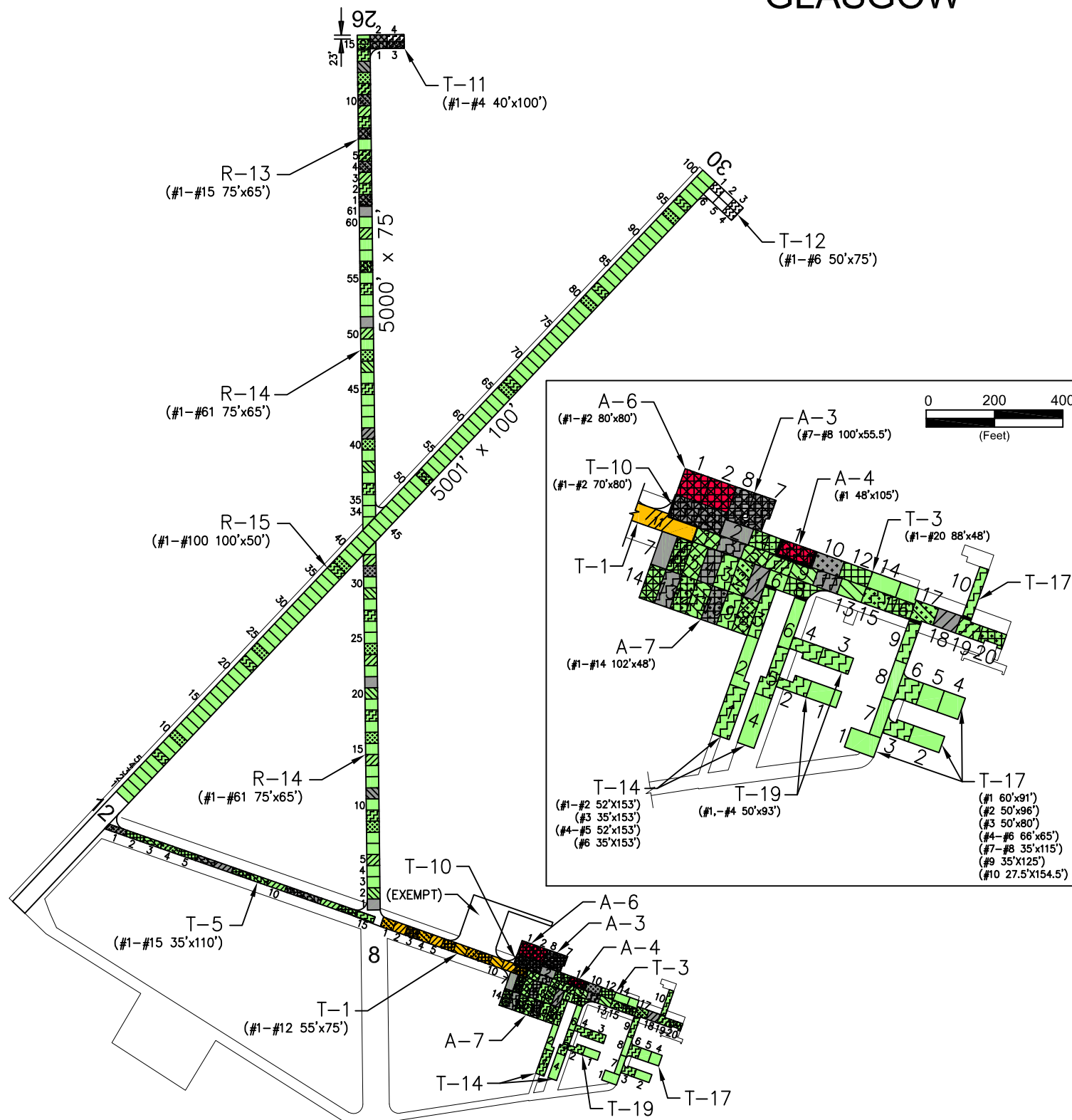


GLASGOW



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-13	E-7	F7	8" GRAVEL	5" AC	4" P-401	P-609	25,000	45,000	75,000	9,10,11,12,13,14
R-14		CBR=1.4	GEOGRID, FABRIC 11" P-154	4" P-208	3" P-401	P-609	25,000	45,000	75,000	9,10,11,12,13,14
R-15		CBR=1.4	11" P-154	8" P-209	4" P-401		55,000	70,000	100,000	13
TAXIWAYS										
T-1	E-7	F7	8" GRAVEL	5" AC	4" AC	2" P-401, P-609	75,000	160,000	230,000	2,5,8,10,11,13
T-3	E-7	F7	8" GRAVEL	5" AC	4" AC	2" P-401, P-609	75,000	160,000	230,000	A,2,6,8,10,11,13
T-5	E-7	F7	6" P-154	6" P-208	4" P-401	3" AC, P-609	75,000	135,000	195,000	5,8,10,11,13
T-10		CBR=4	FABRIC 12" P-154	13" P-208	5" P-401	P-609	55,000	65,000	100,000	7,10,11,13
T-11		CBR=4	FABRIC 15" P-154	6" P-208	4" P-401	P-609	25,000	45,000	75,000	9,13,14
T-12		CBR=1.4	11" P-154	8" P-209	4" P-401		55,000	70,000	100,000	13,14
T-14			FABRIC	18" P-208	3" P-401		12,500			14
T-17			FABRIC	18" P-208	3" P-401		12,500			14
T-19			FABRIC	18" P-208	3" P-401		12,500			14
APRONS										
A-3	E-7	F7	6" P-154	3" P-208	3" P-401	2" P-401, P-609	23,000			1,9,10,11,12,14
A-4	E-7	F7	UNKNOWN	UNKNOWN	8" PCC		30,000			4
A-6		K=75	FABRIC 12" P-154	14" P-208	9" P-501		55,000	65,000	100,000	7
A-7		CBR=4	FABRIC 25" P-154	5" P-208	3" P-401	P-609	12,500			9,12,13,14

REMARKS:

- A. CENTER 100' OVERLAY WITH OPEN-GRADED EMULSIFIED AC; PRIOR TO OVERLAY, CRACKS SEALED, STRESS-RELIEF CRACKS WERE CONSTRUCTED AND PETRO MAT LAID AND TACKED; OVERLAY ALSO INCLUDES P-609 (SINGLE APPLICATION).
1. 1980
2. AIP-001-1986
3. AIP-002-1987
4. NON-AIP, 1993, CONSTRUCT HANGAR ACCESS TAXIWAYS AND CONCRETE PARKING PAD.
5. AIP-004-1996, REHABILITATE RUNWAY 12/30 AND TAXIWAYS; CONSTRUCT RUNWAY 30 TURNAROUND.
6. AIP-004-1997, 45'-WIDTH, CENTERLINE ONLY 2" OVERLAY.
7. AIP-006-2000, CONSTRUCT HEAVY APRON (A-6) AND CONNECTIONS.
8. AIP-007-2001, CRACK SEAL, FOG SEAL, AND REMARK.
9. AIP-008/009-2002/2003, RECONSTRUCT 4000'(W), MILL AND OVERLAY 1000'(E) RUNWAY 8/26; MILL AND OVERLAY FUELING APRON (A-3); RECONSTRUCT APRON (A-7).
10. AIP-010-2005, CRACK SEAL.
11. AIP-011-2006, GROOVE RUNWAY 8/26 (R-13,R-14); FOG SEAL AND REMARK OTHER AIRPORT PAVEMENTS.
12. AIP-013-2008, CRACK SEAL, FOG SEAL, AND REMARK.
13. AIP-017-2012, RECONSTRUCT RUNWAY 12/30 (R-15); RECONSTRUCT TURNAROUND (T-12); CRACK SEAL, FOG SEAL, AND REMARK TAXIWAYS; CRACK SEAL RUNWAY 8/26 (R-13,R-14) AND APRON (A-7).
14. AIP-019-2015, RECONSTRUCT TAXIWAYS (T-14,T-17,T-19); CRACK SEAL, SURFACE SEAL AND REMARK RUNWAYS, TURNAROUNDS AND APRONS.

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:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 3, 2018
EVALUATED BY:	C. CANFIELD N. SCHROHT
LOCATION:	GLASGOW MONTANA

MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES

GLASGOW INTERNATIONAL (GGW)

Date: Prepared For: Prepared By:

DECEMBER
2018



GLASGOW



A-4, Overview



A-4, Faulting



A-6, Overview



A-6, Shattered Slab



R-14 Overview



R-14, Grooved Surface



R-15, Overview



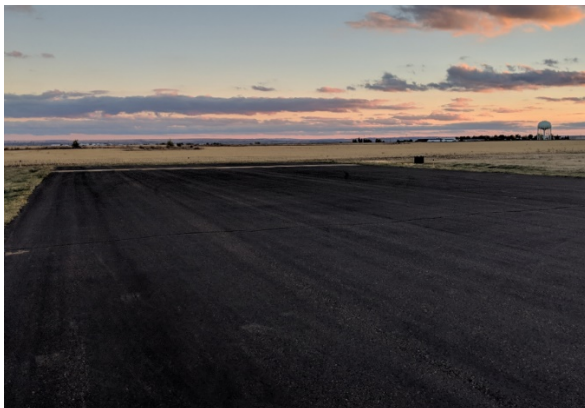
R-15, Cracking



T-1, Overview



T-1, Patch



T-11, Overview



T-11, Cracking

GLASGOW AIRPORT

Branch: 31A **APRON**

A-4

Length: 105 LF **Width:** 50 LF **Area:** 5,250 SF **Last Const:** 1986 **Family:** PCAA
From: STA **APRON STA** 3+20 **To:** STA **APRON STA** 4+25 **Surface:** PCC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 10/3/2018 **PCI:** 32

Sample # 1 **Area:** 28 SLABS

Distress Description	Severity	Quantity
CORNER BREAK	MEDIUM	11 SLABS
L&T CRACKS	MEDIUM	1 SLABS
JOINT SEAL DAMAGE	MEDIUM	28 SLABS
POPOUTS	N/A	5 SLABS
SCALING/CRAZING	MEDIUM	1 SLABS
SETTLEMENT/FAULTING	LOW	2 SLABS
SHRINKAGE	N/A	1 SLABS
JOINT SPALLING	LOW	2 SLABS
JOINT SPALLING	HIGH	1 SLABS
CORNER SPALLING	HIGH	2 SLABS
CORNER SPALLING	MEDIUM	1 SLABS
CORNER SPALLING	LOW	1 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
CORNER BREAK	MEDIUM	11 SLABS	39.29%	38.20
L&T CRACKS	MEDIUM	1 SLABS	3.57%	8.21
JOINT SEAL DAMAGE	MEDIUM	28 SLABS	100.00%	7.00
POPOUTS	N/A	5 SLABS	17.86%	11.06
SCALING/CRAZING	MEDIUM	1 SLABS	3.57%	3.13
SETTLEMENT/FAULTING	LOW	2 SLABS	7.14%	6.34
SHRINKAGE	N/A	1 SLABS	3.57%	0.84
JOINT SPALLING	HIGH	1 SLABS	3.57%	9.65
JOINT SPALLING	LOW	2 SLABS	7.14%	2.31
CORNER SPALLING	HIGH	2 SLABS	7.14%	6.84
CORNER SPALLING	LOW	1 SLABS	3.57%	1.55
CORNER SPALLING	MEDIUM	1 SLABS	3.57%	2.94

* 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

47.0 % **Load** 7.0 % **Climate/Durability** 46.0 % **Other**

GLASGOW AIRPORT

Branch: 31A **APRON**

A-6

Length: 160 LF **Width:** 80 LF **Area:** 12,800 SF **Last Const:** 2000 **Family:** PCAA
From: STA T-10 **To:** STA A-3 **Surface:** PCC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 10/3/2018 **PCI:** 44

Sample # 1 **Area:** 25 SLABS

Distress Description	Severity	Quantity
CORNER BREAK	MEDIUM	2 SLABS
FALSE	LOW	1 SLABS
JOINT SEAL DAMAGE	LOW	25 SLABS
PATCH, SMALL	LOW	4 SLABS
POPOUTS	N/A	4 SLABS
SCALING/CRAZING	HIGH	1 SLABS
SCALING/CRAZING	LOW	1 SLABS
SHATTERED SLAB	MEDIUM	1 SLABS
SHRINKAGE	N/A	5 SLABS
JOINT SPALLING	MEDIUM	1 SLABS
JOINT SPALLING	LOW	6 SLABS
JOINT SPALLING	HIGH	1 SLABS
CORNER SPALLING	HIGH	2 SLABS
ASR	LOW	2 SLABS

Sample # 2 **Area:** 25 SLABS

Distress Description	Severity	Quantity
CORNER BREAK	HIGH	1 SLABS
PATCH, SMALL	HIGH	1 SLABS
PATCH, SMALL	LOW	6 SLABS
POPOUTS	N/A	10 SLABS
SCALING/CRAZING	HIGH	1 SLABS
SCALING/CRAZING	LOW	1 SLABS
JOINT SPALLING	HIGH	1 SLABS
JOINT SPALLING	LOW	10 SLABS
CORNER SPALLING	LOW	1 SLABS
ASR	LOW	4 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
CORNER BREAK	HIGH	1 SLABS	2.00%	5.77
CORNER BREAK	LOW	1 SLABS	2.00%	1.61
CORNER BREAK	MEDIUM	2 SLABS	4.00%	6.92
JOINT SEAL DAMAGE	LOW	25 SLABS	50.00%	2.00
PATCH, SMALL	HIGH	1 SLABS	2.00%	2.86
PATCH, SMALL	LOW	10 SLABS	20.00%	2.94
POPOUTS	N/A	14 SLABS	28.00%	14.60
SCALING/CRAZING	HIGH	2 SLABS	4.00%	14.72
SCALING/CRAZING	LOW	2 SLABS	4.00%	1.12
SHATTERED SLAB	MEDIUM	1 SLABS	2.00%	10.10
SHRINKAGE	N/A	5 SLABS	10.00%	1.91
JOINT SPALLING	HIGH	2 SLABS	4.00%	10.61
JOINT SPALLING	LOW	16 SLABS	32.00%	8.37
JOINT SPALLING	MEDIUM	1 SLABS	2.00%	1.59
CORNER SPALLING	HIGH	2 SLABS	4.00%	3.98
CORNER SPALLING	LOW	1 SLABS	2.00%	0.88
ASR	LOW	6 SLABS	12.00%	9.26

* 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

25.0 % Load 2.0 % Climate/Durability 73.0 % Other

GLASGOW AIRPORT

Branch: 31A **APRON**

A-7

Length: 335 LF **Width:** 205 LF **Area:** 68,675 SF **Last Const:** 2002 **Family:** ACAM
From: STA T-1 T-3 **To:** STA T-4 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 14 **Last Inspection Date:** 10/3/2018 **PCI:** **63**

Sample # 3 **Area:** 4,896 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,896 SF
DEPRESSION	L	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	170 LF
RAVELING	L	12 SF
PATCHING	L	150 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	82 LF
PATCHING	M	19 SF
RAVELING	H	16 SF

Sample # 6 **Area:** 4,896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	73 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	257 LF
PATCHING	M	44 SF
WEATHERING	L	4,896 SF
PATCHING	L	125 SF

Sample # 9 **Area:** 4,896 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,896 SF
RAVELING	H	6 SF
PATCHING	M	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	160 LF
PATCHING	L	75 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	62 LF

Sample # 11 **Area:** 4,896 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,896 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	85 LF
PATCHING	L	75 SF
PATCHING	H	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	132 LF

Sample # 13 **Area:** 4,896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	213 LF
PATCHING	L	80 SF
PATCHING	H	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	71 LF
WEATHERING	L	4,896 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	67 SF	0.10%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,615 LF	3.81%	12.06
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,046 LF	1.52%	13.69
PATCHING	HIGH	53 SF	0.08%	15.50
PATCHING	LOW	1,417 SF	2.06%	5.67
PATCHING	MEDIUM	203 SF	0.30%	7.51
RAVELING	HIGH	62 SF	0.09%	6.00
RAVELING	LOW	34 SF	0.05%	1.00

GLASGOW AIRPORT

Branch: 31A

APRON

A-7

WEATHERING

LOW 68,675 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

GLASGOW AIRPORT

Branch: 31R2

RUNWAY

R-13

Length: 1,350 LF

Width: 75 LF

Area: 101,250 SF

Last Const: 2003

Family: ACRMU

From: STA

50+00 RWY 8-26

To: STA

62+00 RWY 8-26

Surface: AC

Inspections

Samples Surveyed: 6 **Total Samples:** 15 **Last Inspection Date:** 10/3/2018 **PCI:** **85**

Sample # 2	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING RAVELING	Severity L L H	Quantity 105 LF 4,875 SF 1 SF	Area: 4,875 SF
Sample # 5	Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 4,875 SF 56 LF	Area: 4,875 SF
Sample # 8	Distress Description RAVELING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	Severity H L L	Quantity 2 SF 4,875 SF 197 LF	Area: 4,875 SF
Sample # 11	Distress Description LONGITUDINAL/TRANSVERSE CRACKING BLEEDING WEATHERING	Severity L NA L	Quantity 46 LF 4 SF 4,875 SF	Area: 4,875 SF
Sample # 14	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 40 LF 4,875 SF	Area: 4,875 SF
Sample # 15	Distress Description WEATHERING RAVELING LONGITUDINAL/TRANSVERSE CRACKING	Severity L H L	Quantity 4,875 SF 4 SF 74 LF	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	14 SF	0.01%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,793 LF	1.77%	6.81
RAVELING	HIGH	24 SF	0.02%	6.00
WEATHERING	LOW	101,250 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 100.0 % Climate/Durability 0.0 % Other

GLASGOW AIRPORT

Branch: 31R2

RUNWAY

R-14

Length: 3,975 LF **Width:** 75 LF **Area:** 298,125 SF **Last Const:** 2003 **Family:** ACRMU
From: STA 10+25 RWY 8-26 **To:** STA 50+00 RWY 8-26 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 61 **Last Inspection Date:** 10/3/2018 **PCI:** 86

Sample # 9	<p>Distress Description WEATHERING PATCHING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L L</p>	<p>Quantity 4,875 SF 0 SF 8 LF</p>	Area: 4,875 SF
Sample # 18	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L</p>	<p>Quantity 4,875 SF 15 LF</p>	Area: 4,875 SF
Sample # 27	<p>Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L L M</p>	<p>Quantity 0 SF 60 LF 4,875 SF 7 LF</p>	Area: 4,875 SF
Sample # 36	<p>Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING RAVELING</p>	<p>Severity L M L L H</p>	<p>Quantity 0 SF 58 LF 4,875 SF 31 LF 10 SF</p>	Area: 4,875 SF
Sample # 45	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING PATCHING</p>	<p>Severity L L L</p>	<p>Quantity 24 LF 4,875 SF 0 SF</p>	Area: 4,875 SF
Sample # 54	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L L</p>	<p>Quantity 16 LF 4,875 SF</p>	Area: 4,875 SF
Sample # 56	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L L</p>	<p>Quantity 120 LF 4,875 SF</p>	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,394 LF	0.80%	4.56
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	568 LF	0.19%	5.00
PATCHING	LOW	3 SF	0.00%	2.00
RAVELING	HIGH	87 SF	0.03%	6.00
WEATHERING	LOW	298,125 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

GLASGOW AIRPORT

Branch: 31R1

RUNWAY

R-15

Length: 5,001 LF

Width: 100 LF

Area: 500,100 SF

Last Const: 2012

Family: ACRH

From: STA

T-5

To: STA

T-8

Surface: AC

Inspections

Samples Surveyed: 7 **Total Samples:** 100 **Last Inspection Date:** 10/3/2018 **PCI:** 89

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	72 LF
WEATHERING	L	5,000 SF

Sample # 22 **Area:** 5,000 SF

Distress Description	Severity	Quantity
RAVELING	H	3 SF
WEATHERING	L	5,000 SF

Sample # 37 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
RAVELING	H	1 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF
WEATHERING	L	5,000 SF

Sample # 67 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	51 LF

Sample # 82 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	31 LF

Sample # 97 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	56 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3,386 LF	0.68%	4.35
RAVELING	HIGH	57 SF	0.01%	6.00
WEATHERING	LOW	500,100 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

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-1

Length: 900 LF **Width:** 65 LF **Area:** 58,500 SF **Last Const:** 1986 **Family:** ACRH
From: STA **NORTH END OF APRON** **To:** STA **INTERSECTION W/RWY 7-25** **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 10/3/2018 **PCI:** 41

Sample # 3 **Area:** 4,125 SF

Distress Description	Severity	Quantity
PATCHING	L	19 SF
WEATHERING	L	4,125 SF
RAVELING	H	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	394 LF
RAVELING	M	1,500 SF

Sample # 6 **Area:** 4,125 SF

Distress Description	Severity	Quantity
RAVELING	M	1,500 SF
RAVELING	H	500 SF
PATCHING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	329 LF

Sample # 9 **Area:** 4,125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	413 LF
RAVELING	M	1,500 SF
PATCHING	L	19 SF
RAVELING	H	500 SF

Sample # 12 **Area:** 4,125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	280 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	5,020 LF	8.58%	21.24
PATCHING	LOW	206 SF	0.35%	2.19
RAVELING	HIGH	5,318 SF	9.09%	50.67
RAVELING	MEDIUM	15,955 SF	27.27%	32.32
WEATHERING	LOW	14,625 SF	25.00%	3.26

* 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

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-3

Length: 900 LF Width: 65 LF Area: 70,900 SF Last Const: 1996 Family: ACRH
 From: T-1 To: HANGAR TWS Surface: AAC

Inspections

Samples Surveyed: 5 Total Samples: 20 Last Inspection Date: 10/3/2018 **PCI: 53**

Sample # 3 Area: 4,224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	276 LF
PATCHING	L	3 SF
ALLIGATOR	L	132 SF
WEATHERING	L	4,224 SF

Sample # 7 Area: 4,224 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,224 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	320 LF

Sample # 11 Area: 4,224 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,224 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	134 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	171 LF
ALLIGATOR	L	80 SF

Sample # 15 Area: 4,224 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,224 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	278 LF
ALLIGATOR	L	528 SF

Sample # 19 Area: 4,224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
ALLIGATOR	M	100 SF
WEATHERING	L	4,224 SF
ALLIGATOR	L	420 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	3,894 SF	5.49%	37.11
ALLIGATOR	MEDIUM	336 SF	0.47%	22.39
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,257 LF	6.00%	16.81
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	843 LF	1.19%	12.16
PATCHING	LOW	10 SF	0.01%	2.00
WEATHERING	LOW	70,900 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

62.0 % Load 38.0 % Climate/Durability 0.0 % Other

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-5

Length: 1,650 LF **Width:** 45 LF **Area:** 74,250 SF **Last Const:** 1996 **Family:** ACRH
From: STA **RWY 7-25 STA 11+50** **To:** STA **RWY 12-30 STA 7+00** **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 15 **Last Inspection Date:** 10/3/2018 **PCI:** 63

Sample # 3 **Area:** 3,850 SF

Distress Description	Severity	Quantity
BLEEDING	NA	188 SF
WEATHERING	L	3,850 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	236 LF

Sample # 6 **Area:** 3,850 SF

Distress Description	Severity	Quantity
PATCHING	L	572 SF
WEATHERING	L	3,850 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	350 LF

Sample # 9 **Area:** 3,850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	75 LF
WEATHERING	L	3,850 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	200 LF

Sample # 12 **Area:** 3,850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	266 LF
SWELL	L	3,850 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF

Sample # 15 **Area:** 3,850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	244 LF
WEATHERING	L	3,850 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	725 SF	0.98%	5.28
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,999 LF	6.73%	18.18
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	613 LF	0.83%	10.32
PATCHING	LOW	2,206 SF	2.97%	7.19
SWELL	LOW	14,850 SF	20.00%	24.23
WEATHERING	LOW	59,400 SF	80.00%	5.71

* 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 58.0 % Climate/Durability 42.0 % Other

GLASGOW AIRPORT

Branch: 31T TAXIWAY **T-10**

Length: 160 LF **Width:** 70 LF **Area:** 11,200 SF **Last Const:** 2000 **Family:** ACRH
From: T-1 **To:** A-6 **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 10/3/2018 **PCI:** 70

Sample # 1 **Area:** 5,600 SF

Distress Description	Severity	Quantity
ALLIGATOR	L	5 SF
DEPRESSION	M	140 SF
WEATHERING	L	5,600 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	5 LF

Sample # 2 **Area:** 5,600 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF
DEPRESSION	L	114 SF
ALLIGATOR	L	8 SF
BLEEDING	NA	3 SF
WEATHERING	L	5,600 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	13 SF	0.12%	7.06
BLEEDING	N/A	3 SF	0.03%	0.00
DEPRESSION	LOW	114 SF	1.02%	6.74
DEPRESSION	MEDIUM	140 SF	1.25%	17.49
LONGITUDINAL/TRANSVERSE CRACKING	LOW	11 LF	0.10%	2.50
WEATHERING	LOW	11,200 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

18.0 % Load 21.0 % Climate/Durability 61.0 % Other

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-11

Length: 200 LF **Width:** 80 LF **Area:** 16,000 SF **Last Const:** 2003 **Family:** ACRMU
From: R-13 **To:** TURNAROUND **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 10/3/2018 **PCI:** 88

Sample # 1 **Area:** 4,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
PATCHING	L	0.09 SF
WEATHERING	L	4,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF

Sample # 3 **Area:** 4,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,000 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF
WEATHERING	L	4,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	100 LF	0.63%	4.26
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	19 LF	0.12%	4.01
PATCHING	LOW	0 SF	0.00%	2.00
WEATHERING	LOW	16,000 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

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-12

Length: 225 LF

Width: 100 LF

Area: 22,500 SF

Last Const: 2012

Family: ACRMU

From: R-15

To: RW 12-30 TA

Surface: AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 10/3/2018 **PCI:** 92

Sample # 1	Distress Description RAVELING	Severity H	Quantity 3 SF	Area: 3,750 SF
Sample # 3	Distress Description NO DISTRESSES	Severity	Quantity	Area: 3,750 SF
Sample # 4	Distress Description RAVELING	Severity H	Quantity 40 SF	Area: 3,750 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	HIGH	86 SF	0.38%	9.61

* 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

GLASGOW AIRPORT

Branch: 31T TAXIWAY **T-17**

Length: 1,225 LF **Width:** 30 LF **Area:** 36,750 SF **Last Const:** 2016 **Family:** ACRMU
From: STA T-3 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 10/3/2018 **PCI:** 96

Sample # 3	Distress Description PATCHING	Severity L	Quantity 120 SF	Area: 3,810 SF
Sample # 6	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 1 LF	Area: 4,290 SF
Sample # 9	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 10 LF	Area: 4,375 SF
Sample # 10	Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 6 SF 5 LF	Area: 4,250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	13 SF	0.04%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	35 LF	0.10%	2.50
PATCHING	LOW	264 SF	0.72%	2.93

* 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

33.0 % Load 57.0 % Climate/Durability 10.0 % Other

GLASGOW AIRPORT (31)

YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$210,159**

Plan Year: 2019		Estimated Cost:					\$1,118,321	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$3,451	\$16,116	\$0	\$0	\$19,567	65	72	
A-4	Major Below Critical	\$0	\$0	\$33,374	\$0	\$33,374	31	100	
A-6	Major Below Critical	\$0	\$0	\$66,342	\$0	\$66,342	43	100	
A-7	Preventive + Global MR	\$6,047	\$23,349	\$0	\$0	\$29,396	62	69	
R-13	Preventive + Global MR	\$533	\$34,425	\$0	\$0	\$34,958	85	88	
R-14	Preventive + Global MR	\$1,266	\$101,362	\$0	\$0	\$102,627	86	89	
R-15	Preventive + Global MR	\$739	\$170,033	\$0	\$0	\$170,771	89	94	
T-1	Major Below Critical	\$0	\$0	\$318,766	\$0	\$318,766	41	100	
T-10	Preventive + Global MR	\$585	\$3,808	\$0	\$0	\$4,393	70	75	
T-11	Preventive + Global MR	\$35	\$5,440	\$0	\$0	\$5,475	88	90	
T-12	Global MR	\$0	\$7,650	\$0	\$0	\$7,650	92	96	
T-14	Preventive	\$70	\$0	\$0	\$0	\$70	88	88	
T-17	None	\$0	\$0	\$0	\$0	\$0	95	95	
T-19	None	\$0	\$0	\$0	\$0	\$0	96	96	
T-3	Major Below Critical	\$0	\$0	\$293,207	\$0	\$293,207	52	100	
T-5	Preventive + Global MR	\$6,479	\$25,245	\$0	\$0	\$31,723	63	68	

Plan Year: 2020		Estimated Cost:					\$13,696	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$2,422	\$0	\$0	\$0	\$2,422	70	70	
A-4	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-6	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-7	Preventive	\$4,423	\$0	\$0	\$0	\$4,423	67	67	
R-13	Preventive	\$329	\$0	\$0	\$0	\$329	87	87	
R-14	Preventive	\$706	\$0	\$0	\$0	\$706	88	88	
R-15	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-1	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-10	Preventive	\$428	\$0	\$0	\$0	\$428	73	73	
T-11	Preventive	\$10	\$0	\$0	\$0	\$10	89	89	
T-12	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-14	Preventive	\$176	\$0	\$0	\$0	\$176	85	86	
T-17	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-19	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-3	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-5	Preventive	\$5,201	\$0	\$0	\$0	\$5,201	66	66	

Plan Year: 2021		Estimated Cost:					\$47,598	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$2,889	\$0	\$0	\$0	\$2,889	68	68	
A-4	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-6	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-7	Preventive	\$5,154	\$0	\$0	\$0	\$5,154	65	65	
R-13	Preventive	\$426	\$0	\$0	\$0	\$426	86	86	
R-14	Preventive	\$975	\$0	\$0	\$0	\$975	87	87	
R-15	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-1	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-10	Preventive	\$498	\$0	\$0	\$0	\$498	71	71	
T-11	Preventive	\$22	\$0	\$0	\$0	\$22	89	89	
T-12	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-14	Preventive + Global MR	\$283	\$13,248	\$0	\$0	\$13,531	83	92	
T-17	Preventive + Global MR	\$30	\$12,495	\$0	\$0	\$12,525	89	98	
T-19	Global MR	\$0	\$5,787	\$0	\$0	\$5,787	90	99	
T-3	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-5	Preventive	\$5,792	\$0	\$0	\$0	\$5,792	64	64	

Plan Year: 2022		Estimated Cost:					\$18,711	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$3,354	\$0	\$0	\$0	\$3,354	66	66	
A-4	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-6	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-7	Preventive	\$5,882	\$0	\$0	\$0	\$5,882	63	63	
R-13	Preventive	\$522	\$0	\$0	\$0	\$522	85	85	
R-14	Preventive	\$1,238	\$0	\$0	\$0	\$1,238	86	86	
R-15	Preventive	\$697	\$0	\$0	\$0	\$697	89	89	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-10	Preventive	\$571	\$0	\$0	\$0	\$571	70	70	
T-11	Preventive	\$34	\$0	\$0	\$0	\$34	88	88	
T-12	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-14	Preventive	\$39	\$0	\$0	\$0	\$39	89	89	
T-17	None	\$0	\$0	\$0	\$0	\$0	95	95	
T-19	None	\$0	\$0	\$0	\$0	\$0	96	96	
T-3	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-5	Preventive	\$6,374	\$0	\$0	\$0	\$6,374	63	63	

GLASGOW AIRPORT (31)

YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$210,159

Plan Year: 2023		Estimated Cost:					\$22,210	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$3,821	\$0	\$0	\$0	\$3,821	64	64	
A-4	Preventive	\$10	\$0	\$0	\$0	\$10	88	88	
A-6	Preventive	\$26	\$0	\$0	\$0	\$26	88	88	
A-7	Preventive	\$6,610	\$0	\$0	\$0	\$6,610	61	61	
R-13	Preventive	\$620	\$0	\$0	\$0	\$620	84	84	
R-14	Preventive	\$1,507	\$0	\$0	\$0	\$1,507	85	85	
R-15	Preventive	\$1,547	\$0	\$0	\$0	\$1,547	87	87	
T-1	Preventive	\$117	\$0	\$0	\$0	\$117	88	88	
T-10	Preventive	\$658	\$0	\$0	\$0	\$658	68	68	
T-11	Preventive	\$47	\$0	\$0	\$0	\$47	87	87	
T-12	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-14	Preventive	\$145	\$0	\$0	\$0	\$145	86	87	
T-17	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-19	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-3	Preventive	\$142	\$0	\$0	\$0	\$142	88	88	
T-5	Preventive	\$6,962	\$0	\$0	\$0	\$6,962	61	61	

Plan Year: 2024		Estimated Cost:					\$796,351	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$4,285	\$16,116	\$0	\$0	\$20,401	62	68	
A-4	Preventive	\$25	\$0	\$0	\$0	\$25	85	86	
A-6	Preventive	\$61	\$0	\$0	\$0	\$61	85	86	
A-7	Major Below Critical	\$0	\$0	\$220,240	\$0	\$220,240	59	100	
R-13	Preventive + Global MR	\$716	\$34,425	\$0	\$0	\$35,141	83	86	
R-14	Preventive + Global MR	\$1,775	\$101,362	\$0	\$0	\$103,137	84	87	
R-15	Preventive + Global MR	\$2,393	\$170,033	\$0	\$0	\$172,425	85	91	
T-1	Preventive	\$277	\$0	\$0	\$0	\$277	85	86	
T-10	Preventive + Global MR	\$746	\$3,808	\$0	\$0	\$4,554	67	72	
T-11	Preventive + Global MR	\$59	\$5,440	\$0	\$0	\$5,499	86	89	
T-12	Preventive + Global MR	\$22	\$7,650	\$0	\$0	\$7,672	89	93	
T-14	Preventive	\$251	\$0	\$0	\$0	\$251	84	84	
T-17	Preventive	\$19	\$0	\$0	\$0	\$19	89	90	
T-19	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-3	Preventive	\$335	\$0	\$0	\$0	\$335	85	86	
T-5	Major Below Critical	\$0	\$0	\$226,314	\$0	\$226,314	60	100	

Plan Year: 2025		Estimated Cost:					\$7,745	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$3,256	\$0	\$0	\$0	\$3,256	66	66	
A-4	Preventive	\$39	\$0	\$0	\$0	\$39	83	83	
A-6	Preventive	\$95	\$0	\$0	\$0	\$95	83	83	
A-7	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-13	Preventive	\$514	\$0	\$0	\$0	\$514	85	85	
R-14	Preventive	\$1,216	\$0	\$0	\$0	\$1,216	86	86	
R-15	Preventive	\$544	\$0	\$0	\$0	\$544	89	89	
T-1	Preventive	\$436	\$0	\$0	\$0	\$436	83	83	
T-10	Preventive	\$557	\$0	\$0	\$0	\$557	70	70	
T-11	Preventive	\$34	\$0	\$0	\$0	\$34	88	88	
T-12	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-14	Preventive	\$357	\$0	\$0	\$0	\$357	81	81	
T-17	Preventive	\$120	\$0	\$0	\$0	\$120	87	87	
T-19	Preventive	\$48	\$0	\$0	\$0	\$48	87	87	
T-3	Preventive	\$529	\$0	\$0	\$0	\$529	83	83	
T-5	None	\$0	\$0	\$0	\$0	\$0	97	97	

Plan Year: 2026		Estimated Cost:					\$42,013	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$3,723	\$0	\$0	\$0	\$3,723	64	64	
A-4	Preventive	\$56	\$0	\$0	\$0	\$56	80	80	
A-6	Preventive	\$138	\$0	\$0	\$0	\$138	80	80	
A-7	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-13	Preventive	\$610	\$0	\$0	\$0	\$610	84	84	
R-14	Preventive	\$1,485	\$0	\$0	\$0	\$1,485	85	85	
R-15	Preventive	\$1,389	\$0	\$0	\$0	\$1,389	87	87	
T-1	Preventive	\$629	\$0	\$0	\$0	\$629	80	80	
T-10	Preventive	\$644	\$0	\$0	\$0	\$644	69	69	
T-11	Preventive	\$46	\$0	\$0	\$0	\$46	87	87	
T-12	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-14	Preventive + Global MR	\$686	\$13,248	\$0	\$0	\$13,933	78	87	
T-17	Preventive + Global MR	\$220	\$12,495	\$0	\$0	\$12,715	84	93	
T-19	Preventive + Global MR	\$94	\$5,787	\$0	\$0	\$5,881	84	94	
T-3	Preventive	\$763	\$0	\$0	\$0	\$763	80	80	
T-5	None	\$0	\$0	\$0	\$0	\$0	94	94	

GLASGOW AIRPORT (31)

YEAR PROJECTIONS		ESTIMATED AVERAGE ANNUAL COST:						\$210,159	
Plan Year: 2027		Estimated Cost: \$13,111						PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$4,188	\$0	\$0	\$0	\$4,188	62	62	
A-4	Preventive	\$114	\$0	\$0	\$0	\$114	77	77	
A-6	Preventive	\$278	\$0	\$0	\$0	\$278	77	77	
A-7	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-13	Preventive	\$706	\$0	\$0	\$0	\$706	83	83	
R-14	Preventive	\$1,750	\$0	\$0	\$0	\$1,750	84	84	
R-15	Preventive	\$2,239	\$0	\$0	\$0	\$2,239	86	86	
T-1	Preventive	\$1,268	\$0	\$0	\$0	\$1,268	77	77	
T-10	Preventive	\$731	\$0	\$0	\$0	\$731	67	67	
T-11	Preventive	\$58	\$0	\$0	\$0	\$58	86	86	
T-12	Preventive	\$21	\$0	\$0	\$0	\$21	89	89	
T-14	Preventive	\$219	\$0	\$0	\$0	\$219	84	85	
T-17	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-19	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-3	Preventive	\$1,537	\$0	\$0	\$0	\$1,537	77	77	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	
Plan Year: 2028		Estimated Cost: \$17,054						PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$4,652	\$0	\$0	\$0	\$4,652	60	61	
A-4	Preventive	\$171	\$0	\$0	\$0	\$171	74	75	
A-6	Preventive	\$417	\$0	\$0	\$0	\$417	74	75	
A-7	Preventive	\$137	\$0	\$0	\$0	\$137	88	88	
R-13	Preventive	\$804	\$0	\$0	\$0	\$804	82	82	
R-14	Preventive	\$2,014	\$0	\$0	\$0	\$2,014	83	83	
R-15	Preventive	\$3,094	\$0	\$0	\$0	\$3,094	84	84	
T-1	Preventive	\$1,905	\$0	\$0	\$0	\$1,905	74	75	
T-10	Preventive	\$819	\$0	\$0	\$0	\$819	65	65	
T-11	Preventive	\$70	\$0	\$0	\$0	\$70	86	86	
T-12	Preventive	\$49	\$0	\$0	\$0	\$49	88	88	
T-14	Preventive	\$326	\$0	\$0	\$0	\$326	82	82	
T-17	Preventive	\$100	\$0	\$0	\$0	\$100	87	88	
T-19	Preventive	\$38	\$0	\$0	\$0	\$38	88	88	
T-3	Preventive	\$2,309	\$0	\$0	\$0	\$2,309	74	75	
T-5	Preventive	\$148	\$0	\$0	\$0	\$148	88	88	
Plan Year: 2029		Estimated Cost: \$770,648						PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Major Below Critical	\$0	\$0	\$153,576	\$0	\$153,576	58	100	
A-4	Preventive	\$228	\$0	\$0	\$0	\$228	72	72	
A-6	Preventive	\$557	\$0	\$0	\$0	\$557	72	72	
A-7	Preventive	\$329	\$0	\$0	\$0	\$329	85	85	
R-13	Preventive + Global MR	\$900	\$34,425	\$0	\$0	\$35,325	81	84	
R-14	Preventive + Global MR	\$2,282	\$101,362	\$0	\$0	\$103,644	82	85	
R-15	Preventive + Global MR	\$3,945	\$170,033	\$0	\$0	\$173,977	82	88	
T-1	Preventive + Global MR	\$2,546	\$125,775	\$0	\$0	\$128,321	72	87	
T-10	Preventive + Global MR	\$907	\$3,808	\$0	\$0	\$4,715	64	69	
T-11	Preventive + Global MR	\$83	\$5,440	\$0	\$0	\$5,523	85	87	
T-12	Preventive + Global MR	\$78	\$7,650	\$0	\$0	\$7,727	87	91	
T-14	Preventive	\$561	\$0	\$0	\$0	\$561	79	79	
T-17	Preventive	\$200	\$0	\$0	\$0	\$200	85	85	
T-19	Preventive	\$85	\$0	\$0	\$0	\$85	85	85	
T-3	Preventive + Global MR	\$3,085	\$152,435	\$0	\$0	\$155,520	72	87	
T-5	Preventive	\$359	\$0	\$0	\$0	\$359	85	85	
Plan Year: 2030		Estimated Cost: \$9,598						PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-4	Preventive	\$291	\$0	\$0	\$0	\$291	69	69	
A-6	Preventive	\$710	\$0	\$0	\$0	\$710	69	69	
A-7	Preventive	\$521	\$0	\$0	\$0	\$521	82	83	
R-13	Preventive	\$696	\$0	\$0	\$0	\$696	83	83	
R-14	Preventive	\$1,726	\$0	\$0	\$0	\$1,726	84	84	
R-15	Preventive	\$2,086	\$0	\$0	\$0	\$2,086	86	86	
T-1	Preventive	\$357	\$0	\$0	\$0	\$357	84	84	
T-10	Preventive	\$717	\$0	\$0	\$0	\$717	67	67	
T-11	Preventive	\$57	\$0	\$0	\$0	\$57	86	86	
T-12	Preventive	\$17	\$0	\$0	\$0	\$17	89	89	
T-14	Preventive	\$985	\$0	\$0	\$0	\$985	76	76	
T-17	Preventive	\$300	\$0	\$0	\$0	\$300	82	82	
T-19	Preventive	\$131	\$0	\$0	\$0	\$131	82	83	
T-3	Preventive	\$433	\$0	\$0	\$0	\$433	84	84	
T-5	Preventive	\$570	\$0	\$0	\$0	\$570	82	82	

GLASGOW AIRPORT (31)

YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST:** **\$210,159**

Plan Year: 2031		Estimated Cost:					\$44,355	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-4	Preventive	\$363	\$0	\$0	\$0	\$363	66	66	
A-6	Preventive	\$885	\$0	\$0	\$0	\$885	66	66	
A-7	Preventive	\$785	\$0	\$0	\$0	\$785	80	80	
R-13	Preventive	\$794	\$0	\$0	\$0	\$794	82	82	
R-14	Preventive	\$1,991	\$0	\$0	\$0	\$1,991	83	83	
R-15	Preventive	\$2,941	\$0	\$0	\$0	\$2,941	84	84	
T-1	Preventive	\$516	\$0	\$0	\$0	\$516	81	81	
T-10	Preventive	\$805	\$0	\$0	\$0	\$805	66	66	
T-11	Preventive	\$70	\$0	\$0	\$0	\$70	86	86	
T-12	Preventive	\$46	\$0	\$0	\$0	\$46	88	88	
T-14	Preventive + Global MR	\$1,410	\$13,248	\$0	\$0	\$14,658	73	83	
T-17	Preventive + Global MR	\$500	\$12,495	\$0	\$0	\$12,995	79	88	
T-19	Preventive + Global MR	\$201	\$5,787	\$0	\$0	\$5,988	80	89	
T-3	Preventive	\$625	\$0	\$0	\$0	\$625	81	81	
T-5	Preventive	\$894	\$0	\$0	\$0	\$894	79	80	

Plan Year: 2032		Estimated Cost:					\$15,538	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-4	Preventive	\$435	\$0	\$0	\$0	\$435	63	64	
A-6	Preventive	\$1,060	\$0	\$0	\$0	\$1,060	63	64	
A-7	Preventive	\$1,552	\$0	\$0	\$0	\$1,552	77	77	
R-13	Preventive	\$890	\$0	\$0	\$0	\$890	81	81	
R-14	Preventive	\$2,260	\$0	\$0	\$0	\$2,260	82	82	
R-15	Preventive	\$3,791	\$0	\$0	\$0	\$3,791	82	83	
T-1	Preventive	\$947	\$0	\$0	\$0	\$947	78	79	
T-10	Preventive	\$892	\$0	\$0	\$0	\$892	64	64	
T-11	Preventive	\$82	\$0	\$0	\$0	\$82	85	85	
T-12	Preventive	\$74	\$0	\$0	\$0	\$74	87	87	
T-14	Preventive	\$431	\$0	\$0	\$0	\$431	80	80	
T-17	Preventive	\$170	\$0	\$0	\$0	\$170	85	86	
T-19	Preventive	\$71	\$0	\$0	\$0	\$71	86	86	
T-3	Preventive	\$1,148	\$0	\$0	\$0	\$1,148	78	79	
T-5	Preventive	\$1,734	\$0	\$0	\$0	\$1,734	77	77	

Plan Year: 2033		Estimated Cost:					\$20,821	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$95	\$0	\$0	\$0	\$95	88	88	
A-4	Preventive	\$506	\$0	\$0	\$0	\$506	61	61	
A-6	Preventive	\$1,235	\$0	\$0	\$0	\$1,235	61	61	
A-7	Preventive	\$2,319	\$0	\$0	\$0	\$2,319	74	74	
R-13	Preventive	\$987	\$0	\$0	\$0	\$987	80	80	
R-14	Preventive	\$2,523	\$0	\$0	\$0	\$2,523	82	82	
R-15	Preventive	\$4,641	\$0	\$0	\$0	\$4,641	81	81	
T-1	Preventive	\$1,589	\$0	\$0	\$0	\$1,589	76	76	
T-10	Preventive	\$980	\$0	\$0	\$0	\$980	63	63	
T-11	Preventive	\$94	\$0	\$0	\$0	\$94	84	84	
T-12	Preventive	\$102	\$0	\$0	\$0	\$102	85	86	
T-14	Preventive	\$859	\$0	\$0	\$0	\$859	77	77	
T-17	Preventive	\$271	\$0	\$0	\$0	\$271	83	83	
T-19	Preventive	\$117	\$0	\$0	\$0	\$117	83	83	
T-3	Preventive	\$1,925	\$0	\$0	\$0	\$1,925	76	76	
T-5	Preventive	\$2,578	\$0	\$0	\$0	\$2,578	74	74	