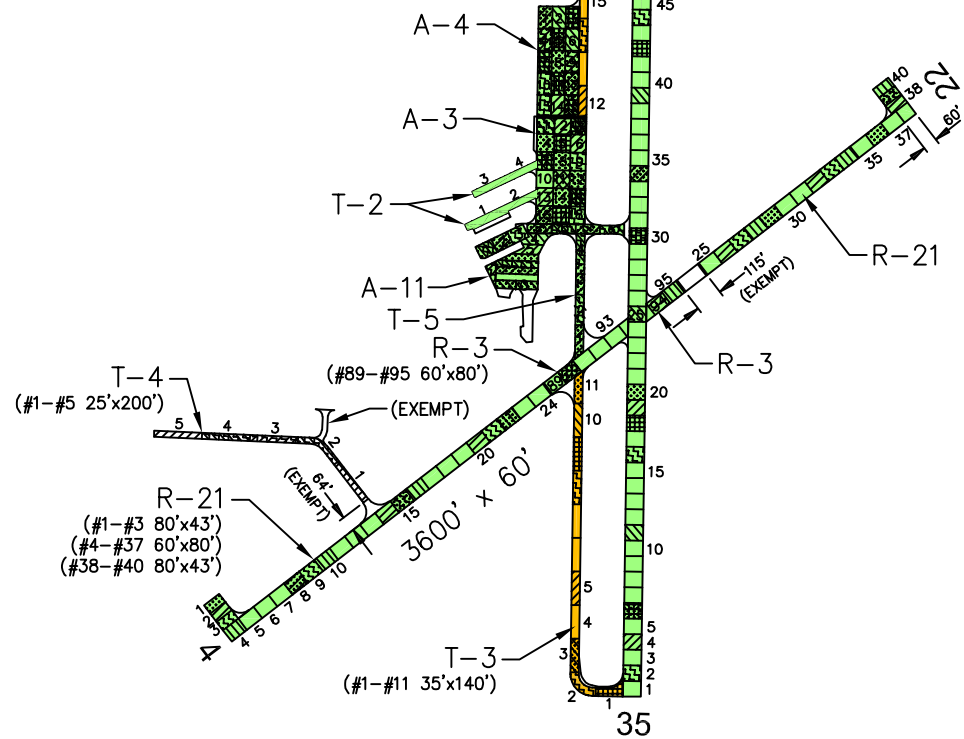
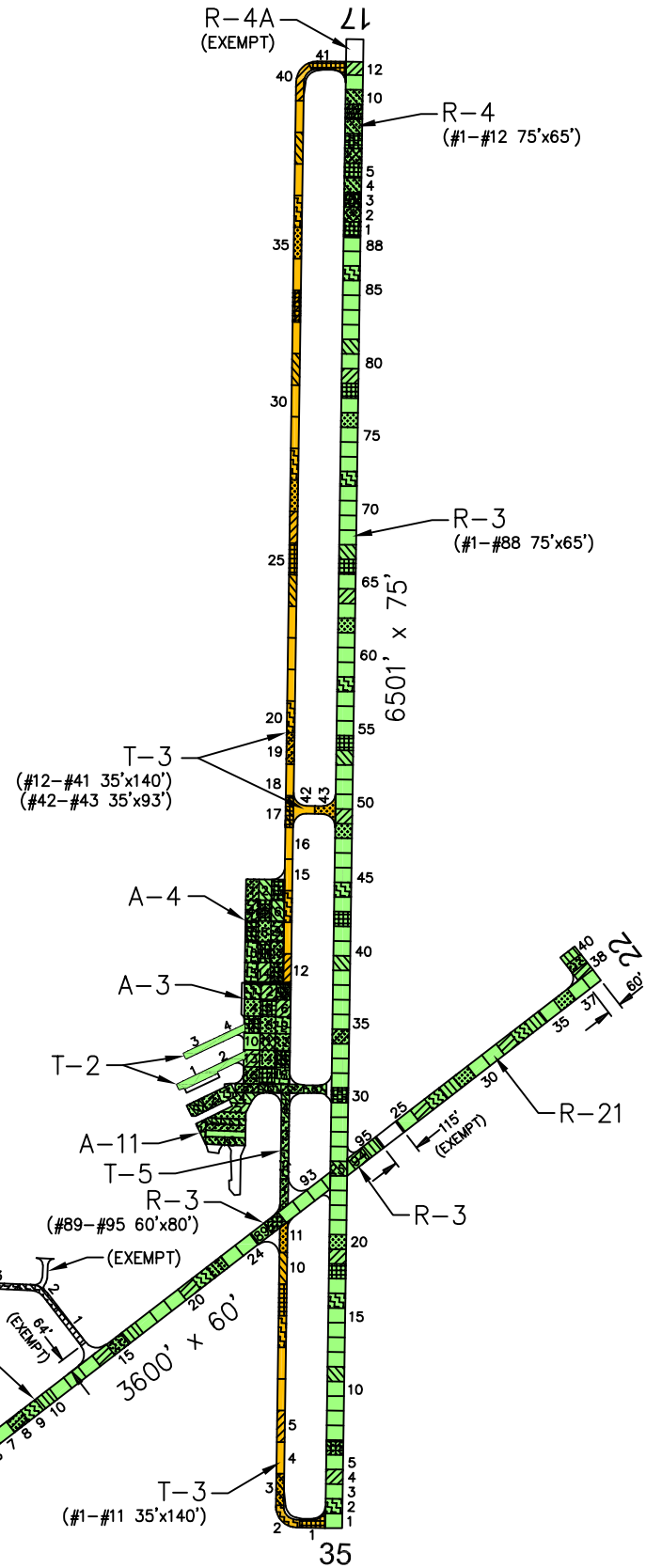
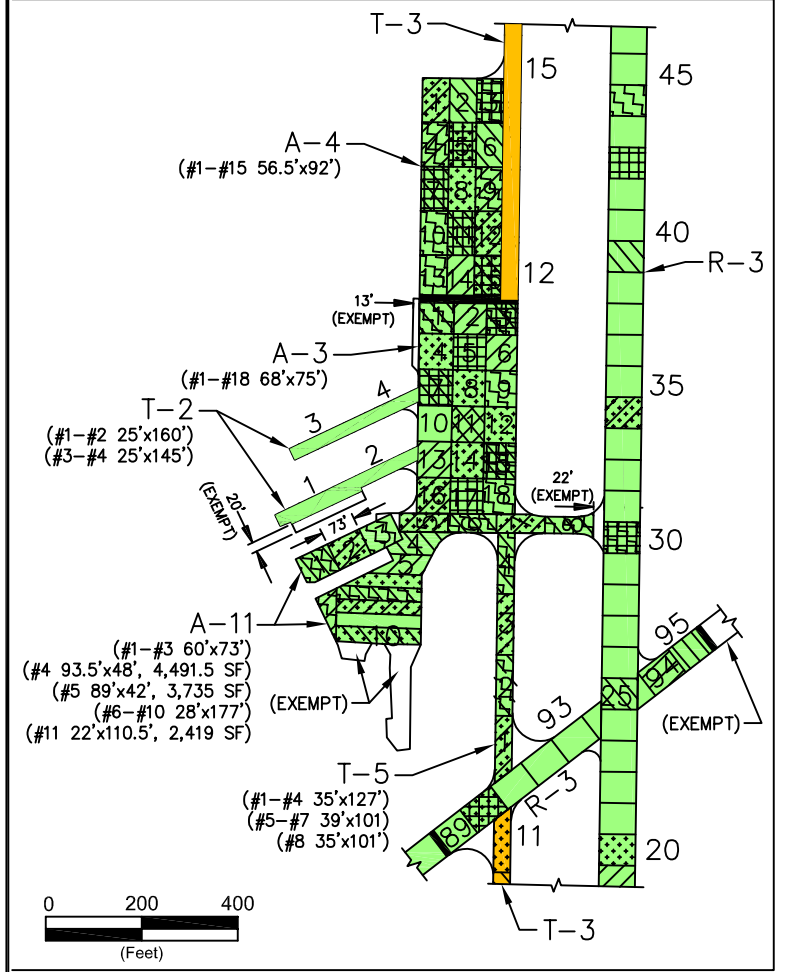


DILLON



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-3	CBR=3.2	F4/7.5	P-152	6"P-207,9"P-208	3" P-401	P-609	30,000	30,000		4,5,6,7
R-4	CBR=3.2	F4/7.5	24" P-208 WITH FABRIC	15" P-207	3" P-401	P-609	30,000	30,000		4,6,7
R-4A	CBR=3.2	F4/7.5		15" P-207	3" P-401	P-609	22,000	24,000		6,7
R-21	CBR=5.4	E-6		6"P-207,11"P-208	3" P-401	P-609	30,000	30,000		6,7
TAXIWAYS										
T-2			P-152	10" P-154	4" P-208	1.5" P-401	1.5"P-401,P-609	16,000	19,000	3,6,7
T-3	CBR=3.2		P-152	7" P-154	4" P-208	3" P-401	P-609	12,500		4,6,7
T-4	CBR=3.2		P-152	7" P-154 WITH FABRIC	4" P-208	3" P-401	P-609	12,500		5,6,7
T-5	CBR=5.4		E-6	15" P-207	3" P-401	P-609	30,000	30,000		6,7
APRONS										
A-3			P-152	10" P-154	4" P-208	1.5" P-401	1.5"P-401,P-609	16,000	19,000	3,6,7
A-4	CBR=3.2		P-152	13" P-154 WITH FABRIC	6"P-208	4" P-401	P-609	33,000	40,000	5,6,7
A-11	CBR=5.4		E-6	6"P-207,5.5"P-208	3" P-401	P-609	22,000	25,000		6,7

REMARKS:
 P-207 IS RECLAIMED ASPHALT BASE COURSE (1½" MINUS), PULVERIZED IN PLACE, MIXED WITH AGGREGATE BASE.

- AIP-002-1988, NEW AND OVERLAY
- AIP-003-1988, NEW
- AIP-004-1994, EXPAND APRON; CONSTRUCT TAXIWAY.
- AIP-005-1998, FULL DEPTH PULVERIZE AND RECONSTRUCT RUNWAY 16/34 AND CROSSWIND TRANSITION; CONSTRUCT PARALLEL AND CONNECTING TAXIWAYS.
- AIP-006-2002, EXPAND APRON (A-4); CONSTRUCT TAXIWAY (T-4); CRACK SEAL, FOG SEAL, REMARK RUNWAY (R-3).
- AIP-009-2009, RECONSTRUCT RUNWAY 4/22 (R-21) AND APRON (A-11); CONSTRUCT TAXIWAY (T-5); CONSTRUCT RUNWAY 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).
- AIP-011-2014, CONSTRUCT TAXIWAY FILLETS (EXEMPT); CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.

LEGEND ■ 2006 SURVEY AREA ▨ 2009 SURVEY AREA ▩ 2012 SURVEY AREA ▪ 2015 SURVEY AREA ▫ 2018 SURVEY AREA ■ MAINTAIN: PCI > 60 ■ TRANSITION: PCI 45 TO 60 ■ RECONSTRUCT: PCI < 45	DATE OF PAVEMENT STRENGTH SURVEY:		MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES DILLON AIRPORT (DLN)
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 9, 2018	
	EVALUATED BY:	S. BROWN	
LOCATION:	DILLON MONTANA		Date: _____ Prepared For: _____ Prepared By: _____ DECEMBER 2018 MONTANA MDT DEPARTMENT OF TRANSPORTATION



A-3, Overview



A-3, Surface with Crack



A-11, Overview



A-11, Crack



R-3, Overview



R-3, Crack and Depression



R-4, Overview



R-4, Bleeding



T-3, Overview



T-3, Rutting



T-4, Overview



T-4, Bleeding

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:** 10/9/2018 **PCI:** **80**

Sample # 1 **Area:** 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	110 LF
DEPRESSION	L	16 SF
WEATHERING	L	5100 SF

Sample # 3 **Area:** 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	34 LF
WEATHERING	L	5100 SF

Sample # 9 **Area:** 5,100 SF

Distress Description	Severity	Quantity
RAVELING	L	425 SF
WEATHERING	L	5100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	49 LF
PATCHING	M	4.3 SF

Sample # 15 **Area:** 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	127 LF
PATCHING	M	3.2 SF
RAVELING	L	569.5 SF
WEATHERING	L	5100 SF

Sample # 18 **Area:** 5,100 SF

Distress Description	Severity	Quantity
PATCHING	M	1.1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	69 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
RAVELING	L	110.5 SF
WEATHERING	L	5100 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	58 SF	0.06%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,407 LF	1.53%	6.17
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	22 LF	0.02%	4.00
PATCHING	MEDIUM	31 SF	0.03%	6.20
RAVELING	LOW	3,998 SF	4.33%	6.28
WEATHERING	LOW	92,250 SF	100.00%	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

0.0 % Load 99.0 % Climate/Durability 1.0 % 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:** 10/9/2018 **PCI:** **80**

Sample # 3 **Area:** 5,198 SF

Distress Description	Severity	Quantity
WEATHERING	L	5198 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	125 LF

Sample # 4 **Area:** 5,198 SF

Distress Description	Severity	Quantity
WEATHERING	L	5198 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	143 LF

Sample # 9 **Area:** 5,198 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	187 LF
WEATHERING	L	5198 SF

Sample # 10 **Area:** 5,198 SF

Distress Description	Severity	Quantity
WEATHERING	L	5198 SF
DEPRESSION	L	274.5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	89 LF

Sample # 13 **Area:** 5,198 SF

Distress Description	Severity	Quantity
DEPRESSION	L	155 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	181 LF
WEATHERING	L	5198 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	1,292 SF	1.65%	9.86
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,181 LF	2.79%	9.50
WEATHERING	LOW	78,200 SF	100.00%	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

0.0 % Load

61.0 % Climate/Durability

39.0 % Other

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:** 10/9/2018 **PCI:** 83

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	65 LF
WEATHERING	L	4380 SF
DEPRESSION	L	18.6 SF
PATCHING	L	0.14 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF

Sample # 3 **Area:** 4,380 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
PATCHING	L	97.5 SF
WEATHERING	L	4380 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
DEPRESSION	L	21 SF

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

Distress Description	Severity	Quantity
WEATHERING	L	4956 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF

Sample # 9 **Area:** 4,956 SF

Distress Description	Severity	Quantity
PATCHING	L	0.14 SF
WEATHERING	L	4956 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	411 SF	0.21%	0.88
LONGITUDINAL/TRANSVERSE CRACKING	LOW	373 LF	0.19%	3.06
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,151 LF	0.59%	8.95
PATCHING	LOW	1,014 SF	0.52%	2.51
WEATHERING	LOW	193,569 SF	100.00%	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

0.0 % Load 96.0 % Climate/Durability 4.0 % 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:** 10/9/2018 **PCI:** 70

Sample # 2	Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L M	Quantity 42.5 SF 460 LF 9 LF	Area: 4,875 SF
Sample # 16	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity H L M M	Quantity 6 LF 496 LF 3.3 SF 40 LF	Area: 4,875 SF
Sample # 30	Distress Description LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION PATCHING LONGITUDINAL/TRANSVERSE CRACKING	Severity M L L L	Quantity 15 LF 32.5 SF 0.09 SF 482 LF	Area: 4,875 SF
Sample # 44	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity M L	Quantity 55 LF 463 LF	Area: 4,875 SF
Sample # 58	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity M L	Quantity 29 LF 505 LF	Area: 4,875 SF
Sample # 72	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity M L	Quantity 67 LF 502 LF	Area: 4,875 SF
Sample # 86	Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity M L M	Quantity 1 SF 370 LF 36 LF	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	445 SF	0.10%	0.30
DEPRESSION	MEDIUM	59 SF	0.01%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	82 LF	0.02%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	44,898 LF	9.61%	22.73
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	3,438 LF	0.74%	9.82
PATCHING	LOW	583 SF	0.12%	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 88.0 % Climate/Durability 12.0 % 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:** 10/9/2018 **PCI:** 73

Sample # 1	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING BLEEDING</p>	<p>Severity M L L NA</p>	<p>Quantity 65 LF 422 LF 0.09 SF 5 SF</p>	Area: 4,875 SF
Sample # 3	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING BLEEDING</p>	<p>Severity M L NA</p>	<p>Quantity 11 LF 514 LF 7 SF</p>	Area: 4,875 SF
Sample # 5	<p>Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity H M L</p>	<p>Quantity 3 SF 34 LF 343 LF</p>	Area: 4,875 SF
Sample # 7	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING BLEEDING</p>	<p>Severity M L NA</p>	<p>Quantity 46 LF 372 LF 12 SF</p>	Area: 4,875 SF
Sample # 9	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity M L</p>	<p>Quantity 80 LF 363 LF</p>	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	58 SF	0.10%	0.00
DEPRESSION	HIGH	7 SF	0.01%	12.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,834 LF	8.26%	20.75
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	566 LF	0.97%	11.07
RAVELING	LOW	0 SF	0.00%	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

73.0 % Climate/Durability

27.0 % 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:** 10/9/2018 **PCI:** 83

Sample #	Distress Description	Severity	Quantity	Area:
3	PATCHING	L	0.04 SF	3,440 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	40 LF	
9	LONGITUDINAL/TRANSVERSE CRACKING	L	140 LF	4,800 SF
	PATCHING	L	0.14 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF	
15	LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF	4,800 SF
	PATCHING	L	0.3 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	259 LF	
21	LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF	4,800 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	166 LF	
27	LONGITUDINAL/TRANSVERSE CRACKING	L	175 LF	4,800 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	65 LF	
33	LONGITUDINAL/TRANSVERSE CRACKING	M	106 LF	3,440 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	134 LF	
39	LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF	3,440 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	6,761 LF	3.13%	10.38
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,793 LF	0.83%	10.35
PATCHING	LOW	4 SF	0.00%	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 100.0 % Climate/Durability 0.0 % 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: 4 Total Samples: 4 Last Inspection Date: 10/9/2018 **PCI: 82**

Sample # 1	<p>Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 0.14 SF 103 LF 4000 SF</p>	<p>Area: 4,000 SF</p>
Sample # 2	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L M L</p>	<p>Quantity 4000 SF 7 LF 82 LF</p>	<p>Area: 4,000 SF</p>
Sample # 4	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity M L L</p>	<p>Quantity 27 LF 65 LF 3625 SF</p>	<p>Area: 3,625 SF</p>

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	355 LF	2.15%	7.81
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	48 LF	0.29%	6.39
PATCHING	LOW	0 SF	0.00%	2.00
WEATHERING	LOW	16,510 SF	100.00%	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

0.0 % Load 100.0 % Climate/Durability 0.0 % 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: 6 **Total Samples:** 43 **Last Inspection Date:** 10/9/2018 **PCI:** 50

Sample # 2	<p>Distress Description</p> PATCHING LONGITUDINAL/TRANSVERSE CRACKING ALLIGATOR LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	<p>Severity</p> L M L H M L L	<p>Quantity</p> 0.09 SF 67 LF 4 SF 10 LF 1.7 SF 4900 SF 435 LF	Area: 4,900 SF
Sample # 8	<p>Distress Description</p> DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING WEATHERING RUTTING LONGITUDINAL/TRANSVERSE CRACKING	<p>Severity</p> M L L L M	<p>Quantity</p> 4 SF 447 LF 4900 SF 980 SF 44 LF	Area: 4,900 SF
Sample # 14	<p>Distress Description</p> LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	<p>Severity</p> L L M	<p>Quantity</p> 292 LF 4900 SF 25 LF	Area: 4,900 SF
Sample # 20	<p>Distress Description</p> RUTTING DEPRESSION WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<p>Severity</p> L H L M L	<p>Quantity</p> 1120 SF 0.5 SF 4900 SF 46 LF 238 LF	Area: 4,900 SF
Sample # 28	<p>Distress Description</p> DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING RUTTING RUTTING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	<p>Severity</p> H M L M L L	<p>Quantity</p> 1 SF 56 LF 560 SF 560 SF 4900 SF 248 LF	Area: 4,900 SF
Sample # 36	<p>Distress Description</p> LONGITUDINAL/TRANSVERSE CRACKING WEATHERING RUTTING LONGITUDINAL/TRANSVERSE CRACKING	<p>Severity</p> L L L M	<p>Quantity</p> 224 LF 4900 SF 1120 SF 14 LF	Area: 4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	29 SF	0.01%	7.00
DEPRESSION	HIGH	11 SF	0.01%	12.00
DEPRESSION	MEDIUM	41 SF	0.02%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	72 LF	0.03%	7.50

DILLON AIRPORT

	Branch:	52T	TAXIWAY	T-3
LONGITUDINAL/TRANSVERSE CRACKING	LOW	13,603 LF	6.41%	17.58
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,820 LF	0.86%	10.49
PATCHING	LOW	1 SF	0.00%	2.00
RUTTING	LOW	27,293 SF	12.86%	30.29
RUTTING	MEDIUM	4,043 SF	1.90%	28.75
WEATHERING	LOW	212,275 SF	100.00%	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

52.0 % Load

34.0 % Climate/Durability

14.0 % 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:** 10/9/2018 **PCI:** **80**

Sample # 2 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	176 LF
BLEEDING	NA	0.3 SF
WEATHERING	L	5000 SF
PATCHING	L	0.4 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF
WEATHERING	L	5000 SF

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

Distress Description	Severity	Quantity
WEATHERING	L	5000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	76 LF
DEPRESSION	L	136 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	1 SF	0.00%	0.00
DEPRESSION	LOW	241 SF	0.91%	6.09
LONGITUDINAL/TRANSVERSE CRACKING	LOW	679 LF	2.55%	8.88
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	4 LF	0.01%	4.00
PATCHING	LOW	1 SF	0.00%	2.00
WEATHERING	LOW	26,575 SF	100.00%	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

0.0 % Load 77.0 % Climate/Durability 23.0 % 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:** 10/9/2018 **PCI:** 86

Sample # 2 **Area:** 4,445 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	95 LF
DEPRESSION	L	36 SF
PATCHING	L	0.3 SF
WEATHERING	L	4445 SF

Sample # 4 **Area:** 4,445 SF

Distress Description	Severity	Quantity
DEPRESSION	L	21 SF
WEATHERING	L	4445 SF

Sample # 6 **Area:** 3,939 SF

Distress Description	Severity	Quantity
WEATHERING	L	3939 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF

Sample # 8 **Area:** 3,535 SF

Distress Description	Severity	Quantity
WEATHERING	L	3535 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	27 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	116 SF	0.35%	2.05
LONGITUDINAL/TRANSVERSE CRACKING	LOW	340 LF	1.02%	4.99
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	12 LF	0.04%	4.00
PATCHING	LOW	1 SF	0.00%	2.00
WEATHERING	LOW	33,288 SF	100.00%	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

0.0 % Load 89.0 % Climate/Durability 11.0 % Other

DILLON AIRPORT (52)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$229,905**

Plan Year: 2019		Estimated Cost:					\$1,402,652	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive + Global MR	\$1,435	\$65,813	\$0	\$0	\$67,248	83	88	
A-3	Preventive + Global MR	\$1,000	\$31,365	\$0	\$0	\$32,365	80	82	
A-4	Preventive + Global MR	\$879	\$26,588	\$0	\$0	\$27,467	80	83	
R-21	Preventive + Global MR	\$1,613	\$73,439	\$0	\$0	\$75,053	83	88	
R-3	Preventive + Global MR	\$24,256	\$158,915	\$0	\$0	\$183,171	70	74	
R-4	Preventive + Global MR	\$2,303	\$19,890	\$0	\$0	\$22,193	73	77	
T-2	Preventive + Global MR	\$135	\$5,613	\$0	\$0	\$5,748	82	84	
T-3	Major Below Critical	\$0	\$0	\$968,610	\$0	\$968,610	49	100	
T-4	Preventive + Global MR	\$299	\$9,035	\$0	\$0	\$9,334	80	83	
T-5	Preventive + Global MR	\$146	\$11,318	\$0	\$0	\$11,463	86	90	

Plan Year: 2020		Estimated Cost:					\$23,314	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$771	\$0	\$0	\$0	\$771	86	86	
A-3	Preventive	\$786	\$0	\$0	\$0	\$786	81	82	
A-4	Preventive	\$609	\$0	\$0	\$0	\$609	82	82	
R-21	Preventive	\$789	\$0	\$0	\$0	\$789	86	86	
R-3	Preventive	\$18,342	\$0	\$0	\$0	\$18,342	73	73	
R-4	Preventive	\$1,659	\$0	\$0	\$0	\$1,659	75	75	
T-2	Preventive	\$110	\$0	\$0	\$0	\$110	83	83	
T-3	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-4	Preventive	\$207	\$0	\$0	\$0	\$207	82	82	
T-5	Preventive	\$42	\$0	\$0	\$0	\$42	89	89	

Plan Year: 2021		Estimated Cost:					\$27,214	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,079	\$0	\$0	\$0	\$1,079	84	85	
A-3	Preventive	\$860	\$0	\$0	\$0	\$860	81	81	
A-4	Preventive	\$702	\$0	\$0	\$0	\$702	81	81	
R-21	Preventive	\$1,166	\$0	\$0	\$0	\$1,166	85	85	
R-3	Preventive	\$20,995	\$0	\$0	\$0	\$20,995	71	71	
R-4	Preventive	\$1,961	\$0	\$0	\$0	\$1,961	74	74	
T-2	Preventive	\$122	\$0	\$0	\$0	\$122	83	83	
T-3	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-4	Preventive	\$238	\$0	\$0	\$0	\$238	81	81	
T-5	Preventive	\$90	\$0	\$0	\$0	\$90	87	87	

Plan Year: 2022		Estimated Cost:					\$31,269	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,383	\$0	\$0	\$0	\$1,383	83	83	
A-3	Preventive	\$974	\$0	\$0	\$0	\$974	80	80	
A-4	Preventive	\$832	\$0	\$0	\$0	\$832	80	80	
R-21	Preventive	\$1,541	\$0	\$0	\$0	\$1,541	83	83	
R-3	Preventive	\$23,722	\$0	\$0	\$0	\$23,722	70	70	
R-4	Preventive	\$2,263	\$0	\$0	\$0	\$2,263	73	73	
T-2	Preventive	\$134	\$0	\$0	\$0	\$134	82	82	
T-3	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-4	Preventive	\$283	\$0	\$0	\$0	\$283	80	80	
T-5	Preventive	\$138	\$0	\$0	\$0	\$138	86	86	

Plan Year: 2023		Estimated Cost:					\$36,848	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,687	\$0	\$0	\$0	\$1,687	81	81	
A-3	Preventive	\$1,273	\$0	\$0	\$0	\$1,273	79	79	
A-4	Preventive	\$1,201	\$0	\$0	\$0	\$1,201	79	79	
R-21	Preventive	\$1,918	\$0	\$0	\$0	\$1,918	81	81	
R-3	Preventive	\$27,039	\$0	\$0	\$0	\$27,039	68	68	
R-4	Preventive	\$2,565	\$0	\$0	\$0	\$2,565	72	72	
T-2	Preventive	\$146	\$0	\$0	\$0	\$146	81	81	
T-3	Preventive	\$424	\$0	\$0	\$0	\$424	88	88	
T-4	Preventive	\$408	\$0	\$0	\$0	\$408	79	79	
T-5	Preventive	\$187	\$0	\$0	\$0	\$187	84	84	

Plan Year: 2024		Estimated Cost:					\$445,176	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive + Global MR	\$2,167	\$65,813	\$0	\$0	\$67,980	80	85	
A-3	Preventive + Global MR	\$1,572	\$31,365	\$0	\$0	\$32,937	78	81	
A-4	Preventive + Global MR	\$1,573	\$26,588	\$0	\$0	\$28,161	77	81	
R-21	Preventive + Global MR	\$2,705	\$73,439	\$0	\$0	\$76,144	79	85	
R-3	Preventive + Global MR	\$30,383	\$158,915	\$0	\$0	\$189,298	67	72	
R-4	Preventive + Global MR	\$2,869	\$19,890	\$0	\$0	\$22,759	70	74	
T-2	Preventive + Global MR	\$158	\$5,613	\$0	\$0	\$5,772	80	83	
T-3	Preventive	\$1,004	\$0	\$0	\$0	\$1,004	85	86	
T-4	Preventive + Global MR	\$535	\$9,035	\$0	\$0	\$9,570	77	81	
T-5	Preventive + Global MR	\$235	\$11,318	\$0	\$0	\$11,553	83	88	

DILLON AIRPORT (52)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$229,905**

Plan Year: 2025

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
							Before	After
Estimated Cost:						\$32,118		
A-11	Preventive	\$1,331	\$0	\$0	\$0	\$1,331	83	83
A-3	Preventive	\$948	\$0	\$0	\$0	\$948	80	80
A-4	Preventive	\$785	\$0	\$0	\$0	\$785	80	80
R-21	Preventive	\$1,475	\$0	\$0	\$0	\$1,475	83	83
R-3	Preventive	\$23,240	\$0	\$0	\$0	\$23,240	70	70
R-4	Preventive	\$2,225	\$0	\$0	\$0	\$2,225	73	73
T-2	Preventive	\$133	\$0	\$0	\$0	\$133	82	82
T-3	Preventive	\$1,584	\$0	\$0	\$0	\$1,584	83	83
T-4	Preventive	\$267	\$0	\$0	\$0	\$267	80	80
T-5	Preventive	\$131	\$0	\$0	\$0	\$131	86	86

Plan Year: 2026

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
							Before	After
Estimated Cost:						\$37,937		
A-11	Preventive	\$1,635	\$0	\$0	\$0	\$1,635	82	82
A-3	Preventive	\$1,247	\$0	\$0	\$0	\$1,247	79	79
A-4	Preventive	\$1,154	\$0	\$0	\$0	\$1,154	79	79
R-21	Preventive	\$1,850	\$0	\$0	\$0	\$1,850	81	82
R-3	Preventive	\$26,523	\$0	\$0	\$0	\$26,523	69	69
R-4	Preventive	\$2,527	\$0	\$0	\$0	\$2,527	72	72
T-2	Preventive	\$145	\$0	\$0	\$0	\$145	81	81
T-3	Preventive	\$2,284	\$0	\$0	\$0	\$2,284	80	80
T-4	Preventive	\$392	\$0	\$0	\$0	\$392	79	79
T-5	Preventive	\$179	\$0	\$0	\$0	\$179	85	85

Plan Year: 2027

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
							Before	After
Estimated Cost:						\$45,639		
A-11	Preventive	\$1,958	\$0	\$0	\$0	\$1,958	80	80
A-3	Preventive	\$1,546	\$0	\$0	\$0	\$1,546	78	78
A-4	Preventive	\$1,526	\$0	\$0	\$0	\$1,526	78	78
R-21	Preventive	\$2,428	\$0	\$0	\$0	\$2,428	80	80
R-3	Preventive	\$29,845	\$0	\$0	\$0	\$29,845	67	67
R-4	Preventive	\$2,829	\$0	\$0	\$0	\$2,829	70	70
T-2	Preventive	\$157	\$0	\$0	\$0	\$157	80	80
T-3	Preventive	\$4,603	\$0	\$0	\$0	\$4,603	77	77
T-4	Preventive	\$519	\$0	\$0	\$0	\$519	78	78
T-5	Preventive	\$227	\$0	\$0	\$0	\$227	83	83

Plan Year: 2028

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
							Before	After
Estimated Cost:						\$55,204		
A-11	Preventive	\$3,174	\$0	\$0	\$0	\$3,174	78	78
A-3	Preventive	\$1,844	\$0	\$0	\$0	\$1,844	78	78
A-4	Preventive	\$1,895	\$0	\$0	\$0	\$1,895	76	76
R-21	Preventive	\$3,931	\$0	\$0	\$0	\$3,931	78	78
R-3	Preventive	\$33,162	\$0	\$0	\$0	\$33,162	66	66
R-4	Preventive	\$3,182	\$0	\$0	\$0	\$3,182	69	69
T-2	Preventive	\$183	\$0	\$0	\$0	\$183	80	80
T-3	Preventive	\$6,912	\$0	\$0	\$0	\$6,912	74	75
T-4	Preventive	\$644	\$0	\$0	\$0	\$644	76	76
T-5	Preventive	\$276	\$0	\$0	\$0	\$276	82	82

Plan Year: 2029

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
							Before	After
Estimated Cost:						\$923,257		
A-11	Preventive + Global MR	\$4,406	\$65,813	\$0	\$0	\$70,219	77	82
A-3	Preventive + Global MR	\$2,143	\$31,365	\$0	\$0	\$33,508	77	79
A-4	Preventive + Global MR	\$2,267	\$26,588	\$0	\$0	\$28,855	75	79
R-21	Preventive + Global MR	\$5,442	\$73,439	\$0	\$0	\$78,882	76	82
R-3	Preventive + Global MR	\$36,506	\$158,915	\$0	\$0	\$195,420	64	69
R-4	Preventive + Global MR	\$3,563	\$19,890	\$0	\$0	\$23,452	68	72
T-2	Preventive + Global MR	\$231	\$5,613	\$0	\$0	\$5,845	79	81
T-3	Preventive + Global MR	\$9,237	\$456,391	\$0	\$0	\$465,628	72	87
T-4	Preventive + Global MR	\$771	\$9,035	\$0	\$0	\$9,806	75	79
T-5	Preventive + Global MR	\$324	\$11,318	\$0	\$0	\$11,642	80	85

Plan Year: 2030

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
							Before	After
Estimated Cost:						\$41,337		
A-11	Preventive	\$1,886	\$0	\$0	\$0	\$1,886	80	80
A-3	Preventive	\$1,524	\$0	\$0	\$0	\$1,524	78	78
A-4	Preventive	\$1,476	\$0	\$0	\$0	\$1,476	78	78
R-21	Preventive	\$2,159	\$0	\$0	\$0	\$2,159	80	80
R-3	Preventive	\$29,328	\$0	\$0	\$0	\$29,328	67	68
R-4	Preventive	\$2,789	\$0	\$0	\$0	\$2,789	71	71
T-2	Preventive	\$157	\$0	\$0	\$0	\$157	81	81
T-3	Preventive	\$1,296	\$0	\$0	\$0	\$1,296	84	84
T-4	Preventive	\$502	\$0	\$0	\$0	\$502	78	78
T-5	Preventive	\$220	\$0	\$0	\$0	\$220	83	83

DILLON AIRPORT (52)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$229,905**

Plan Year: 2031		Estimated Cost:					\$49,031	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,965	\$0	\$0	\$0	\$2,965	79	79	
A-3	Preventive	\$1,823	\$0	\$0	\$0	\$1,823	78	78	
A-4	Preventive	\$1,848	\$0	\$0	\$0	\$1,848	77	77	
R-21	Preventive	\$3,662	\$0	\$0	\$0	\$3,662	78	78	
R-3	Preventive	\$32,650	\$0	\$0	\$0	\$32,650	66	66	
R-4	Preventive	\$3,135	\$0	\$0	\$0	\$3,135	69	69	
T-2	Preventive	\$180	\$0	\$0	\$0	\$180	80	80	
T-3	Preventive	\$1,872	\$0	\$0	\$0	\$1,872	81	81	
T-4	Preventive	\$628	\$0	\$0	\$0	\$628	77	77	
T-5	Preventive	\$268	\$0	\$0	\$0	\$268	82	82	

Plan Year: 2032		Estimated Cost:					\$57,922	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,181	\$0	\$0	\$0	\$4,181	77	77	
A-3	Preventive	\$2,122	\$0	\$0	\$0	\$2,122	77	77	
A-4	Preventive	\$2,217	\$0	\$0	\$0	\$2,217	75	75	
R-21	Preventive	\$5,165	\$0	\$0	\$0	\$5,165	77	77	
R-3	Preventive	\$35,989	\$0	\$0	\$0	\$35,989	65	65	
R-4	Preventive	\$3,513	\$0	\$0	\$0	\$3,513	68	68	
T-2	Preventive	\$228	\$0	\$0	\$0	\$228	79	79	
T-3	Preventive	\$3,437	\$0	\$0	\$0	\$3,437	78	79	
T-4	Preventive	\$754	\$0	\$0	\$0	\$754	75	75	
T-5	Preventive	\$316	\$0	\$0	\$0	\$316	80	81	

Plan Year: 2033		Estimated Cost:					\$67,670	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,404	\$0	\$0	\$0	\$5,404	76	76	
A-3	Preventive	\$2,420	\$0	\$0	\$0	\$2,420	76	76	
A-4	Preventive	\$2,590	\$0	\$0	\$0	\$2,590	74	74	
R-21	Preventive	\$6,678	\$0	\$0	\$0	\$6,678	75	75	
R-3	Preventive	\$39,306	\$0	\$0	\$0	\$39,306	63	63	
R-4	Preventive	\$3,890	\$0	\$0	\$0	\$3,890	67	67	
T-2	Preventive	\$276	\$0	\$0	\$0	\$276	78	78	
T-3	Preventive	\$5,764	\$0	\$0	\$0	\$5,764	76	76	
T-4	Preventive	\$880	\$0	\$0	\$0	\$880	74	74	
T-5	Preventive	\$461	\$0	\$0	\$0	\$461	79	79	