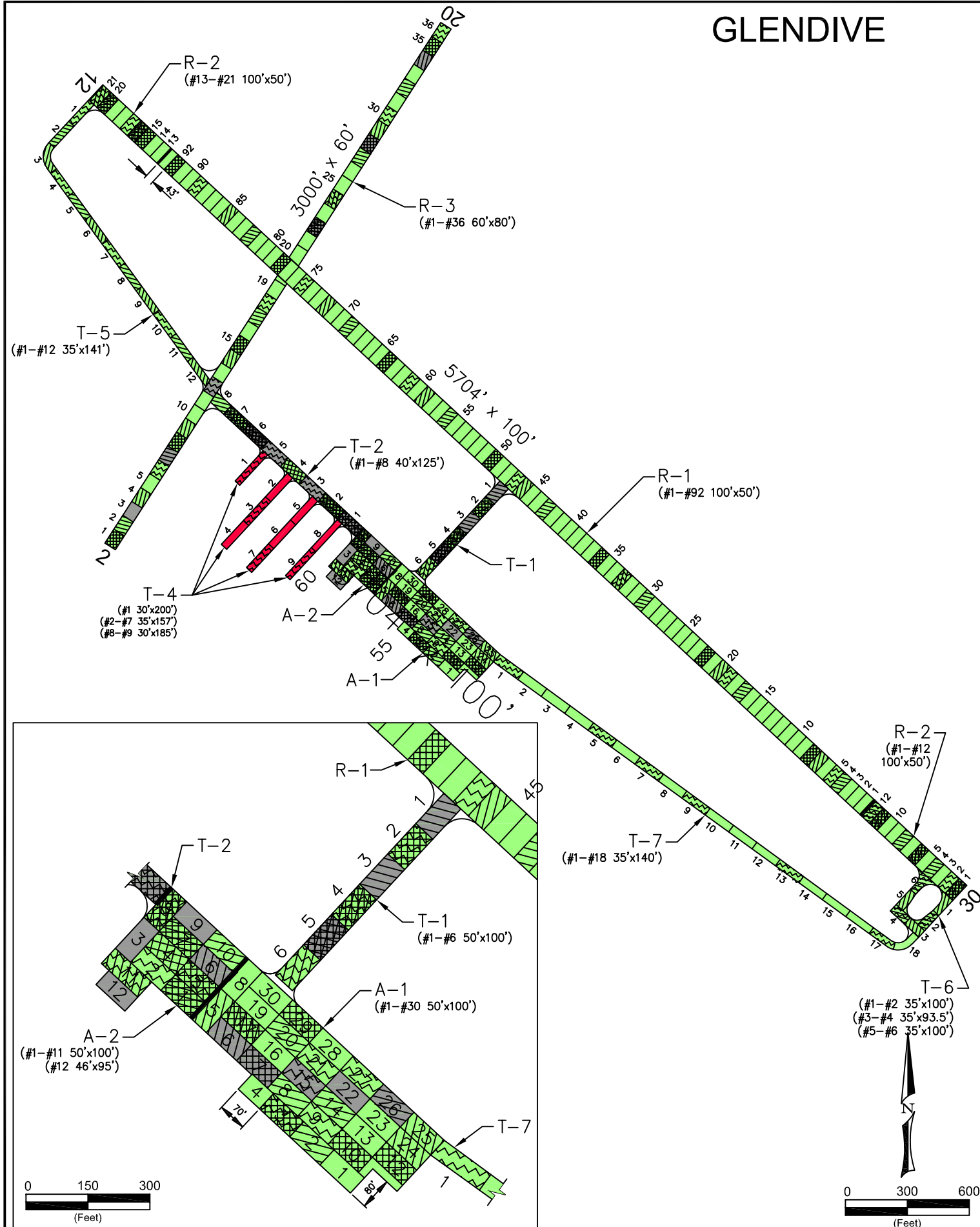


GLENDIVE



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-1	E-6	F6	6" GRAVEL	6" CR. AGG.	4" AC	2" P-401	53,000	70,000	100,000	1,2,5,7,9
R-2	E-6	F6	5" GRAVEL	5" CR. AGG.	3" AC	2" P-401	38,000	50,000		1,2,5,7,9
R-3		CBR=5		6" P-208	3" P-401	2" P-401	12,500			3,6,9
TAXIWAYS										
T-1	E-6	F6	6" GRAVEL	6" CR. AGG.	4" AC	P-609	44,000	60,000	100,000	5,9
T-2	E-6	F6			5" AC	2.5" P-401	12,500			5,9
T-4		CBR=5	6" P-152	6" P-208	3" P-401	2.5" P-401	12,500			4,5,9
T-5			6" P-152 FILTER FABRIC	12" P-208	5" P-401		30,000			7,9
T-6			6" P-152 FILTER FABRIC	12" P-208	5" P-401		30,000			7,9
T-7			6" P-152	10" P-208	4" P-401		30,000			8
APRONS										
A-1	E-6	F6	6" GRAVEL	6" CR. AGG.	4" BIT.	2" P-401	44,000	60,000	100,000	6,9
A-2					5" AC	2.5" P-401	12,500			5,9

REMARKS:
 ADAP 03-R-1, T-1, A-1, ALL HEATER SCARIFIED AND CHIP SEALED.
 CBR=7 ASSUMED UNLESS OTHERWISE NOTED.

- EXTENDED 1968
- AIP-001-1986, OVERLAY RUNWAY 12/30, TAXIWAY, AND APRON.
- AIP-002-1988, CONSTRUCT RUNWAY 2/20.
- AIP-003-1989, EXTEND ACCESS TAXILANES; REHABILITATE PORTION OF PARALLEL TAXIWAY.
- AIP-004-2002, MILL AND OVERLAY APRON (A-2), TAXIWAY (T-2), AND TAXILANES (T-4); CRACK SEAL, FOG SEAL, AND REMARK RUNWAY 12/30 AND TAXIWAY (T-1).
- AIP-005-2003, MILL AND OVERLAY APRON (A-1); OVERLAY RUNWAY (R-3).
- AIP-008-2007, MILL, OVERLAY, AND GROOVE RUNWAY 12/30 (R-1,R-2); CONSTRUCT TAXIWAY (T-5) AND TURNAROUND (T-6).
- AIP-011, 2012, CONSTRUCT TAXIWAY (T-7).
- AIP-012-2013, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS EXCEPT T-7.

LEGEND 2006 SURVEY AREA 2009 SURVEY AREA 2012 SURVEY AREA 2015 SURVEY AREA (NOT SURVEYED) 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 DAWSON COMMUNITY AIRPORT (GDV)
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 25, 2018	
	EVALUATED BY:	N. SCHROHT	
	LOCATION:	GLENDIVE MONTANA	DECEMBER 2018

GLENDIVE



A-1, Overview



A-1, Ravel



A-2, Overview



A-2, Depression



R-1, Overview



R-1, Raveling – Plow Scrape



R-3, Overview



R-3, Depression



T-1, Overview



T-1, Bleeding



T-2, Overview



T-2, Patch Core

GLENDIVE AIRPORT

Branch: 40A **APRON**

A-1

Length: 0 LF **Width:** 0 LF **Area:** 145,700 SF **Last Const:** 2003 **Family:** ACAH
From: 0+00A **To:** 6+50A **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 30 **Last Inspection Date:** 9/25/2018 **PCI:** 73

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

Distress Description	Severity	Quantity
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	122 LF
RAVELING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
WEATHERING	L	5,000 SF
RAVELING	H	1 SF
PATCHING	L	5 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF
PATCHING	M	0.09 SF
WEATHERING	L	5,000 SF
RAVELING	L	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	212 LF
PATCHING	L	2 SF

Sample # 15 **Area:** 5,000 SF

Distress Description	Severity	Quantity
PATCHING	L	5 SF
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	51 LF
RAVELING	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	234 LF
WEATHERING	L	5,000 SF

Sample # 21 **Area:** 5,000 SF

Distress Description	Severity	Quantity
PATCHING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	63 LF
RAVELING	L	14 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	194 LF
DEPRESSION	L	4 SF
WEATHERING	L	5,000 SF

Sample # 27 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	187 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	35 SF	0.02%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	5,531 LF	3.80%	12.03
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	868 LF	0.60%	8.96
PATCHING	LOW	84 SF	0.06%	2.00
PATCHING	MEDIUM	1 SF	0.00%	6.20
RAVELING	HIGH	6 SF	0.00%	6.00
RAVELING	LOW	752 SF	0.52%	1.80
WEATHERING	LOW	145,700 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

GLENDIVE AIRPORT

Branch: 40A **APRON**

A-2

Length: 0 LF **Width:** 0 LF **Area:** 50,000 SF **Last Const:** 2002 **Family:** ACAM
From: 6+50A **To:** 9+00A **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 9/25/2018 **PCI:** 67

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	216 LF
PATCHING	L	0.09 SF
RAVELING	H	7 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF
SWELL	L	12 SF
WEATHERING	L	5,000 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	348 LF
PATCHING	L	6 SF
DEPRESSION	L	34 SF

Sample # 8 **Area:** SF

Distress Description	Severity	Quantity
DEPRESSION	L	47 SF
PATCHING	L	5 SF
RAVELING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	421 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
BLEEDING	NA	1 SF

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

Distress Description	Severity	Quantity
SWELL	L	2 SF
PATCHING	M	2 SF
PATCHING	L	2 SF
DEPRESSION	L	72 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	245 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	3 SF	0.01%	0.00
DEPRESSION	LOW	383 SF	0.77%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3,075 LF	6.15%	17.09
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	158 LF	0.32%	6.65
PATCHING	LOW	34 SF	0.07%	2.00
PATCHING	MEDIUM	4 SF	0.01%	6.20
RAVELING	HIGH	18 SF	0.04%	6.00
RAVELING	LOW	50 SF	0.10%	1.00
SWELL	LOW	35 SF	0.07%	1.00
WEATHERING	LOW	25,000 SF	50.00%	4.81

* 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

GLENDIVE AIRPORT

Branch: 40R1 RUNWAY

R-1

Length: 4,650 LF **Width:** 100 LF **Area:** 465,000 SF **Last Const:** 2007 **Family:** ACRH
From: RWY 30-12 STA 6+00 **To:** RWY 30-12 STA 52+50 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 92 **Last Inspection Date:** 9/25/2018 **PCI:** 74

Sample # 5	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity M L H L</p>	<p>Quantity 5 LF 329 LF 2 SF 5,000 SF</p>	Area: 5,000 SF
Sample # 19	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L H M L</p>	<p>Quantity 339 LF 5 SF 17 LF 5,000 SF</p>	Area: 5,000 SF
Sample # 33	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity M L L</p>	<p>Quantity 16 LF 267 LF 5,000 SF</p>	Area: 5,000 SF
Sample # 47	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity M L L</p>	<p>Quantity 20 LF 5,000 SF 267 LF</p>	Area: 5,000 SF
Sample # 61	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity M L L</p>	<p>Quantity 11 LF 245 LF 5,000 SF</p>	Area: 5,000 SF
Sample # 75	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L L</p>	<p>Quantity 287 LF 5,000 SF</p>	Area: 5,000 SF
Sample # 89	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L M</p>	<p>Quantity 232 LF 5,000 SF 6 LF</p>	Area: 5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	26,120 LF	5.62%	16.05
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	996 LF	0.21%	5.36
RAVELING	HIGH	93 SF	0.02%	6.00
WEATHERING	LOW	465,000 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

GLENDIVE AIRPORT

Branch: 40R1 RUNWAY

R-2

Length: 1,054 LF **Width:** 100 LF **Area:** 105,400 SF **Last Const:** 2007 **Family:** ACRH
From: RWY 30-12 STA 0+00/52+50 **To:** RWY 30-12 STA 6+00/57+04 **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** 9/25/2018 **PCI:** 71

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	362 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
WEATHERING	L	5,000 SF
RAVELING	H	1 SF

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

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	400 LF

Sample # 12 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	348 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
BLEEDING	NA	1 SF

Sample # 17 **Area:** 5,000 SF

Distress Description	Severity	Quantity
RAVELING	H	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	312 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING	L	5,000 SF

Sample # 21 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	273 LF
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
DEPRESSION	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	4 SF	0.00%	0.00
DEPRESSION	LOW	4 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	7,146 LF	6.78%	18.26
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	240 LF	0.23%	5.56
RAVELING	HIGH	8 SF	0.01%	6.00
WEATHERING	LOW	84,320 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 99.0 % Climate/Durability 1.0 % Other

GLENDIVE AIRPORT

Branch: 40R2

RUNWAY

R-3

Length: 2,900 LF

Width: 60 LF

Area: 174,000 SF

Last Const: 2003

Family: ACRMU

From: RWY 2-20 STA 0+00

To: RWY 2-20 STA 29+00

Surface: AAC

Inspections

Samples Surveyed: 6 **Total Samples:** 36 **Last Inspection Date:** 9/25/2018 **PCI:** 71

Sample # 6	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L L M</p>	<p>Quantity 296 LF 2 SF 4,800 SF 12 LF</p>	Area: 4,800 SF
Sample # 12	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L L</p>	<p>Quantity 329 LF 4,800 SF</p>	Area: 4,800 SF
Sample # 18	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity M M L H L L L</p>	<p>Quantity 60 LF 10 SF 329 LF 1 SF 4,800 SF 20 SF 250 LF</p>	Area: 4,800 SF
Sample # 24	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L</p>	<p>Quantity 4,800 SF 264 LF</p>	Area: 4,800 SF
Sample # 30	<p>Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L L M</p>	<p>Quantity 3 SF 276 LF 4,800 SF 16 LF</p>	Area: 4,800 SF
Sample # 36	<p>Distress Description BLEEDING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity NA L M L</p>	<p>Quantity 20 SF 312 LF 4 LF 4,800 SF</p>	Area: 4,800 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	121 SF	0.07%	0.00
DEPRESSION	LOW	151 SF	0.09%	0.30
DEPRESSION	MEDIUM	60 SF	0.03%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	12,422 LF	7.14%	18.90
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	556 LF	0.32%	6.69
RAVELING	HIGH	6 SF	0.00%	6.00
WEATHERING	LOW	174,000 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 87.0 % Climate/Durability 13.0 % Other

GLENDIVE AIRPORT

Branch: 40T TAXIWAY

T-1

Length: 620 LF **Width:** 50 LF **Area:** 311,000 SF **Last Const:** 2007 **Family:** ACRH
From: RUNWAY 12-30 **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 9/25/2018 **PCI:** 71

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

Distress Description	Severity	Quantity
BLEEDING	NA	6 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	188 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
WEATHERING	M	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	256 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
BLEEDING	NA	1 SF

Sample # 6 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	190 LF
WEATHERING	M	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	14 SF	0.05%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,310 LF	4.23%	13.05
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	27 LF	0.09%	4.00
WEATHERING	MEDIUM	31,000 SF	100.00%	20.34

* 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

GLENDIVE AIRPORT

Branch: 40T TAXIWAY

T-2

Length: 950 LF **Width:** 40 LF **Area:** 38,000 SF **Last Const:** 2002 **Family:** ACRMU
From: APRON **To:** RUNWAY 2-20 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 9/25/2018 **PCI:** 66

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

Distress Description	Severity	Quantity
PATCHING	L	0.09 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
RAVELING	H	10 SF
WEATHERING	M	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	406 LF
DEPRESSION	L	5 SF

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

Distress Description	Severity	Quantity
DEPRESSION	L	5 SF
RAVELING	H	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	434 LF
PATCHING	L	0 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
DEPRESSION	L	5 SF
WEATHERING	M	5,000 SF
RAVELING	H	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	417 LF
BLEEDING	NA	2 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	313 LF
PATCHING	L	0.18 SF
WEATHERING	M	5,000 SF
RAVELING	H	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	4 SF	0.01%	0.00
DEPRESSION	LOW	29 SF	0.08%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,983 LF	7.85%	20.09
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	27 LF	0.07%	4.00
PATCHING	LOW	1 SF	0.00%	2.00
RAVELING	HIGH	27 SF	0.07%	6.00
WEATHERING	MEDIUM	38,000 SF	100.00%	20.34

* 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

GLENDIVE AIRPORT

Branch: 40T TAXIWAY

T-5

Length: 1,692 LF **Width:** 35 LF **Area:** 59,220 SF **Last Const:** 2007 **Family:** ACRMU
From: RUNWAY 12-30 **To:** RUNWAY 2-20 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 9/25/2018 **PCI:** 92

Sample # 1 **Area:** 4,935 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
WEATHERING	L	4,935 SF
PATCHING	L	0.09 SF

Sample # 4 **Area:** 4,935 SF

Distress Description	Severity	Quantity
BLEEDING	NA	3 SF
WEATHERING	L	4,935 SF

Sample # 7 **Area:** 4,935 SF

Distress Description	Severity	Quantity
PATCHING	L	0 SF
WEATHERING	L	4,935 SF
BLEEDING	NA	1 SF

Sample # 10 **Area:** 4,935 SF

Distress Description	Severity	Quantity
PATCHING	L	0.18 SF
WEATHERING	L	4,935 SF
BLEEDING	NA	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	15 SF	0.03%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	9 LF	0.02%	2.50
PATCHING	LOW	1 SF	0.00%	2.00
WEATHERING	LOW	59,220 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

GLENDIVE AIRPORT

Branch: 40T TAXIWAY

T-6

Length: 587 LF **Width:** 35 LF **Area:** 20,545 SF **Last Const:** 2007 **Family:** ACRMU
From: RUNWAY 12-30 **To:** JUGHANDLE **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 9/25/2018 **PCI:** 73

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	254 LF
WEATHERING	L	3,500 SF

Sample # 4 **Area:** 3,272 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	172 LF
WEATHERING	L	3,272 SF

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

Distress Description	Severity	Quantity
RAVELING	H	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	161 LF
PATCHING	L	0.14 SF
WEATHERING	L	3,500 SF
BLEEDING	NA	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	2 SF	0.01%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,174 LF	5.71%	16.24
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	40 LF	0.19%	5.07
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	36 SF	0.18%	7.70
WEATHERING	LOW	20,545 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

GLENDIVE AIRPORT

Branch: 40T TAXIWAY

T-7

Length: 2,440 LF **Width:** 35 LF **Area:** 85,400 SF **Last Const:** 2012 **Family:** ACRMU
From: A-1 **To:** T-6 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 11/21/2018 **PCI:** 90

Sample # 1	Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING	Severity L L M H	Quantity 490 SF 42 LF 4 LF 1 SF	Area: 4,900 SF
Sample # 5	Distress Description WEATHERING	Severity L	Quantity 4,900 SF	Area: 4,900 SF
Sample # 9	Distress Description WEATHERING	Severity L	Quantity 4,900 SF	Area: 4,900 SF
Sample # 13	Distress Description WEATHERING	Severity L	Quantity 4,900 SF	Area: 4,900 SF
Sample # 17	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING RAVELING	Severity L L H	Quantity 5 LF 4,900 SF 5 SF	Area: 4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	164 LF	0.19%	3.05
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	14 LF	0.02%	4.00
RAVELING	HIGH	21 SF	0.02%	6.00
WEATHERING	LOW	70,028 SF	82.00%	5.75

* 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

GLENDIVE AIRPORT (40)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$189,458**

Plan Year: 2019		Estimated Cost:					\$787,790	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$5,839	\$49,538	\$0	\$0	\$55,377	72	78	
A-2	Preventive + Global MR	\$3,397	\$17,000	\$0	\$0	\$20,397	66	73	
R-1	Preventive + Global MR	\$17,073	\$158,099	\$0	\$0	\$175,171	73	81	
R-2	Preventive + Global MR	\$5,164	\$35,836	\$0	\$0	\$41,000	70	78	
R-3	Preventive + Global MR	\$8,393	\$59,160	\$0	\$0	\$67,552	70	76	
T-1	Preventive + Global MR	\$1,519	\$10,540	\$0	\$0	\$12,059	70	78	
T-2	Preventive + Global MR	\$2,776	\$12,920	\$0	\$0	\$15,696	65	72	
T-4	Major Below Critical	\$0	\$0	\$343,525	\$0	\$343,525	27	100	
T-5	Global MR	\$0	\$20,135	\$0	\$0	\$20,135	92	94	
T-6	Preventive + Global MR	\$838	\$6,985	\$0	\$0	\$7,824	72	80	
T-7	Preventive + Global MR	\$18	\$29,036	\$0	\$0	\$29,054	90	95	

Plan Year: 2020		Estimated Cost:					\$25,865	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$3,694	\$0	\$0	\$0	\$3,694	76	76	
A-2	Preventive	\$2,374	\$0	\$0	\$0	\$2,374	71	71	
R-1	Preventive	\$8,052	\$0	\$0	\$0	\$8,052	78	78	
R-2	Preventive	\$2,884	\$0	\$0	\$0	\$2,884	76	76	
R-3	Preventive	\$5,638	\$0	\$0	\$0	\$5,638	74	75	
T-1	Preventive	\$848	\$0	\$0	\$0	\$848	76	76	
T-2	Preventive	\$1,949	\$0	\$0	\$0	\$1,949	70	70	
T-4	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-5	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-6	Preventive	\$425	\$0	\$0	\$0	\$425	77	78	
T-7	None	\$0	\$0	\$0	\$0	\$0	93	93	

Plan Year: 2021		Estimated Cost:					\$34,438	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,679	\$0	\$0	\$0	\$4,679	74	75	
A-2	Preventive	\$2,822	\$0	\$0	\$0	\$2,822	69	69	
R-1	Preventive	\$12,070	\$0	\$0	\$0	\$12,070	76	76	
R-2	Preventive	\$3,891	\$0	\$0	\$0	\$3,891	73	73	
R-3	Preventive	\$6,898	\$0	\$0	\$0	\$6,898	73	73	
T-1	Preventive	\$1,145	\$0	\$0	\$0	\$1,145	73	73	
T-2	Preventive	\$2,324	\$0	\$0	\$0	\$2,324	68	68	
T-4	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-5	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-6	Preventive	\$609	\$0	\$0	\$0	\$609	75	75	
T-7	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2022		Estimated Cost:					\$43,021	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$5,659	\$0	\$0	\$0	\$5,659	73	73	
A-2	Preventive	\$3,298	\$0	\$0	\$0	\$3,298	67	67	
R-1	Preventive	\$16,070	\$0	\$0	\$0	\$16,070	74	74	
R-2	Preventive	\$4,899	\$0	\$0	\$0	\$4,899	71	71	
R-3	Preventive	\$8,150	\$0	\$0	\$0	\$8,150	71	71	
T-1	Preventive	\$1,441	\$0	\$0	\$0	\$1,441	71	71	
T-2	Preventive	\$2,698	\$0	\$0	\$0	\$2,698	66	66	
T-4	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-5	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-6	Preventive	\$793	\$0	\$0	\$0	\$793	73	73	
T-7	Preventive	\$12	\$0	\$0	\$0	\$12	90	90	

Plan Year: 2023		Estimated Cost:					\$52,190	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$6,638	\$0	\$0	\$0	\$6,638	71	71	
A-2	Preventive	\$3,775	\$0	\$0	\$0	\$3,775	65	65	
R-1	Preventive	\$20,071	\$0	\$0	\$0	\$20,071	72	72	
R-2	Preventive	\$6,060	\$0	\$0	\$0	\$6,060	69	69	
R-3	Preventive	\$9,570	\$0	\$0	\$0	\$9,570	69	69	
T-1	Preventive	\$1,782	\$0	\$0	\$0	\$1,782	69	69	
T-2	Preventive	\$3,070	\$0	\$0	\$0	\$3,070	64	64	
T-4	Preventive	\$106	\$0	\$0	\$0	\$106	88	88	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-6	Preventive	\$976	\$0	\$0	\$0	\$976	71	71	
T-7	Preventive	\$141	\$0	\$0	\$0	\$141	88	88	

GLENDIVE AIRPORT (40)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$189,458**

Plan Year: 2024		Estimated Cost:					\$461,234	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$7,692	\$49,538	\$0	\$0	\$57,230	69	75	
A-2	Preventive + Global MR	\$4,252	\$17,000	\$0	\$0	\$21,252	63	69	
R-1	Preventive + Global MR	\$24,274	\$158,099	\$0	\$0	\$182,373	70	77	
R-2	Preventive + Global MR	\$7,320	\$35,836	\$0	\$0	\$43,156	66	74	
R-3	Preventive + Global MR	\$11,136	\$59,160	\$0	\$0	\$70,296	67	73	
T-1	Preventive + Global MR	\$2,153	\$10,540	\$0	\$0	\$12,693	66	74	
T-2	Preventive + Global MR	\$3,445	\$12,920	\$0	\$0	\$16,365	62	68	
T-4	Preventive	\$250	\$0	\$0	\$0	\$250	85	86	
T-5	Global MR	\$0	\$20,135	\$0	\$0	\$20,135	90	93	
T-6	Preventive + Global MR	\$1,194	\$6,985	\$0	\$0	\$8,179	68	76	
T-7	Preventive + Global MR	\$270	\$29,036	\$0	\$0	\$29,306	87	92	

Plan Year: 2025		Estimated Cost:					\$41,424	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$5,483	\$0	\$0	\$0	\$5,483	73	73	
A-2	Preventive	\$3,198	\$0	\$0	\$0	\$3,198	67	67	
R-1	Preventive	\$15,085	\$0	\$0	\$0	\$15,085	74	75	
R-2	Preventive	\$4,629	\$0	\$0	\$0	\$4,629	72	72	
R-3	Preventive	\$7,906	\$0	\$0	\$0	\$7,906	71	71	
T-1	Preventive	\$1,361	\$0	\$0	\$0	\$1,361	72	72	
T-2	Preventive	\$2,620	\$0	\$0	\$0	\$2,620	66	66	
T-4	Preventive	\$394	\$0	\$0	\$0	\$394	83	83	
T-5	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-6	Preventive	\$747	\$0	\$0	\$0	\$747	73	74	
T-7	None	\$0	\$0	\$0	\$0	\$0	90	90	

Plan Year: 2026		Estimated Cost:					\$50,530	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$6,463	\$0	\$0	\$0	\$6,463	71	72	
A-2	Preventive	\$3,675	\$0	\$0	\$0	\$3,675	65	65	
R-1	Preventive	\$19,086	\$0	\$0	\$0	\$19,086	72	72	
R-2	Preventive	\$5,728	\$0	\$0	\$0	\$5,728	69	69	
R-3	Preventive	\$9,274	\$0	\$0	\$0	\$9,274	69	69	
T-1	Preventive	\$1,685	\$0	\$0	\$0	\$1,685	69	69	
T-2	Preventive	\$2,992	\$0	\$0	\$0	\$2,992	64	64	
T-4	Preventive	\$569	\$0	\$0	\$0	\$569	80	80	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-6	Preventive	\$931	\$0	\$0	\$0	\$931	71	71	
T-7	Preventive	\$126	\$0	\$0	\$0	\$126	89	89	

Plan Year: 2027		Estimated Cost:					\$60,496	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,481	\$0	\$0	\$0	\$7,481	70	70	
A-2	Preventive	\$4,152	\$0	\$0	\$0	\$4,152	63	64	
R-1	Preventive	\$23,082	\$0	\$0	\$0	\$23,082	70	70	
R-2	Preventive	\$6,983	\$0	\$0	\$0	\$6,983	67	67	
R-3	Preventive	\$10,840	\$0	\$0	\$0	\$10,840	68	68	
T-1	Preventive	\$2,054	\$0	\$0	\$0	\$2,054	67	67	
T-2	Preventive	\$3,367	\$0	\$0	\$0	\$3,367	62	62	
T-4	Preventive	\$1,146	\$0	\$0	\$0	\$1,146	77	77	
T-5	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-6	Preventive	\$1,136	\$0	\$0	\$0	\$1,136	69	69	
T-7	Preventive	\$255	\$0	\$0	\$0	\$255	87	87	

Plan Year: 2028		Estimated Cost:					\$71,671	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$8,698	\$0	\$0	\$0	\$8,698	68	68	
A-2	Preventive	\$4,630	\$0	\$0	\$0	\$4,630	61	62	
R-1	Preventive	\$28,037	\$0	\$0	\$0	\$28,037	68	68	
R-2	Preventive	\$8,242	\$0	\$0	\$0	\$8,242	64	65	
R-3	Preventive	\$12,407	\$0	\$0	\$0	\$12,407	66	66	
T-1	Preventive	\$2,424	\$0	\$0	\$0	\$2,424	64	65	
T-2	Preventive	\$3,739	\$0	\$0	\$0	\$3,739	60	60	
T-4	Preventive	\$1,721	\$0	\$0	\$0	\$1,721	74	75	
T-5	Preventive	\$21	\$0	\$0	\$0	\$21	90	90	
T-6	Preventive	\$1,366	\$0	\$0	\$0	\$1,366	67	67	
T-7	Preventive	\$385	\$0	\$0	\$0	\$385	85	86	

GLENDIVE AIRPORT (40)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$189,458**

Plan Year: 2029		Estimated Cost:					\$833,317	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$9,930	\$49,538	\$0	\$0	\$59,468	66	72	
A-2	Major Below Critical	\$0	\$0	\$153,225	\$0	\$153,225	60	100	
R-1	Preventive + Global MR	\$33,061	\$158,099	\$0	\$0	\$191,160	66	73	
R-2	Preventive + Global MR	\$9,502	\$35,836	\$0	\$0	\$45,338	62	70	
R-3	Preventive + Global MR	\$13,972	\$59,160	\$0	\$0	\$73,131	64	70	
T-1	Preventive + Global MR	\$2,795	\$10,540	\$0	\$0	\$13,335	62	70	
T-2	Major Below Critical	\$0	\$0	\$123,405	\$0	\$123,405	58	100	
T-4	Preventive + Global MR	\$2,300	\$113,627	\$0	\$0	\$115,927	72	87	
T-5	Preventive + Global MR	\$63	\$20,135	\$0	\$0	\$20,197	89	91	
T-6	Preventive + Global MR	\$1,596	\$6,985	\$0	\$0	\$8,582	64	72	
T-7	Preventive + Global MR	\$514	\$29,036	\$0	\$0	\$29,550	84	89	

Plan Year: 2030		Estimated Cost:					\$50,115	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,262	\$0	\$0	\$0	\$7,262	70	70	
A-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-1	Preventive	\$22,075	\$0	\$0	\$0	\$22,075	71	71	
R-2	Preventive	\$6,651	\$0	\$0	\$0	\$6,651	67	68	
R-3	Preventive	\$10,535	\$0	\$0	\$0	\$10,535	68	68	
T-1	Preventive	\$1,956	\$0	\$0	\$0	\$1,956	67	68	
T-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-4	Preventive	\$323	\$0	\$0	\$0	\$323	84	84	
T-5	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-6	Preventive	\$1,079	\$0	\$0	\$0	\$1,079	70	70	
T-7	Preventive	\$235	\$0	\$0	\$0	\$235	87	87	

Plan Year: 2031		Estimated Cost:					\$59,754	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$8,479	\$0	\$0	\$0	\$8,479	68	68	
A-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-1	Preventive	\$26,784	\$0	\$0	\$0	\$26,784	68	69	
R-2	Preventive	\$7,905	\$0	\$0	\$0	\$7,905	65	65	
R-3	Preventive	\$12,103	\$0	\$0	\$0	\$12,103	66	66	
T-1	Preventive	\$2,325	\$0	\$0	\$0	\$2,325	65	65	
T-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-4	Preventive	\$466	\$0	\$0	\$0	\$466	81	81	
T-5	Preventive	\$20	\$0	\$0	\$0	\$20	90	90	
T-6	Preventive	\$1,309	\$0	\$0	\$0	\$1,309	67	67	
T-7	Preventive	\$363	\$0	\$0	\$0	\$363	86	86	

Plan Year: 2032		Estimated Cost:					\$69,954	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$9,697	\$0	\$0	\$0	\$9,697	67	67	
A-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-1	Preventive	\$31,782	\$0	\$0	\$0	\$31,782	66	67	
R-2	Preventive	\$9,164	\$0	\$0	\$0	\$9,164	63	63	
R-3	Preventive	\$13,668	\$0	\$0	\$0	\$13,668	64	64	
T-1	Preventive	\$2,695	\$0	\$0	\$0	\$2,695	63	63	
T-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-4	Preventive	\$856	\$0	\$0	\$0	\$856	78	79	
T-5	Preventive	\$61	\$0	\$0	\$0	\$61	89	89	
T-6	Preventive	\$1,538	\$0	\$0	\$0	\$1,538	65	65	
T-7	Preventive	\$493	\$0	\$0	\$0	\$493	84	84	

Plan Year: 2033		Estimated Cost:					\$80,562	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$10,928	\$0	\$0	\$0	\$10,928	65	65	
A-2	Preventive	\$100	\$0	\$0	\$0	\$100	88	88	
R-1	Preventive	\$36,806	\$0	\$0	\$0	\$36,806	64	64	
R-2	Preventive	\$10,425	\$0	\$0	\$0	\$10,425	60	60	
R-3	Preventive	\$15,234	\$0	\$0	\$0	\$15,234	62	63	
T-1	Preventive	\$3,066	\$0	\$0	\$0	\$3,066	60	60	
T-2	Preventive	\$76	\$0	\$0	\$0	\$76	88	88	
T-4	Preventive	\$1,435	\$0	\$0	\$0	\$1,435	76	76	
T-5	Preventive	\$103	\$0	\$0	\$0	\$103	88	88	
T-6	Preventive	\$1,768	\$0	\$0	\$0	\$1,768	63	63	
T-7	Preventive	\$622	\$0	\$0	\$0	\$622	83	83	