

TERRY AIRPORT

Branch: 41A

APRON

A-11

Length: 287 LF Width: 182 LF Area: 52,234 SF Last Const: 2001 Family: ACAM
 From: T-11 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 14 Last Inspection Date: 9/8/2012 **PCI: 76**

Sample # 2 Area: 3,731 SF

Distress Description	Severity	Quantity
DEPRESSION	L	124 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF
WEATHERING	L	3,731 SF

Sample # 5 Area: 3,731 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	150 SF
WEATHERING	L	2,583 SF

Sample # 8 Area: 3,731 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	13 SF
BLOCK CRACKING	M	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF
WEATHERING	L	3,731 SF

Sample # 11 Area: 3,731 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
RAVELING	L	100 SF
WEATHERING	L	3,731 SF

Sample # 14 Area: 2,546 SF

Distress Description	Severity	Quantity
DEPRESSION	L	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	40 LF
RAVELING	L	50 SF
WEATHERING	L	2,546 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	39 LF	0.01%	4.50
BLOCK CRACKING	M	9 LF	2.57%	7.80
DEPRESSION	L	520 LF	0.67%	6.62
LONGITUDINAL/TRANSVERSE CRACKING	L	685 LF	0.09%	5.64
LONGITUDINAL/TRANSVERSE CRACKING	M	102 LF	0.33%	5.06
RAVELING	L	897 LF	32.00%	3.63
WEATHERING	L	48,802 LF	6.53%	5.90

* 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

21.0 % Load

75.0 % Climate/Durability

4.0 % Other

TERRY AIRPORT

Branch: 41R

RUNWAY

R-11

Length: 4,300 LF

Width: 75 LF

Area: 322,500 SF

Last Const: 2001

Family: ACRML

From: 12+00

To: 55+00

Surface: AC

Inspections

Samples Surveyed: 7

Total Samples: 66

Last Inspection Date: 9/8/2012

PCI: 75

Sample # 2

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	275 SF
BLOCK CRACKING	L	275 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	97 LF
RAVELING	L	5 SF
WEATHERING	L	4,875 SF

Sample # 11

Area: 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	60 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	118 LF
WEATHERING	L	4,875 SF

Sample # 20

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	97 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	109 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	39 LF
WEATHERING	L	4,875 SF

Sample # 29

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	187 LF
WEATHERING	L	4,875 SF

Sample # 38

Area: 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	27 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	142 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
WEATHERING	L	4,875 SF

Sample # 47

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	82 LF
OIL SPILLAGE	N	3 SF
WEATHERING	L	4,875 SF

Sample # 56

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	134 LF
WEATHERING	L	4,875 SF

TERRY AIRPORT

Branch: 41R

RUNWAY

R-11

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	822 LF	0.06%	9.82
BLOCK CRACKING	L	6,115 LF	2.15%	9.82
LONGITUDINAL/TRANSVERSE CRACKING	L	6,445 LF	0.00%	7.41
LONGITUDINAL/TRANSVERSE CRACKING	M	2,306 LF	0.06%	9.70
OIL SPILLAGE	N	28 LF	0.16%	2.00
RAVELING	L	47 LF	22.22%	1.00
WEATHERING	L	322,500 LF	32.90%	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

21.0 % Load

75.0 % Climate/Durability

4.0 % Other

TERRY AIRPORT

Branch: 41T TAXIWAY

T-11

Length: 595 LF Width: 39 LF Area: 23,464 SF Last Const: 2001 Family: ACRML
 From: R-11 To: A-11 Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 9/8/2012 **PCI: 66**

Sample # 1 Area: 7,400 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	18 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	262 LF
RAVELING	L	74 LF
RAVELING	M	120 LF
WEATHERING	L	7,400 LF

Sample # 2 Area: 8,663 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	90 SF
ALLIGATOR CRACKING	M	15 SF
BLOCK CRACKING	M	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF
RAVELING	L	173 SF
WEATHERING	L	8,663 SF

Sample # 3 Area: 7,400 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	59 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	294 LF
RAVELING	L	148 SF
WEATHERING	L	7,400 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	90 LF	14.40%	12.45
ALLIGATOR CRACKING	M	15 LF	0.06%	10.00
BLOCK CRACKING	L	59 LF	0.02%	5.10
BLOCK CRACKING	M	53 LF	2.05%	8.36
LONGITUDINAL/TRANSVERSE CRACKING	L	681 LF	2.44%	9.79
RAVELING	L	395 LF	0.09%	3.59
RAVELING	M	120 LF	35.20%	6.19
WEATHERING	L	23,463 LF	0.39%	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

TERRY AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$8,525**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	BLOCK CR	M	9 SF	Crack Sealing - AC	3 LF	\$7	PREV.
A-11	L & T CR	M	102 LF	Crack Sealing - AC	102 LF	\$254	PREV.
R-11	L & T CR	M	2,306 LF	Crack Sealing - AC	2,306 LF	\$5,765	PREV.
R-11	OIL SPILLAGE	N	28 SF	Patching - AC Shallow	54 SF	\$1,076	PREV.
T-11	ALLIGATOR CR	M	15 SF	Patching - AC Deep	35 SF	\$1,384	PREV.
T-11	BLOCK CR	M	53 SF	Crack Sealing - AC	16 LF	\$40	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$58,550**

Plan Year: 2013		Estimated Cost: \$114,402					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$1,667	\$13,059	\$0	\$0	\$14,726	75	80	
R-11	Global MR + Preventive	\$10,939	\$80,626	\$0	\$0	\$91,565	74	78	
T-11	Global MR + Preventive	\$2,245	\$5,866	\$0	\$0	\$8,111	65	67	

Plan Year: 2014		Estimated Cost: \$11,929					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,110	\$0	\$0	\$0	\$1,110	77	77	
R-11	Preventive	\$8,755	\$0	\$0	\$0	\$8,755	76	76	
T-11	Preventive	\$2,064	\$0	\$0	\$0	\$2,064	66	67	

Plan Year: 2015		Estimated Cost: \$15,456					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,707	\$0	\$0	\$0	\$1,707	75	75	
R-11	Preventive	\$11,402	\$0	\$0	\$0	\$11,402	74	74	
T-11	Preventive	\$2,347	\$0	\$0	\$0	\$2,347	66	66	

Plan Year: 2016		Estimated Cost: \$18,824					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,303	\$0	\$0	\$0	\$2,303	72	73	
R-11	Preventive	\$13,813	\$0	\$0	\$0	\$13,813	73	73	
T-11	Preventive	\$2,708	\$0	\$0	\$0	\$2,708	64	65	

Plan Year: 2017		Estimated Cost: \$22,083					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,897	\$0	\$0	\$0	\$2,897	70	70	
R-11	Preventive	\$16,014	\$0	\$0	\$0	\$16,014	71	72	
T-11	Preventive	\$3,172	\$0	\$0	\$0	\$3,172	63	63	

Plan Year: 2018		Estimated Cost: \$141,386					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$4,191	\$15,139	\$0	\$0	\$19,329	68	73	
R-11	Global MR + Preventive	\$18,020	\$93,467	\$0	\$0	\$111,487	70	73	
T-11	Global MR + Preventive	\$3,770	\$6,800	\$0	\$0	\$10,570	61	65	

Plan Year: 2019		Estimated Cost: \$23,144					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$3,014	\$0	\$0	\$0	\$3,014	70	71	
R-11	Preventive	\$16,836	\$0	\$0	\$0	\$16,836	72	72	
T-11	Preventive	\$3,295	\$0	\$0	\$0	\$3,295	63	63	

Plan Year: 2020		Estimated Cost: \$27,206					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,304	\$0	\$0	\$0	\$4,304	68	68	
R-11	Preventive	\$18,992	\$0	\$0	\$0	\$18,992	71	71	
T-11	Preventive	\$3,910	\$0	\$0	\$0	\$3,910	61	62	

Plan Year: 2021		Estimated Cost: \$135,215					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,757	\$0	\$0	\$0	\$5,757	66	66	
R-11	Preventive	\$21,774	\$0	\$0	\$0	\$21,774	70	70	
T-11	Major Below Critical	\$0	\$0	\$107,684	\$0	\$107,684	59	100	

Plan Year: 2022		Estimated Cost: \$32,770					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$7,231	\$0	\$0	\$0	\$7,231	64	65	
R-11	Preventive	\$25,539	\$0	\$0	\$0	\$25,539	69	69	

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Plan Year: 2023		Estimated Cost: \$163,812				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$8,740	\$17,550	\$0	\$0	\$26,289	63	67
R-11	Global MR + Preventive	\$29,168	\$108,354	\$0	\$0	\$137,522	68	70

Plan Year: 2024		Estimated Cost: \$34,379				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$7,527	\$0	\$0	\$0	\$7,527	65	65
R-11	Preventive	\$26,783	\$0	\$0	\$0	\$26,783	69	69
T-11	Preventive	\$69	\$0	\$0	\$0	\$69	88	88

Plan Year: 2025		Estimated Cost: \$39,925				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$9,123	\$0	\$0	\$0	\$9,123	63	63
R-11	Preventive	\$30,624	\$0	\$0	\$0	\$30,624	68	68
T-11	Preventive	\$177	\$0	\$0	\$0	\$177	85	85

Plan Year: 2026		Estimated Cost: \$45,618				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$10,762	\$0	\$0	\$0	\$10,762	61	61
R-11	Preventive	\$34,574	\$0	\$0	\$0	\$34,574	68	68
T-11	Preventive	\$281	\$0	\$0	\$0	\$281	82	82

Plan Year: 2027		Estimated Cost: \$52,098				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$12,765	\$0	\$0	\$0	\$12,765	59	59
R-11	Preventive	\$38,879	\$0	\$0	\$0	\$38,879	67	67
T-11	Preventive	\$454	\$0	\$0	\$0	\$454	79	79

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9/8/2012



A-11, Overview



A-11, Surface detail depression



A-11, Surface detail raveling coal tar and cracking



R-11, Cracking around numbers

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9/8/2012



R-11, Overview



R-11, Surface detail alligator cracking



T-11, Overview



T-11, Surface detail alligator cracking

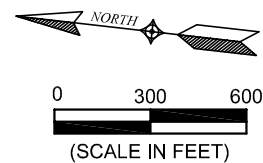
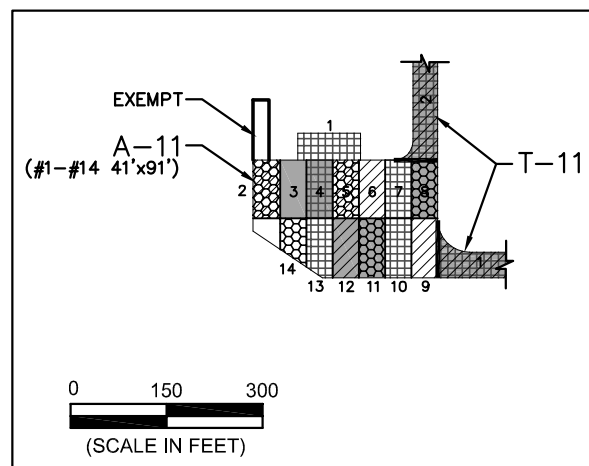
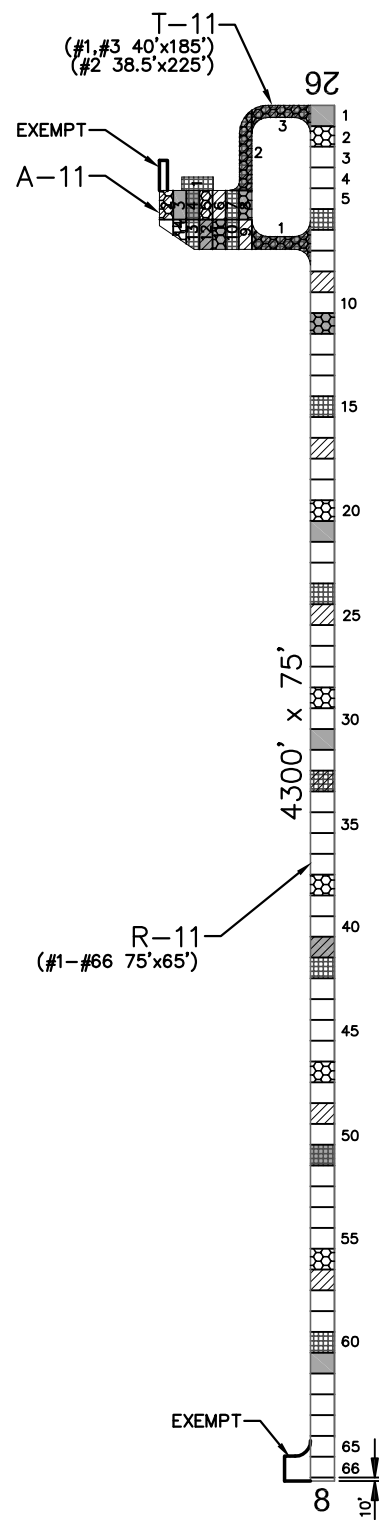
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9/8/2012



T-11, Surface detail cracking at painted markings

TERRY



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

TERRY

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-11	E-1			11.5" P-207	2.5" P-401		12,500			◁▷
TAXIWAYS										
T-11	E-1			11.5" P-207	2.5" P-401		12,500			◁▷
APRONS										
A-11	E-1			11.5" P-207	2.5" P-401		12,500			◁▷

REMARKS:

- ADAP, 1977, CONSTRUCTION
- 1 AIP-001, 2001, RECONSTRUCT RUNWAY, TAXIWAY, AND APRON.
- 2 AIP-002, 2008, 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] 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:		MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES	
	EVALUATED BY:		TERRY AIRPORT	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT 8, 2012	PREPARED FOR: 	
EVALUATED BY:	M. BECKHOFF	PREPARED BY: 		
		TERRY MONTANA DATE: NOV. 2012		