

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Branch	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs		
						2003	2006	2009	2012	2015	2018		2019	2023	2028
Anaconda	09A	A-1	49,140	1992	ACAM	81	77	58	64	43	37	50	34	25	12
Anaconda	09A	A-2	84,000	1993	ACAM	74	64	61	41	48	47	50	44	36	26
Anaconda	09R	R-1	450,000	2009	ACRML	XX	XX	99	90	90	90	60	89	84	79
Anaconda	09R	R-2	271,200	1993	ACRML	XX	XX	XX	85	84	84	60	81	73	62
Anaconda	09T	T-1	108,800	2009	ACRML	XX	XX	96	83	90	85	60	83	77	68
Anaconda	09T	T-1A	15,450	1992	ACRML	87	79	77	60		62	60	60	55	47
Anaconda	09T	T-4	8,925	1985	ACRML	XX	XX	XX	84		62	60	61	56	50
Anaconda	09T	T-5	12,075	1993	ACRML	88	68	67	70		51	60	49	41	31
Anaconda	09T	T-6	35,840	2010	ACRML		XX	XX	95	80	72	60	68	54	36
Anaconda	09T	T-22	21,000	2010	ACRML	XX	XX	XX	92		87	60	85	79	70
Baker	56A	A-2A	120,000	1992	ACAM	77	79	70	72	66	79	50	78	75	71
Baker	56A	A-3A	14,700	1992	ACPL	76	75	69	69		65	50	63	58	51
Baker	56A	A-5	40,000	1997	ACAM	86	62	66	66		63	50	61	54	45
Baker	56A	A-6	14,994	1997	PCAA	81	59	56	65		71	45	69	64	57
Baker	56A	A-7	12,885	2001	ACAM	90	80	79	77		90	50	89	87	84
Baker	56A	A-9	23,056	2012	ACAM				100		94	50	93	89	84
Baker	56R	R-1	367,500	2012	ACRMU	XX	XX	XX	100	94	90	50	88	81	73
Baker	56R	R-2	75,000	2012	ACRMU				100	99	100	50	96	84	69
Baker	56T	T-1	33,750	2001	ACRMU	88	74	69	75	72	78	50	76	71	65
Baker	56T	T-2	137,200	2001	ACRMU	85	75	73	73	75	82	50	81	76	71
Baker	56T	T-3	53,620	2001	ACRMU	94	76	79	85	75	87	50	86	83	79
Baker	56T	T-4	45,415	1997	ACRMU	87	79	75	72	66	79	50	78	74	69
Baker	56T	T-5	45,850	2012	ACRMU				100	97	94	50	93	89	84
Benchmark	11A	A-1A	22,500	1966	ACPS	46	34	33				45	17	11	3
Benchmark	11A	A-1B	45,000	1966	ACPS	42	22	17				45	0	0	0
Benchmark	11R	R-1	465,000	1966	ACPS	51	35	29				45	12	6	0
Benchmark	11R	R-2A	75,000	1966	ACPS	53	33	28				45	11	5	0
Benchmark	11R	R-2B	60,000	1966	ACPS	42	27	25				45	7	1	0
Benchmark	11T	T-1	13,500	1966	ACPS	42	34	33				45	17	11	3
Big Sandy	18A	A-1	5,760	1986	PCAA	36	8	2	4		0	45	0	0	0
Big Sandy	18A	A-2	31,488	2010	ACAM				89		86	50	84	77	69
Big Sandy	18R	R-11	219,060	2010	ACRMU	XX	XX	XX	100		86	50	84	77	69
Big Sandy	18T	T-3	16,600	2010	ACRMU				97	97	92	50	90.8	86.9	82
Big Sandy	18T	T-12	46,261	2015	ACRMU						94	50	90.5	78.5	63.5
Big Timber	25A	A-1	40,000	1996	ACAM	87	86	61	78	71	73	50	71	67	60
Big Timber	25A	A-2	23,750	1996	ACAM	85	86	61	84		74	50	72	68	62
Big Timber	25R	R-1	348,750	1996	ACRML	87	78	67	58	76	67	60	65	59	52
Big Timber	25R	R-2	47,625	1996	ACRML	90	86	71	79	74	73	60	71	67	60
Big Timber	25T	T-1	4,650	1996	ACRML	75	74	53	53		49	60	46	37	25
Big Timber	25T	T-2	39,600	1996	ACRML	73	67	55	68	64	58	60	56	48	38
Big Timber	25T	T-3	13,750	1996	ACRML	85	78	73	74		66	60	64	58	50
Big Timber	25T	T-4	85,365	2003	ACRML		93	83	76	93	91	60	90	88	85
Big Timber	25T	T-5	35,020	2003	ACRML		89	76	73	84	88	60	87	84	80
Broadus	62A	A-1	99,855	2005	ACAM			86	95	84	90	50	89	86	82
Broadus	62R	R-1	330,000	2005	ACRML			85	92	85	85	60	83	79	73
Broadus	62T	T-1	45,500	2005	ACRML			89	94	84	86	60	85	80	75
Chester	15A	A-5	96,824	1997	ACAM	76	74	54	64		59	50	57	49	39
Chester	15A	A-11	42,706	2010	ACAM				100	90	82	50	79	70	59
Chester	15R	R-3	345,000	1997	ACRML	81	79	65	87	85	82	60	81	78	73
Chester	15T	T-2	10,850	1997	ACRML	77	74	57	81		88	60	86	80	73
Chester	15T	T-3	16,825	1997	ACRML	79	79	61	66		67	60	65	59	51
Chester	15T	T-4	3,250	2010	ACRML				100		79	60	76	65	52
Chester	15T	T-13	17,600	2010	ACRML				95	86	71	60	69	64	57
Chinook	58A	A-1B	39,000	2006	ACAM			82	86	73	80	50	78	71	63

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Airport City (Branch Name)	Branch	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs		
						2003	2006	2009	2012	2015	2018		2019	2023	2028
Chinook	58A	A-11A	92,627	2016	ACAM	62		52	53		87	50	83	71	56
Chinook	58R	R-1	300,000	2006	ACRMU	XX		87	85	80	82	50	80	74	67
Chinook	58T	T-1	103,075	2006	ACRMU	XX		92	89	87	79	50	77	70	62
Choteau	19A	A-1	46,336	2001	ACAM	91	88	82	83	70	84	50	83	79	75
Choteau	19R2	R-2	375,000	2001	ACRML	83	81	78	78	75	74	60	79	74	68
Choteau	19R1	R-11	198,000	2001	ACRML	92	85	78	76	75	80	60	78	73	67
Choteau	19R1	R-12	24,000	2001	ACRML	88	88	79	78		79	60	72	66	59
Choteau	19T	T-1	38,760	2001	ACRML	81	84	81	76	75	77	60	75	70	63
Choteau	19T	T-2	35,560	2001	ACRML	89	87	79	78	74	82	60	81	77	71
Circle	38A	A-1	27,000	2007	ACAM	48		65	67		65	50	61	49	33
Circle	38A	A-2	34,860	2007	ACAM	53		66	68	68	72	50	69	59	46
Circle	38R	R-11	307,500	2007	ACRML			88	88	83	81	60	79	72	64
Circle	38T	T-1	2,900	2007	ACRML	45		84	78	77	74	60	71	62	50
Circle	38T	T-2	2,900	2007	ACRML	39		83	80		80	60	78	71	62
Colstrip	48A	A-1	66,000	2008	ACAM	64	30	90	91	74	70	50	67	55	40
Colstrip	48A	A-2	65,446	2015	ACAM						96	50	92	80	65
Colstrip	48R	R-1	382,500	2008	ACRML	72	47	97	92	92	90	60	89	85	80
Colstrip	48T	T-1	27,300	2008	ACRML	53	25	93	94	84	89	60	88	83	78
Colstrip	48T	T-2	19,600	2008	ACRML	75	55	90	94		90	60	89	85	80
Colstrip	48T	T-3	21,834	2015	ACRML						98	60	94	82	67
Columbus	59A	A-11	79,488	2018	ACAM	XX	XX	XX	XX	XX	98	50	95	83	68
Conrad	46A	A-1	95,000	2002	ACAM	77	76	76	75	57	56	50	53	42	28
Conrad	46R	R-3	345,000	2002	ACRML	95	76	76	72	62	64	60	61	53	41
Conrad	46T	T-4	23,040	2002	ACRML	86	88	80	62	62	64	60	61	53	41
Culbertson	34A	A-1	47,000	1993	ACAM	XX	XX		96	89	80	50	77	69	58
Culbertson	34A	A-2	28,085	2009	ACAM				99		68	50	64	50	32
Culbertson	34R	R-1	180,000	1993	ACRML	XX	XX		99	86	78	60	75	65	53
Culbertson	34R	R-2	48,000	1993	ACRML	XX	XX		98	90	77	60	74	64	51
Culbertson	34T	T-1	25,000	1993	ACRML	XX	XX		91	85	84	60	82	75	66
Culbertson	34T	T-2	25,000	1993	ACRML	XX	XX		97		79	60	76	67	55
Cut Bank	13A	A-1	102,000	1942	PCAA		33	29	27			45	20	16	10
Cut Bank	13R1	R-1	397,500	1984	ACRMU		67	63				50	44	38	31
Cut Bank	13R4	R-21	437,850	2007	ACRMU		XX	93	93	83		50	74	66	55
Cut Bank	13T	T-1	34,125	1990	ACRMU		54	53	25			50	1	0	0
Cut Bank	13T	T-2	92,000	1990	ACRMU		63	58	43			50	25	15	2
Cut Bank	13T	T-4	156,800	1991	ACRMU		68	59	57	72		50	67	62	57
Cut Bank	13T	T-5	104,013	2000	ACRMU		67	72	37	63		50	53	43	30
Cut Bank	13T	T-6	19,600	2007	ACRMU			96	100			50	79	67	52
Deer Lodge	08A	A-3	55,310	1996	ACAM	82		62	41	67	61	50	59	52	43
Deer Lodge	08A	A-4	15,904	1996	ACAM	86		69	57		67	50	65	59	52
Deer Lodge	08A	A-5	75,312	2009	ACAM				XX	97	96	50	95	94	92
Deer Lodge	08R	R-3	330,000	1996	ACRML	80		90	77	91	86	60	85	83	80
Deer Lodge	08R	R-4	59,987	2006	ACRML			92	80	92	92	60	91	89	85
Deer Lodge	08T	T-1B	5,392	1997	ACRML	78		89	83		83	60	82	79	75
Deer Lodge	08T	T-2	31,000	1997	ACRML	74		80	67	80	77	60	76	71	66
Dillon	52A	A-3	92,250	1994	ACAM	79	65	96	97	86	80	50	79	76	72
Dillon	52A	A-4	78,200	2002	ACAH	95	87	92	85	84	80	55	79	74	67
Dillon	52A	A-11	193,569	2008	ACAM			94	82	80	83	50	81	74	66
Dillon	52R	R-3	467,400	1998	ACRMU	90	81	81	72	75	70	50	68	62	55
Dillon	52R	R-4	58,500	1998	ACRMU	84	82	83	69	75	73	50	71	66	59
Dillon	52R	R-21	178,680	2009	ACRMU			98	90	91	83	50	81	73	64
Dillon	52T	T-2	16,510	1994	ACRMU	76	68	96	85		82	50	81	78	74
Dillon	52T	T-3	212,275	1998	ACRMU	88	85	80	68	62	50	50	47	37	25
Dillon	52T	T-4	26,575	2002	ACRMU	95	88	96	86		80	50	79	74	67

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						2003	2006	2009	2012	2015	2018		2019	2023	2028
Dillon	52T	T-5	33,288	2009	ACRMU			97	89	89	86	50	84	78	70
Ekalaka	57A	A-1	100,000	2004	ACAM	55	89	86	89	81	82	50	80	75	69
Ekalaka	57A	A-2	8,700	2016	PCAA						81	45	77	65	50
Ekalaka	57R	R-1	249,150	2004	ACRML	48	92	83	90	84	92	60	91	89	86
Ekalaka	57T	R-11	35,850	2004	ACRML	39	84	79	90	85	91	60	90	88	84
Ekalaka	57T	T-1	73,500	2004	ACRML	39	92	85	90	85	93	60	92	90	88
Ekalaka	57T	T-2	7,560	2013	ACRML						92	60	90	83	75
Ekalaka	57T	T-11	29,556	2004	ACRML	39	86	80	88		88	60	87	83	79
Ennis	50A	A-1	112,350		ACAM	84	54		75			50	67	62	57
Ennis	50A	A-3	57,794	2016	ACAM	XX	XX		XX	XX	93	50	89	77	62
Ennis	50A	A-4	78,400	2016	ACAM						99	50	95	83	68
Ennis	50R	R-11	370,100	2008	ACRMU	XX	XX		90	86	84	50	82	76	68
Ennis	50T	T-2	117,775		ACRMU	77	58		50	57		50	49	42	32
Ennis	50T	T-3	71,620	2016	ACRMU	XX	XX		XX	XX	99	50	95	83	68
Ennis	50T	T-4	27,990	2016	ACRMU						100	50	96	84	69
Eureka	54A	A-1	76,125	2010	ACAM		XX	XX	93	77	81	50	78	69	57
Eureka	54R	R-1	315,000	2010	ACRML		XX	XX	93	88	85	60	83	75	66
Eureka	54T	T-1	56,700	2010	ACRML		XX	XX	97	89	84	60	82	74	64
Eureka	54T	T-2	42,000	2010	ACRML		XX	XX	96		73	60	72	68	63
Eureka	54T	T-3	60,000	2002	ACRML		96	74	69	79	72	60	68	54	37
Eureka	54T	T-4	17,500	2002	ACRML		94	78	65		70	60	68	60	51
Eureka	54T	T-5	6,200	1991	ACRML		XX	XX	76		76	60	75	71	67
Forsyth	43A	A-3	103,478	2016	ACAM						99	50	95	83	68
Forsyth	43A	A-4	33,550	2016	ACAM						91	50	87	75	60
Forsyth	43R	R-11	359,925	2015	ACRMU						100	50	96	84	69
Forsyth	43T	T-11	24,570	2015	ACRMU						97	50	93	81	66
Forsyth	43T	T-13	20,458	2015	ACRMU						98	50	94	82	67
Forsyth	43T	T-14	12,400	2016	ACRMU						96	50	92	80	65
Forsyth	43T	T-5	84,824	2016	ACRMU						97	50	93	81	66
Forsyth	43T	T-6	16,730	2016	ACRMU						95	50	91	79	64
Fort Benton	60A	A-11	98,784	2015	ACAM	79	79	68	78		84	50	80	68	53
Fort Benton	60R	R-11	322,500	2015	ACRML	84	85	77	73		85	60	81	69	54
Fort Benton	60T	T-2	31,745	1999	ACRML	77	80	78	85		79	60	78	73	68
Fort Benton	60T	T-4	25,398	2009	ACRML				98		76	60	73	62	49
Fort Benton	60T	T-11	45,640	2015	ACRML	81	86	81	88		93	60	89	77	62
Gardiner	64R	R-1	165,015	1996	ACPL			42	45			50	20	6	0
Gardiner	64T	T-1	3,823	1996	ACPL			41	50			50	27	15	0
Glasgow	31A	A-4	5,250	1986	PCAA	47	43	20	47		32	45	29	21	10
Glasgow	31A	A-6	12,800	2000	PCAA	64	57	53	69		44	45	40	28	13
Glasgow	31A	A-7	68,675	2002	ACAM	83	79	71	69	66	63	50	60	51	40
Glasgow	31R2	R-13	101,250	2003	ACRMU	100	93	86	84	86	85	50	87	80	71
Glasgow	31R2	R-14	298,125	2003	ACRMU	100	92	86	80	90	86	50	84	80	75
Glasgow	31R1	R-15	500,100	2012	ACRH				100	93	89	50	85	81	77
Glasgow	31T	T-1	58,500	1986	ACRH	78	71	68	47	60	41	50	39	31	22
Glasgow	31T	T-3	70,900	1996	ACRH	71	58	59	65	63	53	50	50	42	31
Glasgow	31T	T-5	74,250	1996	ACRH	87	85	68	53	68	63	50	61	54	46
Glasgow	31T	T-10	11,200	2000	ACRH	88	79	79	68		70	50	68	61	53
Glasgow	31T	T-11	16,000	2003	ACRMU	100	92	89	90		88	50	87	84	80
Glasgow	31T	T-12	22,500	2012	ACRH						92	50	90	85	79
Glasgow	31T	T-14	38,694	2016	ACRMU	XX	XX	XX	XX	XX	89	50	85	73	58
Glasgow	31T	T-17	43,775	2016	ACRMU	XX	XX	XX	XX	XX	96	50	92	80	65
Glasgow	31T	T-19	17,020	2016	ACRMU	XX	XX	XX	XX	XX	97	50	93	81	66
Glendive	40A	A-1	145,700	2003	ACAH	XX	83	69	62		73	55	71	64	55
Glendive	40A	A-2	50,000	2002	ACAM	93	81	60	57		67	50	64	56	46

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Glendive	40R1	R-1	465,000	2007	ACRH	64		81	74		74	50	71	62	50
Glendive	40R1	R-2	105,400	2007	ACRH	73		80	77		71	50	68	57	44
Glendive	40R2	R-3	174,000	2003	ACRMU	XX	88	74	71		71	50	69	61	51
Glendive	40T	T-1	31,000	2007	ACRH	60	60	69	63		71	50	68	57	44
Glendive	40T	T-2	38,000	2002	ACRMU	94	82	68	58		66	50	63	55	44
Glendive	40T	T-4	52,850	2002	ACRMU						28	50	22	4	0
Glendive	40T	T-5	59,220	2007	ACRMU			94	94		92	50	91	88	85
Glendive	40T	T-6	20,545	2007	ACRMU			91	85		73	50	70	60	48
Glendive	40T	T-7	85,400	2012	ACRMU				100		90	50	88	82	74
Hamilton	06A	A-1	57,000	1980	STPA		30	30	38		19	55	17	8	0
Hamilton	06A	A-2	145,800	1983	STPA		44	34	39	15	23	55	20	12	1
Hamilton	06R	R-1A	165,000	1992	ACRMU		87	67	62	61	57	50	55	48	40
Hamilton	06R	R-2	150,000	1992	ACRMU		90	74	62	61	66	50	64	59	53
Hamilton	06T	T-2	56,550	1994	ACRMU		52	22	34		10	50	6	0	0
Hamilton	06T	T-3	82,050	1983	STPA		30	26	19		14	55	11	1	0
Hamilton	06T	T-5	53,912	2002	ACRMU		89	90	80	84	92	50	91	89	87
Hardin	66A	A-1	106,000	2014	ACAM						98	50	97	95	93
Hardin	66A	A-2	14,245	2016	ACAM						87	50	84	72	57
Hardin	66R	R-1	336,750	2014	ACRML						95	60	93	88	82
Hardin	66T	T-1	88,370	2014	ACRML						95	60	93	88	82
Harlem	17A	A-11	65,320	2003	ACAM		92	84	81	85	84	50	83	79	73
Harlem	17R	R-11	288,750	2003	ACRML		90	84	77	80	76	60	74	68	60
Harlem	17R	R-12	18,750	2003	ACRML		88	84	77		76	60	74	68	60
Harlem	17T	T-11	28,174	2003	ACRML		87	77	74	70	70	60	68	60	50
Harlowton	22A	A-21	49,280	2016	ACAM	XX	XX	XX	XX	XX	95	50	91	79	64
Harlowton	22R	R-21	252,000	2016	ACRML	XX	XX	XX	XX	XX	96	60	92	80	65
Harlowton	22T	T-21	38,400	2016	ACRML	XX	XX	XX	XX	XX	97	60	93	81	66
Havre	16A	A-13	32,962	2017	ACAM						97	50	93	81	66
Havre	16A	A-15	114,750	2017	ACAH						92	55	88	76	61
Havre	16R1	R-15	530,000	2015	ACRMU					100	98	50	97	95	92
Havre	16R2	R-21	33,600	2015	ACRMU						95	50	94	92	89
Havre	16R2	R-22	171,600	2010	ACRMU					96	78	50	75	64	50
Havre	16T	T-6	11,421	2010	ACRMU				99		80	50	77	67	55
Havre	16T	T-12	28,000	2018	ACRMU	XX	XX	XX	XX		93	50	89	77	62
Havre	16T	T-13	17,500	2018	ACRMU	XX	XX	XX	XX		XX	50			
Havre	16T	T-14	31,500	2018	ACRMU	XX	XX	XX	XX	XX	XX	50			
Havre	16T	T-15	127,750	2018	ACRMU	XX	XX	XX	XX		XX	50			
Jordan	37A	A-11	50,000	2003	ACAM		90	88	88	76	75	50	73	66	58
Jordan	37R	R-1	322,500	2003	ACRML		91	83	80	78	72	60	70	62	53
Jordan	37T	T-1	24,538	2003	ACRML		94	90	94	78	82	60	81	76	70
Jordan	37T	T-12	14,425	2003	ACRML		90	84	87		88	60	87	84	80
Laurel	27A	A-3	171,360	2001	ACAM	93	84	69	81	67	71	50	69	62	54
Laurel	27R1	R-4	390,000	2000	ACRMU	93	81	70	79	61	67	50	65	57	48
Laurel	27R2	R-5	180,000	2018	ACRMU							50			
Laurel	27T	T-1	85,680	1988	ACRMU	66	44	51	64		36	50	33	25	14
Laurel	27T	T-2	51,566	1988	ACRMU	66	47	38	49		31	50	28	19	7
Laurel	27T	T-5	31,340	2002	ACRMU						75	50	73	67	59
Laurel	27T	T-6	28,520	2002	ACRMU						69	50	66	59	49
Laurel	27T	T-8	98,550	2000	ACRMU	91	81	75	87	71	68	50	64	56	47
Laurel	27T	T-9	67,060	2001	ACRMU	95	86	80	91	70	66	50	66	58	49
Laurel	27T	T-10	32,750	2002	ACRMU						86	50	85	81	77
Laurel	27T	T-11	42,162	2018	ACRMU							50			
Lewistown	21A	A-1	100,800	1993	PCAA	78	75	50	51		66	45	64	59	52
Lewistown	21A	A-2	30,744	1993	ACPL	83	65	58	49	54	59	50	57	50	42

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Branch	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs		
						2003	2006	2009	2012	2015	2018		2019	2023	2028
Lewistown	21A	A-3A	15,000	1983	ACPL	34	43	30	15		23	50	20	11	0
Lewistown	21R3	R-32	327,000	2010	ACRH	XX	XX	XX	100	81	87	50	0	0	0
Lewistown	21R3	R-33	205,000	2010	ACRH	XX	XX	XX	100	82	89	50	87	82	75
Lewistown	21R3	R-34	78,000	2010	ACRH	XX	XX	XX	100	80	90	50	88	83	77
Lewistown	21T	T-1	299,000	1993	ACRH	87	75	72	65	51	70	50	68	64	58
Lewistown	21T	T-5	88,200	1989	ACRH	81	72	74	63	50	63	50	61	56	50
Lewistown	21T	T-7	183,706	1999	ACRMU	94	81	76	70	68	69	50	67	60	52
Lewistown	21T	T-8	68,272	1999	ACRMU	92	66	57	62	54	64	50	62	54	45
Lewistown	21T	T-9	70,000	1980	ACRMU	72	50	22	27		21	50	18	10	0
Lewistown	21T	T-10	15,540	2005	ACRMU		96	82	71		51	50	46	31	12
Lewistown	21T	T-11	36,781	2006	ACRMU			82	56	69	85	50	83	78	72
Libby	01A	A-1	18,600	2002	ACAM	93	79	70	82		71	50	69	62	53
Libby	01A	A-2	110,700	2002	ACAM	91	80	75	87	57	79	50	77	72	66
Libby	01A	A-3	107,040	2002	ACAH	90	87	71	79	65	75	55	73	69	63
Libby	01A	A-4	1,050	2004	PCAA			36	34		22	45	15	0	0
Libby	01A	A-5	2,700	2004	PCAA			77	79		77	45	75	68	60
Libby	01A	A-6	4,740	2011	PCAA				54		59	45	53	33	8
Libby	01R	R-1	285,000	1999	ACRML	82	67	57	95	59	63	60	61	53	43
Libby	01R	R-2	90,000	1999	ACRML	82	68	57	89	62	71	60	69	63	56
Libby	01T	T-2	82,600	1987	ACRH	74	62	56	62	43	51	50	49	43	35
Libby	01T	T-5	68,501	1999	ACRML	91	80	78	87	69	60	60	57	49	39
Libby	01T	T-6	17,760	1999	ACRML	93	91	85	77		76	60	74	69	63
Lincoln	12A	A-2	18,040	2005	ACAM			80	83		84	50	83	78	72
Lincoln	12A	A-3	15,600	2005	ACAM						85	50	84	79	73
Lincoln	12A	A-11	54,954	2005	ACAM			80	81	90	78	50	76	69	61
Lincoln	12R	R-11	318,000	2005	ACRML			85	79	86	82	60	80	75	68
Lincoln	12T	T-11	62,575	2005	ACRML			84	75	88	81	60	79	74	66
Livingston	24A	A-11	183,600	2011	ACAH	XX	XX	XX		83	87	55	85	77	68
Livingston	24R	R-11	427,575	2011	ACRH	XX	XX	XX		82	86	50	83	75	66
Livingston	24T	T-5	89,775	2005	ACRMU		85	85	83	74	68	50	65	55	43
Livingston	24T	T-11	16,205	2011	ACRH	XX	XX	XX			93	50	92	88	83
Malta	61A	A-1	95,800	2010	ACAM	XX	XX	XX	93	91	84	50	82	74	64
Malta	61A	A-3	13,824	2010	PCAA		XX	XX	92		82	45	81	76	70
Malta	61A	A-4	4,500	2010	ACAM			XX	91		79	50	77	69	60
Malta	61R	R-1	337,500	2010	ACRMU	XX	XX	XX	92	88	85	50	83	75	66
Malta	61T	T-1	37,100	2010	ACRMU	XX	XX	XX	92	90	88	50	86	80	73
Malta	61T	T-2	28,200	1997	ACRMU	73	69	66	62		64	50	62	55	47
Miles City	42A	A-2	38,750	2001	ACAM		77	55	75		69	50	67	60	51
Miles City	42A	A-3A	63,950	2001	ACAM		83	71	81		75	50	73	67	60
Miles City	42A	A-4	53,500	2001	ACAM		76	61	76		71	50	69	62	54
Miles City	42A	A-5	2,500	1989	PCAA		19	8	2		0	45	0	0	0
Miles City	42A	A-13	60,436	2015	ACAM		XX	XX	XX		97	50	93	81	66
Miles City	42R2	R-12	560,100	2008	ACRH		XX	98	84	76	82	50	63	56	47
Miles City	42R1	R-21	126,000	1998	ACRML		76	67	73		65	60	94	82	67
Miles City	42R1	R-31	300,000	2015	ACRH		76	67	73	XX	98	50	80	73	64
Miles City	42T	T-1B	38,000	1985	ACRML		31	26	45		42	60	40	33	24
Miles City	42T	T-2A	63,000	1998	ACRML		72	73	75	61	53	60	50	41	29
Miles City	42T	T-3	43,750	2001	ACRH		76	66	76	67	72	50	70	64	55
Miles City	42T	T-3B	28,000	1998	ACRH		70	66	81		67	50	65	59	50
Miles City	42T	T-6	50,400	1998	ACRML		80	73	80	58	69	60	67	61	53
Miles City	42T	T-7	33,250	1998	ACRML		76	68	71			60	56	48	38
Plains	63A	A-1	141,750	2006	ACAM			86	88	82	87	50	86	82	76
Plains	63R	R-1	348,750	2006	ACRML			89	84	75	85	60	84	79	73
Plains	63T	T-1	47,775	2006	ACRML			88	88	85	94	60	93	91	89

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Branch	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs		
						2003	2006	2009	2012	2015	2018		2019	2023	2028
Plains	63T	T-2	27,540	2006	ACRML			84	88		91	60	90	87	84
Plentywood	36A	A-4	33,031	2015	ACAM						96	50	92	80	65
Plentywood	36A	A-11	73,348	2001	ACAMU	81	72	66	77	66	68	50	66	58	49
Plentywood	36R	R-11	292,500	2001	ACRMU	89	83	75	76	68	72	50	70	64	55
Plentywood	36T	T-11	141,080	2001	ACRMU	88	85	74	81	73	68	50	66	58	49
Polson	03A	A-3	40,638	2018	ACAM						100	50	96	84	69
Polson	03A	A-11	199,475	1998	ACAM	76	66	56	61	47	62	50			
Polson	03R	R-11	315,000	1998	ACRMU	74	66	62	53	56	52	50	49	39	28
Polson	03T	T-11	170,450	1999	ACRMU	75	73	64	47	54	63	50	61	53	43
Polson	03T	T-12	32,925	1999	ACRMU	65	56	59	56	48	61	50	58	50	40
Polson	03T	T-14	23,875	2003	ACRMU		92	84	81		84	50	83	78	73
Poplar	65A	A-1	68,750	2009	ACAM				98	95		50	91	88	84
Poplar	65A	A-2	900	2009	PCAA				83			45	42	20	0
Poplar	65A	A-3	900	2009	PCAA				82			45	39	15	0
Poplar	65R	R-1	330,000	2009	ACRMU				99	92		50	86	81	74
Poplar	65T	T-1	56,700	2009	ACRMU				97	95		50	93	91	87
Poplar	65T	T-2	7,380	2009	ACRMU				99			50	77	65	50
Poplar	65T	T-3	22,050	2009	ACRMU				95			50	73	61	46
Ronan	53A	A-11	162,800	2000	ACAM	87	85	79	68	74	76	50	74	69	62
Ronan	53A	A-12	41,600	2000	ACAM	89	78	74	83	72	75	50	73	68	61
Ronan	53R	R-11	360,000	2000	ACRML	86	71	62	56	65	70	60	68	61	53
Ronan	53T	T-5	23,500	2008	ACRML			87	82		91	60	90	86	82
Ronan	53T	T-11	192,675	2000	ACRML	92	74	70	61	71	74	60	72	66	59
Roundup	47A	A-1	36,400	2002	ACAM	83	75	66	79	62	70	50	68	60	51
Roundup	47A	A-2	15,390	2002	ACAM	88	74	65	76		63	50	60	51	39
Roundup	47R	R-1	382,500	2002	ACRML	96	84	76	78	56	74	60	72	65	57
Roundup	47T	T-1	36,720	2002	ACRML	95	84	79	77	63	68	60	65	57	47
Roundup	47T	T-3	15,800	2002	ACRML	97	90	85	94	93	80	60	78	73	67
Roundup	47T	T-4	82,600	2013	ACRML						92	60	90	84	76
Scobey	35A	A-11	46,500	1998	ACAM		88	53	69	66	61	50	59	51	41
Scobey	35A	A-12	9,728	1998	ACAM		84	65	75		66	50	64	57	49
Scobey	35R	R-11	255,000	1998	ACRML		80	70	78	72		60	66	60	52
Scobey	35R	R-12	46,500	1998	ACRML		82	73	81	69		60	61	54	45
Scobey	35T	T-11	40,640	1998	ACRML		83	61	67	69	73	60	71	66	59
Scobey	35T	T-12	5,750	1998	ACRML		85	66	73		77	60	76	71	65
Scobey	35T	T-13	12,577	2003	ACRML		92	86	85		72	60	70	62	53
Shelby	14A	A-21	97,273	2003	ACAM		83	77	85	78	79	50	77	72	65
Shelby	14A	A-22	22,193	2003	PCAA		91	83	75		71	45	69	61	52
Shelby	14R1	R-21	375,000	2004	ACRMU		83	80	89	70	65	50	62	52	40
Shelby	14R2	R-22	222,000	2003	ACRMU		81	78	83	64	67	50	64	56	45
Shelby	14T	T-6	115,000	2012	ACRMU		XX	XX	100	69	75	50	74	68	60
Shelby	14T	T-7	25,080	2012	ACRMU						97	50	66	58	47
Shelby	14T	T-17	71,330	2012	ACRMU				100	54	83	50	74	70	64
Shelby	14T	T-21	89,250	2003	ACRMU		86	78	88	77	76	50	96	94	92
Shelby	14T	T-22	64,400	2004	ACRMU		78	69	77	84	69	50	80	69	55
Sidney	39A	A-3A	55,000	2007	ACAM		XX	84	86	66	61	50	57	43	25
Sidney	39A	A-11	80,156	2004	PCAA		99	92	72	81	75	45	73	66	57
Sidney	39A	A-12	21,000	2004	ACAM		97	71	79		58	50	54	42	28
Sidney	39A	A-13	114,774	2006	ACAH			77	81	69	58	55	54	40	23
Sidney	39A	A-14	30,000	2006	PCAA			97	67		72	45	69	60	48
Sidney	39A	A-15	9,375	2006	PCAA			88	74		75	45	72	64	54
Sidney	39R1	R-11	402,000	2003	ACRH		91	73	81	71	72	50	70	62	53
Sidney	39R12	R-12	570,500	2003	ACRH		95	72	82	78	74	50	72	65	56
Sidney	39T	T-2	30,000	1997	ACRH		75	69	66	84	55	50	52	44	33

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Branch	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs		
						2003	2006	2009	2012	2015	2018		2019	2023	2028
Sidney	39T	T-4	338,250	1992	ACRH		67	53			79	50	75	61	43
Sidney	39T	T-5	13,323	1997	ACRH					60		50	58	50	41
Sidney	39T	T-6	58,450	2012	ACRH					89	85	50	82	72	60
Sidney	39T	T-7	111,016	2016	ACRH						96	50	92	80	65
Stanford	20A	A-2	60,000	1997	ACAM	81	82	70	78	68	61	50	59	51	42
Stanford	20R	R-2	70,000	1997	ACRML	86	88	79	75	69	79	60	78	74	69
Stanford	20R	R-3	262,500	1997	ACRML	81	79	73	75	60	66	60	64	58	50
Stanford	20T	T-2	13,100	1997	ACRML	90	87	86	90	71	77	60	76	71	66
Stevensville	05A	A-1	70,000	1991	STPA	70	65	70	80	51	57	55	55	49	41
Stevensville	05A	A-2	90,425	1994	ACAM	80	70	64	82	40	43	50	40	31	19
Stevensville	05R	R-1	228,000	1991	STPA	72	78	67	60	53	100	55	97	85	70
Stevensville	05T	T-1	29,225	1991	STPA	75	81	67	65		77	55	76	73	68
Stevensville	05T	T-3	161,448	1994	ACRMU	87	89	78	93	52	70	50	69	64	58
Stevensville	05T	T-4	12,600	2003	ACRMU		97	94	93		90	50	89	87	83
Stevensville	05T	T-5	71,505	2013	ACRMU					92	94	50	93	88	82
Stevensville	05T	T-6	51,885	2017	ACRMU						98	50	95	83	68
Superior	04A	A-11	37,284	2004	ACAM		92	74	68	69	88	50	87	84	79
Superior	04A	A-12	7,000	2011	ACAM				100		90	50	88	83	76
Superior	04A	A-13	7,223	2013	ACAM						95	50	94	90	85
Superior	04R	R-11	270,979	2004	ACRML		92	84	91	83	92	60	91	89	86
Superior	04T	T-11	72,413	2004	ACRML		89	80	81	78	95	60	95	93	91
Terry	41A	A-11	52,234	2001	ACAM	94	75	76	76	74	62	50	59	50	39
Terry	41R	R-11	322,500	2001	ACRML	95	83	79	75	82	81	60	80	75	70
Terry	41T	T-11	23,463	2001	ACRML	92	71	73	66	78	72	60	70	63	55
Thompson Falls	02A	A-1	26,790	1995	ACAM	82	90	66	68		70	50	68	63	57
Thompson Falls	02A	A-2	52,490	1995	ACAM	88	77	67	67	63	69	50	67	62	55
Thompson Falls	02R	R-1	252,000	1995	ACRMU	88	83	79	83	61	76	50	75	71	65
Thompson Falls	02R	R-2	63,000	1995	ACRMU	82	67	64	64	52	65	50	63	57	50
Thompson Falls	02T	T-4	66,300	1995	ACRMU	91	78	75	68	53	69	50	67	62	55
Thompson Falls	02T	T-5	50,090	2000	ACRMU	97	90	81	86	76	82	50	81	77	72
Thompson Falls	02T	T-6	15,175	2003	ACRMU	97	98	85	75		93	50	92	91	88
Three Forks	49A	A-1	63,800	2000	ACAM	91	82	70	81	73	72	50	70	64	56
Three Forks	49A	A-2	5,400	1986	PCAA	56	36	33	49		35	45	33	25	14
Three Forks	49R	R-1	246,000	2000	ACRMU	89	78	70	64	66	72	50	70	64	56
Three Forks	49R	R-2	60,000	2000	ACRMU	93	87	80	77	71	68	50	66	59	50
Three Forks	49T	T-1	12,975	2000	ACRMU	83	82	63	67		57	50	54	45	33
Three Forks	49T	T-2	74,150	2000	ACRMU	93	87	79	88	80	79	50	78	73	67
Three Forks	49T	T-3	33,300	2000	ACRMU	90	80	65	63	67	67	50	65	58	49
Three Forks	49T	T-4	70,344	2000	ACRMU	97	87	78	67	74	60	50	57	49	38
Three Forks	49T	T-5	29,847	2014	ACRMU						92	50	90	82	71
Townsend	55A	A-1	105,000	2002	ACAM	94	84	72	76	69	66	50	64	55	45
Townsend	55R	R-1	240,000	2002	ACRML	91	87	81	81	58	70	60	68	60	51
Townsend	55T	T-1	34,700	2002	ACRML	93	87	80	70	69	69	60	67	59	50
Townsend	55T	T-2	7,750	2002	ACRML	92	82	78	91		62	60	59	50	38
Turner	29A	A-1	33,800	1995	ACAM	70	59	64	80	51	54	50	52	44	34
Turner	29A	A-2	2,480	2013	PCAA						69	45	61	36	5
Turner	29R	R-1	216,000	1995	ACRML	79	75	72	78	59		60	60	53	45
Turner	29T	T-2	6,360	1995	ACRML	70	64	81	79		58	60	56	49	39
Turner	29T	T-3	20,000	1995	ACRML	74	69	76	83	66	58	60	56	49	39
Twin Bridges	51A	A-2	25,903	2018	ACAH							55			
Twin Bridges	51A	A-3	12,370	2018	ACAH							55			
Twin Bridges	51A	A-11	169,330	2014	ACAH	85	72	48	38	XX	97	55	96	93	89
Twin Bridges	51R	R-11	360,000	2014	ACRH	82	70	48	54	XX	97	50	96	93	89
Twin Bridges	51T	T-2	26,050	2018	ACRH							50			

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Branch	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs		
						2003	2006	2009	2012	2015	2018		2019	2023	2028
Twin Bridges	51T	T-3	17,498	2018	ACRH							50			
Twin Bridges	51T	T-11	105,880	2014	ACRH	87	72	52	60	XX	94	50	92	86	78
Twin Bridges	51T	T-11A	26,050	2018	ACRH							50			
Twin Bridges	51T	T-12	17,639	2014	ACRH						99	50	99	98	96
West Yellowstone	10A	A-1	195,680	1980	ACPS		61	49	49			45	37	31	23
West Yellowstone	10A	A-2	125,000	1980	ACPS		47	37	55			45	45	39	32
West Yellowstone	10A	A-3	125,000	1980	ACPS		60	49	62			45	53	49	43
West Yellowstone	10A	A-4	75,000	1980	ACPS		79	58	65	76		45	73	70	67
West Yellowstone	10A	A-5	4,320	1988	ACPS		81	74	71			45	62	57	51
West Yellowstone	10R	R-1	1,012,500	2003	ACPS		92	78	82	83	82	45	81	76	70
West Yellowstone	10R	R-2	247,500	2003	ACPS		88	79	85	82	81	45	80	75	68
West Yellowstone	10T	T-2	7,000	1993	ACPS		82	79	91		72	45	71	66	61
West Yellowstone	10T	T-11	750,000	1980	ACPS		54	41	44	48	99	45	95	83	68
White Sulphur Springs	23A	A-11	78,951	2009	ACAM	XX	XX		96	91	90	50	89	84	78
White Sulphur Springs	23R	R-11	367,500	2009	ACRML	XX	XX		99	82	80	60	77	68	56
White Sulphur Springs	23R	R-12	105,000	2009	ACRML	XX	XX		96	84	79	60	76	67	55
White Sulphur Springs	23T	T-1	23,364	1992	STPA	56	51		51		58	55	56	50	42
White Sulphur Springs	23T	T-2	38,495	1992	ACRML	66	62		63		68	60	67	62	55
White Sulphur Springs	23T	T-11	18,400	2009	ACRML				100		85	60	83	76	67
White Sulphur Springs	23T	T-12	26,915	2009	ACRML				100	95	91	60	90	85	80
<i>Wolf Point</i>	<i>32A</i>	<i>A-5</i>	<i>106,363</i>	<i>1994</i>	<i>ACAM</i>	<i>69</i>	<i>57</i>		<i>98</i>	<i>90</i>		50	<i>81</i>	<i>73</i>	<i>63</i>
<i>Wolf Point</i>	<i>32R</i>	<i>R-11</i>	<i>509,100</i>	<i>2010</i>	<i>ACRH</i>	<i>XX</i>	<i>XX</i>		<i>99</i>	<i>79</i>		50	<i>61</i>	<i>44</i>	<i>22</i>
<i>Wolf Point</i>	<i>32T</i>	<i>T-4</i>	<i>28,200</i>	<i>2010</i>	<i>ACRML</i>	<i>XX</i>	<i>XX</i>		<i>93</i>	<i>80</i>		60	<i>63</i>	<i>47</i>	<i>27</i>
<i>Wolf Point</i>	<i>32T</i>	<i>T-11</i>	<i>9,750</i>	<i>2010</i>	<i>ACRH</i>	<i>XX</i>	<i>XX</i>		<i>89</i>			50	<i>67</i>	<i>55</i>	<i>40</i>
<i>Wolf Point</i>	<i>32T</i>	<i>T-12</i>	<i>11,920</i>	<i>2010</i>	<i>ACRH</i>	<i>XX</i>	<i>XX</i>		<i>97</i>			50	<i>75</i>	<i>63</i>	<i>48</i>
<i>Wolf Point</i>	<i>32T</i>	<i>T-13</i>	<i>21,875</i>	<i>2010</i>	<i>ACRH</i>	<i>XX</i>	<i>XX</i>		<i>93</i>			50	<i>71</i>	<i>59</i>	<i>44</i>
TOTAL SURFACED AREA:			42,460,660	SQUARE FEET											
2018 SURVEY AREA:			37,272,127	SQUARE FEET											

NOTES:

"XX" in PCI columns indicates previous PCI values have been voided to account for new construction.

No entry in PCI columns indicates no inspection of the pavement section for the given year.

Italics indicates the airport was not inspected for this report, as such the included information may be suspect. If construction has taken place it will not be reflected in this report. Families and PCI predictions are assumed from pre-2012 pavements.