	\$0	\$0	\$0	\$9,059	67	67
R-1	Preventive	\$60,072	\$0	\$0	\$0	\$60,072	55	55
T-1	Preventive	\$6,773	\$0	\$0	\$0	\$6,773	57	57
T-3	Preventive	\$836	\$0	\$0	\$0	\$836	86	86
T-4	Preventive	\$392	\$0	\$0	\$0	\$392	76	76

**STEVENSVILLE AIRPORT**

Plan Year: 2020		Estimated Cost: \$1,236,318					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$9,986	\$0	\$0	\$0	\$9,986	63	64	
A-2	Preventive	\$11,477	\$0	\$0	\$0	\$11,477	65	65	
R-1	Major Below Critical	\$0	\$0	\$1,205,630	\$0	\$1,205,630	55	100	
T-1	Preventive	\$7,306	\$0	\$0	\$0	\$7,306	56	56	
T-3	Preventive	\$1,396	\$0	\$0	\$0	\$1,396	83	83	
T-4	Preventive	\$523	\$0	\$0	\$0	\$523	74	74	

Plan Year: 2021		Estimated Cost: \$36,237					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$11,883	\$0	\$0	\$0	\$11,883	62	62	
A-2	Preventive	\$13,929	\$0	\$0	\$0	\$13,929	63	63	
T-1	Preventive	\$7,830	\$0	\$0	\$0	\$7,830	56	56	
T-3	Preventive	\$1,944	\$0	\$0	\$0	\$1,944	80	81	
T-4	Preventive	\$652	\$0	\$0	\$0	\$652	72	72	

Plan Year: 2022		Estimated Cost: \$43,199					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$13,906	\$0	\$0	\$0	\$13,906	60	60	
A-2	Preventive	\$16,447	\$0	\$0	\$0	\$16,447	61	61	
R-1	Preventive	\$88	\$0	\$0	\$0	\$88	90	90	
T-1	Preventive	\$8,380	\$0	\$0	\$0	\$8,380	55	55	
T-3	Preventive	\$3,597	\$0	\$0	\$0	\$3,597	78	78	
T-4	Preventive	\$781	\$0	\$0	\$0	\$781	71	71	

Plan Year: 2023		Estimated Cost: \$266,896					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$16,764	\$0	\$0	\$0	\$16,764	58	58	
A-2	Preventive	\$19,486	\$0	\$0	\$0	\$19,486	59	59	
R-1	Preventive	\$1,429	\$0	\$0	\$0	\$1,429	85	86	
T-1	Major Below Critical	\$0	\$0	\$168,455	\$0	\$168,455	55	100	
T-3	Global MR + Preventive	\$5,509	\$54,244	\$0	\$0	\$59,753	76	81	
T-4	Preventive	\$1,009	\$0	\$0	\$0	\$1,009	69	69	

Plan Year: 2024		Estimated Cost: \$50,766					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$19,767	\$0	\$0	\$0	\$19,767	56	57	
A-2	Preventive	\$23,300	\$0	\$0	\$0	\$23,300	58	58	
R-1	Preventive	\$2,753	\$0	\$0	\$0	\$2,753	81	82	
T-3	Preventive	\$3,638	\$0	\$0	\$0	\$3,638	78	79	
T-4	Preventive	\$1,308	\$0	\$0	\$0	\$1,308	68	68	

Plan Year: 2025		Estimated Cost: \$63,983					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$22,935	\$0	\$0	\$0	\$22,935	55	55	
A-2	Preventive	\$27,325	\$0	\$0	\$0	\$27,325	56	56	
R-1	Preventive	\$6,424	\$0	\$0	\$0	\$6,424	78	78	
T-1	Preventive	\$13	\$0	\$0	\$0	\$13	90	90	
T-3	Preventive	\$5,671	\$0	\$0	\$0	\$5,671	76	76	
T-4	Preventive	\$1,615	\$0	\$0	\$0	\$1,615	66	66	

Plan Year: 2026		Estimated Cost: \$78,849					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$26,321	\$0	\$0	\$0	\$26,321	53	53	
A-2	Preventive	\$31,572	\$0	\$0	\$0	\$31,572	54	54	
R-1	Preventive	\$11,130	\$0	\$0	\$0	\$11,130	74	74	
T-1	Preventive	\$201	\$0	\$0	\$0	\$201	85	86	
T-3	Preventive	\$7,683	\$0	\$0	\$0	\$7,683	74	75	
T-4	Preventive	\$1,941	\$0	\$0	\$0	\$1,941	65	65	

Plan Year: 2027		Estimated Cost: \$94,058					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$29,954	\$0	\$0	\$0	\$29,954	51	51	
A-2	Preventive	\$36,130	\$0	\$0	\$0	\$36,130	52	52	
R-1	Preventive	\$15,642	\$0	\$0	\$0	\$15,642	71	71	
T-1	Preventive	\$386	\$0	\$0	\$0	\$386	81	82	
T-3	Preventive	\$9,660	\$0	\$0	\$0	\$9,660	73	73	
T-4	Preventive	\$2,287	\$0	\$0	\$0	\$2,287	63	63	



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# STEVENSVILLE AIRPORT

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11/15/2012



A-1, Overview crack



A-2 and T-3, Overview with depression



A-2, Overview with crack



R-1, Overview

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# STEVENSVILLE AIRPORT

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11/15/2012



**R-1**, Surface detail with bleeding



**T-1**, Overview

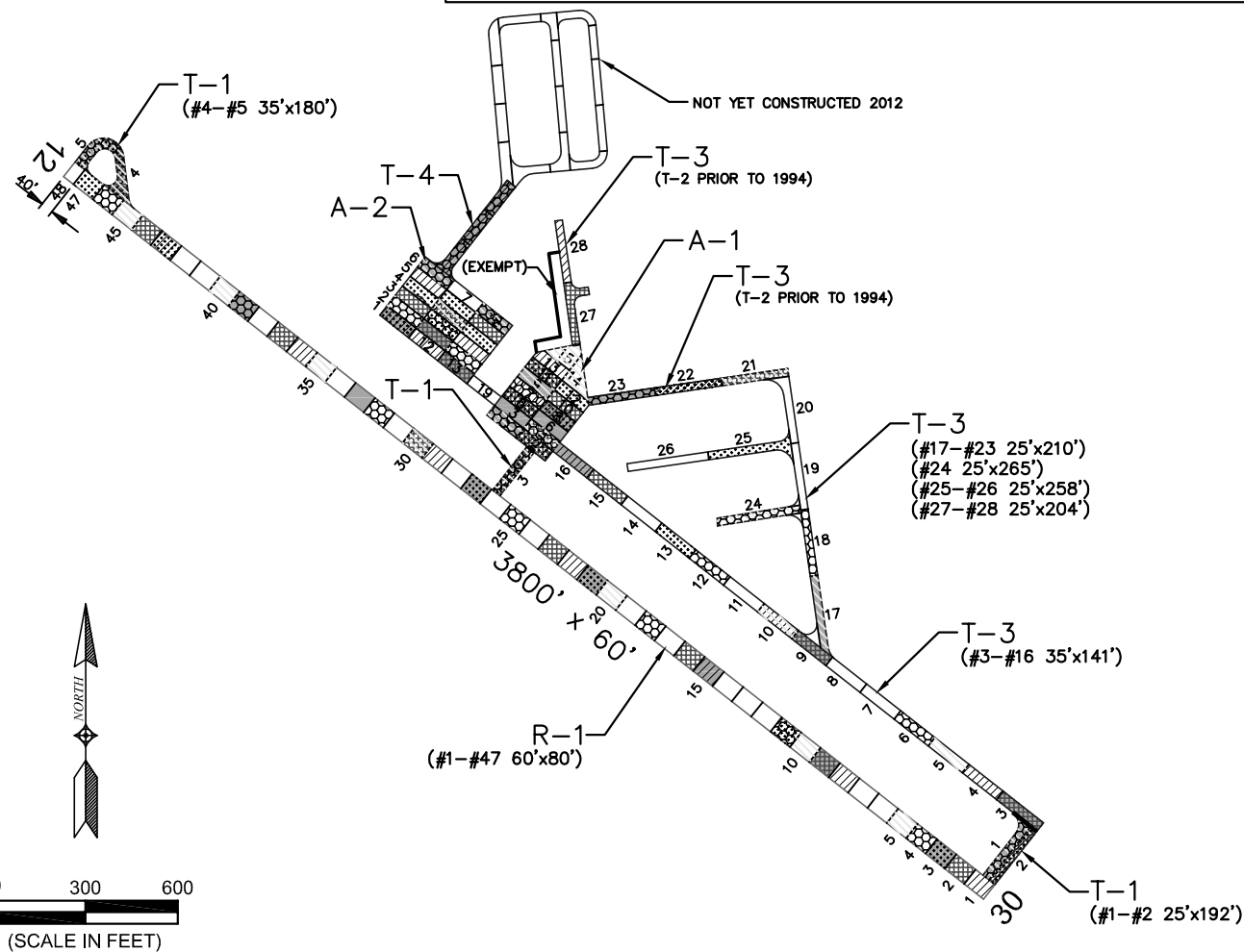
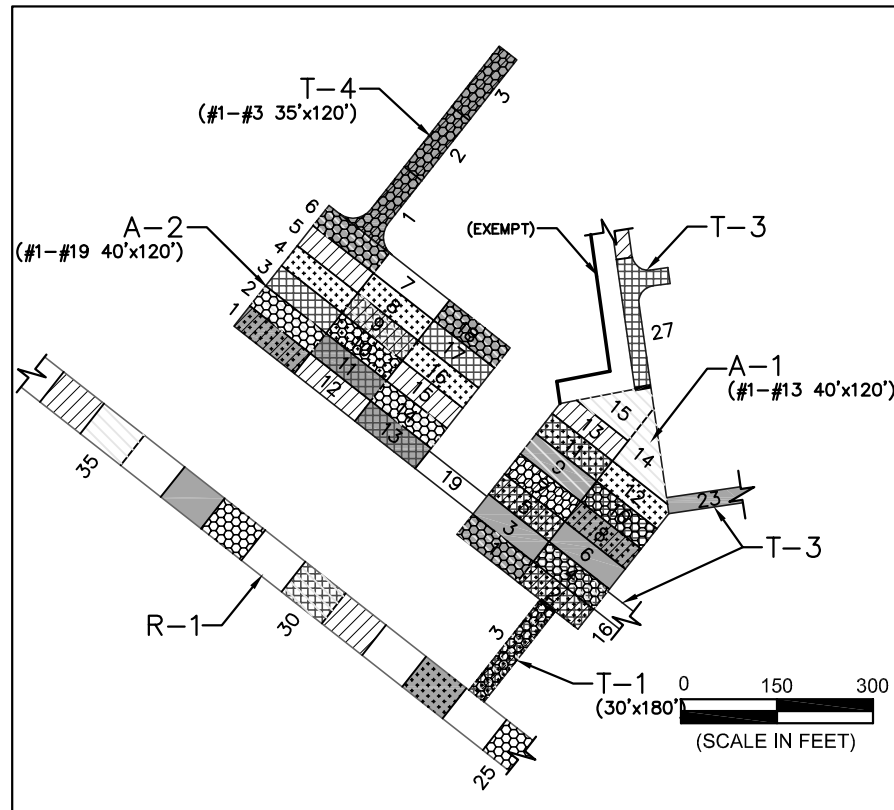


**T-3**, Overview with crack



**T-4**, Overview

# STEVENSVILLE



## PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
<b>RUNWAYS</b>										
R-1		CBR=7.6		5.5" P-208	1.8" P-609	1" P-402	12,500			3 6
<b>TAXIWAYS</b>										
T-1		CBR=7.6		5.5" P-208	1.8" P-609	1" P-402	12,500			3 6
T-3			6" COMP.	6" P-208	2" P-401R		12,500			4 6
T-4			12" P-154	4" P-208	3" TYPE S-3		12,500			5 6
<b>APRONS</b>										
A-1		CBR=7.6		5.5" P-208	1.8" P-609	1" P-402	12,500			3 6
A-2			6" COMP.	6" P-208	2" P-401R					4 6

**REMARKS:**

- 1 ADAP-03, 1981, ORIGINAL CONSTRUCTION
- 2 SUBGRADE = CEMENTED SILTY GRAVEL AND HARD PAN.
- 3 AIP-001, OVERLAY RUNWAY, APRON, AND TAXIWAY.
- 4 AIP-002, 1994, CONSTRUCT PARTIAL PARALLEL TAXIWAY FOR RUNWAY 12-30, CONSTRUCT ACCESS TAXIWAY (T-3), AND EXPAND APRON (A-2).
- 5 AIP-004, 2003, CONSTRUCT TAXIWAY (T-4); CRACK SEAL, FOG SEAL, AND REMARK REMAINING PAVEMENTS.
- 6 AIP-009, 2011, CRACK SEAL, FOG SEAL AND REMARK ALL PAVEMENTS.

**LEGEND**

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

DATE OF PAVEMENT STRENGTH SURVEY:		<b>MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES</b>	
EVALUATED BY:		<b>STEVENSVILLE AIRPORT</b>	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	NOV. 15, 2012		
EVALUATED BY:	J. WALLA		
		DATE: DEC. 2012	

STEVENSVILLE