EUREKA AIRPORT

Branch: 54A **APRON** **A-1**

Length: 290 LF **Width:** 263 LF **Area:** 76,125 SF **Last Const. :** 1991 **Family:** 9ACAM
From: ENTIRE APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 15 **Last Inspection Date:** 8/10/2009 **PCI: 55**

Sample # 1 **Area:** 5104 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	181 LF
WEATHERING/RAVELING	L	205 SF
WEATHERING/RAVELING	M	103 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	31 LF
OIL SPILLAGE	N	32 SF
WEATHERING/RAVELING	H	10 SF
SWELLING	L	5 SF
DEPRESSION	L	3 SF
PATCHING	L	1 SF
DEPRESSION	M	1 SF

Sample # 5 **Area:** 5104 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	378 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	59 LF
WEATHERING/RAVELING	L	150 SF
OIL SPILLAGE	N	52 SF
WEATHERING/RAVELING	M	26 SF
PATCHING	L	8 SF
DEPRESSION	M	8 SF
DEPRESSION	L	2 SF

Sample # 7 **Area:** 5104 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	307 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	61 LF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	30 SF
OIL SPILLAGE	N	9 SF
BLEEDING	N	8 SF
PATCHING	L	1 SF

Sample # 11 **Area:** 5104 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	299 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	72 LF
WEATHERING/RAVELING	L	150 SF
OIL SPILLAGE	N	49 SF
WEATHERING/RAVELING	M	32 SF
DEPRESSION	M	10 SF
PATCHING	L	9 SF
BLEEDING	N	6 SF
DEPRESSION	L	4 SF
WEATHERING/RAVELING	H	2 SF

Sample # 15 **Area:** 5104 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	212 LF
WEATHERING/RAVELING	L	205 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF
WEATHERING/RAVELING	M	100 SF
BLEEDING	N	85 SF
DEPRESSION	L	7 SF
SWELLING	M	5 SF
SWELLING	L	4 SF
WEATHERING/RAVELING	H	3 SF
ALLIGATOR CRACKING	L	3 SF
ALLIGATOR CRACKING	M	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	4109 LF	5.40 %	15.60
LONGITUDINAL/TRANSVERSE CRACKING	M	809 LF	1.06 %	11.55
ALLIGATOR CRACKING	M	9 SF	0.01 %	10.00

EUREKA AIRPORT

Branch: 54A **APRON** **A-1**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
SWELLING	M	15 SF	0.02 %	10.00
WEATHERING/RAVELING	M	868 SF	1.14 %	8.28
ALLIGATOR CRACKING	L	9 SF	0.01 %	7.00
WEATHERING/RAVELING	H	45 SF	0.06 %	6.00
WEATHERING/RAVELING	L	2416 SF	3.17 %	5.25
DEPRESSION	M	57 SF	0.07 %	5.20
OIL SPILLAGE	N	424 SF	0.56 %	3.13
BLEEDING	N	295 SF	0.39 %	2.62
PATCHING	L	57 SF	0.07 %	2.00
SWELLING	L	27 SF	0.04 %	1.00
DEPRESSION	L	48 SF	0.06 %	0.30

* 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

19.0 **% Load** 56.0 **% Climate/Durability** 25.0 **% Other**

EUREKA AIRPORT

Branch: 54R **RUNWAY** **R-1**

Length: 4,200 LF **Width:** 75 LF **Area:** 315,000 SF **Last Const. :** 1991 **Family:** 9ACRML

From: STA 0+00 RWY 18/36 **To:** STA 42+00 RWY 18/36 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 65 **Last Inspection Date:** 8/10/2009 **PCI: 63**

Sample # 5 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	312 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF
WEATHERING/RAVELING	M	24 SF
PATCHING	L	1 SF

Sample # 14 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	304 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	74 LF
DEPRESSION	L	65 SF
WEATHERING/RAVELING	M	24 SF
WEATHERING/RAVELING	H	1 SF
DEPRESSION	H	1 SF

Sample # 23 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	287 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
DEPRESSION	L	35 SF
WEATHERING/RAVELING	M	24 SF
WEATHERING/RAVELING	H	13 SF

Sample # 32 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	309 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF
WEATHERING/RAVELING	M	24 SF
PATCHING	L	1 SF

Sample # 41 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	314 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
WEATHERING/RAVELING	M	24 SF

Sample # 50 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	227 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	61 LF
DEPRESSION	L	80 SF
WEATHERING/RAVELING	M	24 SF

Sample # 59 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	316 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	69 LF
WEATHERING/RAVELING	M	24 SF
DEPRESSION	L	20 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	19103 LF	6.06 %	16.93
DEPRESSION	H	9 SF	0.00 %	12.00
LONGITUDINAL/TRANSVERSE CRACKING	M	3019 LF	0.96 %	11.02
WEATHERING/RAVELING	L	31532 SF	10.01 %	9.83
WEATHERING/RAVELING	M	1551 SF	0.49 %	6.11
WEATHERING/RAVELING	H	129 SF	0.04 %	6.00

EUREKA AIRPORT

Branch: 54R **RUNWAY** **R-1**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	1846 SF	0.59 **%**	3.95
PATCHING	L	28 SF	0.01 **%**	2.00

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 76.0 **% Climate/Durability** 24.0 **% Other**

EUREKA AIRPORT

Branch: 54T **TAXIWAY** **T-1**

Length: 1,620 LF **Width:** 35 LF **Area:** 56,700 SF **Last Const. :** 1991 **Family:** 9ACRML
From: APRON to RWY 18/36 **To:** and TURNAROUNDS **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 8/10/2009 **PCI: 70**

Sample # 4 **Area:** 5075 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	508 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
WEATHERING/RAVELING	M	50 SF
WEATHERING/RAVELING	H	3 SF
PATCHING	L	2 SF

Sample # 5 **Area:** 3100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	79 LF
WEATHERING/RAVELING	L	155 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
WEATHERING/RAVELING	M	33 SF
WEATHERING/RAVELING	H	9 SF
OIL SPILLAGE	N	6 SF
BLEEDING	N	4 SF
SWELLING	L	3 SF
DEPRESSION	L	2 SF
PATCHING	L	1 SF

Sample # 7 **Area:** 3238 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	508 SF
PATCHING	L	210 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
WEATHERING/RAVELING	M	75 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	12 LF

Sample # 9 **Area:** 5075 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	508 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF
WEATHERING/RAVELING	M	50 SF
BLEEDING	N	4 SF
PATCHING	L	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	5774 SF	10.18 %	9.92
WEATHERING/RAVELING	M	715 SF	1.26 %	8.61
LONGITUDINAL/TRANSVERSE CRACKING	H	41 LF	0.07 %	7.50
LONGITUDINAL/TRANSVERSE CRACKING	M	206 LF	0.36 %	7.15
WEATHERING/RAVELING	H	41 SF	0.07 %	6.00
LONGITUDINAL/TRANSVERSE CRACKING	L	733 LF	1.29 %	5.60
PATCHING	L	743 SF	1.31 %	4.21
OIL SPILLAGE	N	21 SF	0.04 %	2.00
SWELLING	L	10 SF	0.02 %	1.00
DEPRESSION	L	7 SF	0.01 %	0.30
BLEEDING	N	28 SF	0.05 %	0.00

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 94.0 **% Climate/Durability** 6.0 **% Other**

EUREKA AIRPORT

Branch: 54T **TAXIWAY** **T-2**

Length: 1,200 LF **Width:** 35 LF **Area:** 42,000 SF **Last Const. :** 1991 **Family:** 9ACRML
From: SOUTH T-1 TURNAROUND **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/10/2009 **PCI: 45**

Sample # 3 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	282 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	111 LF
DEPRESSION	L	107 SF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
WEATHERING/RAVELING	H	7 SF

Sample # 5 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	259 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	81 LF
DEPRESSION	L	75 SF
WEATHERING/RAVELING	H	64 SF
SWELLING	M	64 SF
SWELLING	L	50 SF
WEATHERING/RAVELING	M	50 SF
PATCHING	L	1 SF

Sample # 6 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	169 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF
SWELLING	L	132 SF
ALLIGATOR CRACKING	M	65 SF
WEATHERING/RAVELING	H	63 SF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	14 LF
PATCHING	L	44 SF
SWELLING	M	43 SF
DEPRESSION	L	35 SF
DEPRESSION	M	6 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	182 SF	0.43 %	21.65
LONGITUDINAL/TRANSVERSE CRACKING	M	1011 LF	2.41 %	17.32
WEATHERING/RAVELING	H	375 SF	0.89 %	15.70
LONGITUDINAL/TRANSVERSE CRACKING	L	1804 LF	4.29 %	13.20
SWELLING	M	300 SF	0.71 %	12.81
WEATHERING/RAVELING	L	4200 SF	10.00 %	9.83
DEPRESSION	L	608 SF	1.45 %	8.94
LONGITUDINAL/TRANSVERSE CRACKING	H	48 LF	0.11 %	8.04
WEATHERING/RAVELING	M	420 SF	1.00 %	7.88
DEPRESSION	M	17 SF	0.04 %	5.20
SWELLING	L	510 SF	1.21 %	3.48
PATCHING	L	126 SF	0.30 %	2.12

* 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

17.0 **% Load** 59.0 **% Climate/Durability** 24.0 **% Other**

EUREKA AIRPORT

Branch: 54T **TAXIWAY** **T-3**

Length: 2,400 LF **Width:** 25 LF **Area:** 60,000 SF **Last Const. :** 2002 **Family:** 9ACRML
From: A-1 **To:** T-1 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 8/10/2009 **PCI: 74**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	125 SF
DEPRESSION	L	20 SF
WEATHERING/RAVELING	M	20 SF
WEATHERING/RAVELING	H	17 SF
SWELLING	L	10 SF

Sample # 4 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	125 SF
DEPRESSION	L	60 SF
WEATHERING/RAVELING	M	25 SF
WEATHERING/RAVELING	H	24 SF
SWELLING	L	20 SF

Sample # 7 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	125 SF
DEPRESSION	L	100 SF
WEATHERING/RAVELING	M	25 SF
SWELLING	L	20 SF
WEATHERING/RAVELING	H	13 SF

Sample # 10 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	125 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF
WEATHERING/RAVELING	M	25 SF
WEATHERING/RAVELING	H	19 SF
SWELLING	L	10 SF
PATCHING	L	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	219 SF	0.36 %	9.43
DEPRESSION	L	540 SF	0.90 %	6.05
WEATHERING/RAVELING	M	285 SF	0.47 %	6.04
WEATHERING/RAVELING	L	1500 SF	2.50 %	4.56
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF	0.08 %	2.50
PATCHING	L	6 SF	0.01 %	2.00
SWELLING	L	180 SF	0.30 %	1.61

* 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** 76.0 **% Climate/Durability** 24.0 **% Other**

EUREKA AIRPORT

Branch: 54T **TAXIWAY** **T-4**

Length: 875 LF **Width:** 20 LF **Area:** 17,500 SF **Last Const. :** 2002 **Family:** 9ACRML

From: A-1 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 8/10/2009 **PCI: 78**

Sample # 2 **Area:** 3500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	140 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
WEATHERING/RAVELING	M	18 SF
WEATHERING/RAVELING	H	2 SF
PATCHING	L	1 SF
OIL SPILLAGE	N	1 SF

Sample # 4 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
WEATHERING/RAVELING	L	140 SF
DEPRESSION	L	12 SF
WEATHERING/RAVELING	M	10 SF

Sample # 5 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	58 LF
WEATHERING/RAVELING	L	140 SF
WEATHERING/RAVELING	M	15 SF
DEPRESSION	L	5 SF
WEATHERING/RAVELING	H	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	273 LF	1.56 %	6.27
WEATHERING/RAVELING	L	700 SF	4.00 %	6.00
WEATHERING/RAVELING	H	5 SF	0.03 %	6.00
WEATHERING/RAVELING	M	72 SF	0.41 %	5.75
OIL SPILLAGE	N	2 SF	0.01 %	2.00
PATCHING	L	2 SF	0.01 %	2.00
DEPRESSION	L	28 SF	0.16 %	0.51

* 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** 91.0 **% Climate/Durability** 9.0 **% Other**

EUREKA AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $26,783

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	ALLIGATOR CR	M	9 SF	Patching - AC Deep	25 SF	$925	PREV.
A-1	L & T CR	M	809 LF	Crack Sealing - AC	809 LF	$1,213	PREV.
A-1	SWELLING	M	15 SF	Patching - AC Deep	35 SF	$1,275	PREV.
A-1	DEPRESSION	M	57 SF	Patching - AC Deep	91 SF	$3,366	PREV.
A-1	OIL SPILLAGE	N	424 SF	Patching - AC Shallow	511 SF	$7,656	PREV.
R-1	DEPRESSION	H	10 SF	Patching - AC Deep	26 SF	$942	PREV.
R-1	L & T CR	M	3020 LF	Crack Sealing - AC	3020 LF	$4,529	PREV.
T-1	L & T CR	H	42 LF	Crack Sealing - AC	42 LF	$62	PREV.
T-1	L & T CR	M	207 LF	Crack Sealing - AC	207 LF	$310	PREV.
T-1	OIL SPILLAGE	N	21 SF	Patching - AC Shallow	43 SF	$644	PREV.
T-2	L & T CR	H	48 LF	Crack Sealing - AC	48 LF	$71	SAFET
T-2	WEATH/RAVEL	H	376 SF	Patching - AC Shallow	376 SF	$5,628	SAFET
T-4	OIL SPILLAGE	N	2 SF	Patching - AC Shallow	11 SF	$163	PREV.

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $134,740

PLAN YEAR: 2010 ESTIMATED COST: $624,587

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$14,435				$14,435	54	54
R-1	Prev. & Thin AC	$5,471	$504,001			$509,472	62	70
T-1	Basic Prev.	$1,015				$1,015	69	69
T-2	Reconstruct			$99,502		$99,502	43	100
T-4	Basic Prev.	$163				$163	77	77

PLAN YEAR: 2011 ESTIMATED COST: $25,109

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$6,106				$6,106	51	51
R-1	Basic Prev.	$13,731				$13,731	68	68
T-1	Basic Prev.	$2,485				$2,485	68	68
T-3	Basic Prev.	$2,268				$2,268	71	71
T-4	Basic Prev.	$520				$520	75	75

PLAN YEAR: 2012 ESTIMATED COST: $308,283

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Reconstruct			$164,321		$164,321	48	100
R-1	Basic Prev.	$14,284				$14,284	67	67
T-1	Basic Prev.	$2,584				$2,584	67	67
T-3	Prev. & Thin AC	$2,488	$96,000			$98,488	70	80
T-4	Prev. & Thin AC	$606	$28,000			$28,606	73	86

PLAN YEAR: 2013 ESTIMATED COST: $19,227

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
R-1	Basic Prev.	$14,849				$14,849	65	65
T-1	Basic Prev.	$2,688				$2,688	65	65
T-2	Basic Prev.	$141				$141	88	88
T-3	Basic Prev.	$1,336				$1,336	78	78
T-4	Basic Prev.	$214				$214	83	83

PLAN YEAR: 2014 ESTIMATED COST: $20,655

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
R-1	Basic Prev.	$15,475				$15,475	64	64
T-1	Basic Prev.	$2,802				$2,802	64	64
T-2	Basic Prev.	$383				$383	84	84
T-3	Basic Prev.	$1,690				$1,690	75	75
T-4	Basic Prev.	$306				$306	80	80

PLAN YEAR: 2015 ESTIMATED COST: $30,850

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$289				$289	88	88
R-1	Basic Prev.	$16,204				$16,204	62	62
T-1	Basic Prev.	$2,937				$2,937	62	62
T-2	Prev. & Fog Seal	$602	$8,400			$9,002	81	88
T-3	Basic Prev.	$1,999				$1,999	73	73
T-4	Basic Prev.	$420				$420	77	77

EUREKA AIRPORT

PLAN YEAR: 2016 ESTIMATED COST: $117,844

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$739				$739	84	84
R-1	Basic Prev.	$17,099				$17,099	60	60
T-1	Reconstruct			$96,835		$96,835	60	100
T-2	Basic Prev.	$383				$383	84	84
T-3	Basic Prev.	$2,268				$2,268	71	71
T-4	Basic Prev.	$520				$520	75	75

PLAN YEAR: 2017 ESTIMATED COST: $585,232

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Prev. & Fog Seal	$1,163	$15,225			$16,388	81	88
R-1	Reconstruct			$565,146		$565,146	57	100
T-2	Basic Prev.	$603				$603	81	81
T-3	Basic Prev.	$2,489				$2,489	70	70
T-4	Basic Prev.	$606				$606	73	73

PLAN YEAR: 2018 ESTIMATED COST: $4,873

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$739				$739	84	84
T-2	Basic Prev.	$852				$852	78	78
T-3	Basic Prev.	$2,601				$2,601	68	68
T-4	Basic Prev.	$682				$682	71	71

PLAN YEAR: 2019 ESTIMATED COST: $5,906

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$1,161				$1,161	81	81
T-1	Basic Prev.	$191				$191	88	88
T-2	Basic Prev.	$1,111				$1,111	76	76
T-3	Basic Prev.	$2,707				$2,707	67	67
T-4	Basic Prev.	$735				$735	69	69

PLAN YEAR: 2020 ESTIMATED COST: $16,605

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$1,717				$1,717	78	78
R-1	Basic Prev.	$1,054				$1,054	88	88
T-1	Basic Prev.	$517				$517	84	84
T-2	Prev. & Fog Seal	$1,336	$8,400			$9,736	74	78
T-3	Basic Prev.	$2,814				$2,814	66	66
T-4	Basic Prev.	$767				$767	68	68

PLAN YEAR: 2021 ESTIMATED COST: $22,157

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,292				$2,292	74	74
R-1	Basic Prev.	$2,871				$2,871	84	84
T-1	Prev. & Fog Seal	$814	$11,340			$12,154	81	88
T-2	Basic Prev.	$1,111				$1,111	76	76
T-3	Basic Prev.	$2,931				$2,931	64	64
T-4	Basic Prev.	$798				$798	67	67

PLAN YEAR: 2022 ESTIMATED COST: $215,335

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Prev. & Fog Seal	$2,843	$15,225			$18,068	72	78
R-1	Prev. & Fog Seal	$4,516	$63,001			$67,516	81	88
T-1	Basic Prev.	$517				$517	84	84
T-2	Basic Prev.	$1,337				$1,337	74	74
T-3	Prev. & Thin AC	$3,066	$96,000			$99,067	62	70
T-4	Prev. & Thin AC	$830	$28,000			$28,830	65	73

PLAN YEAR: 2023 ESTIMATED COST: $10,785

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,291				$2,291	75	75
R-1	Basic Prev.	$2,865				$2,865	84	84
T-1	Basic Prev.	$813				$813	81	81
T-2	Basic Prev.	$1,533				$1,533	72	72
T-3	Basic Prev.	$2,601				$2,601	68	68
T-4	Basic Prev.	$682				$682	71	71

EUREKA AIRPORT

PLAN YEAR: 2024 ESTIMATED COST: $13,645

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,841				$2,841	72	72
R-1	Basic Prev.	$4,510				$4,510	81	81
T-1	Basic Prev.	$1,148				$1,148	78	78
T-2	Basic Prev.	$1,704				$1,704	70	70
T-3	Basic Prev.	$2,707				$2,707	67	67
T-4	Basic Prev.	$735				$735	69	69

EUREKA AIRPORT

8/10/2009

A-1, overview

A-1, surface detail with swells & cracks

T-1, surface detail with scrapes

T-1, overview

EUREKA AIRPORT

8/10/2009

T-2, overview with swells & scrapes

T-2, surface detail with swells & scrapes

T-4, overview

T-4, surface detail

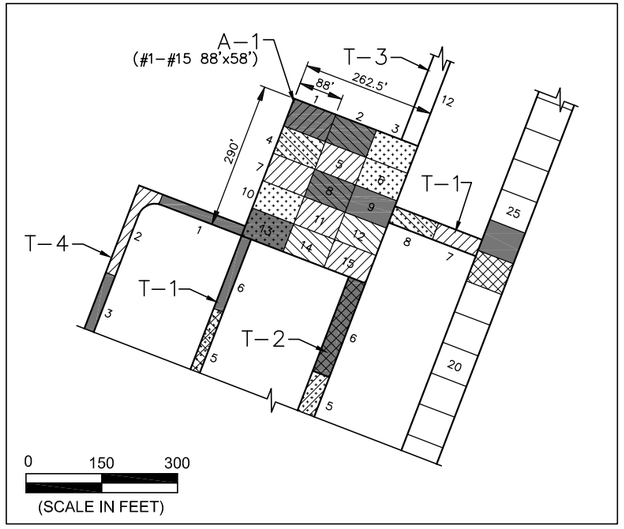
EUREKA AIRPORT

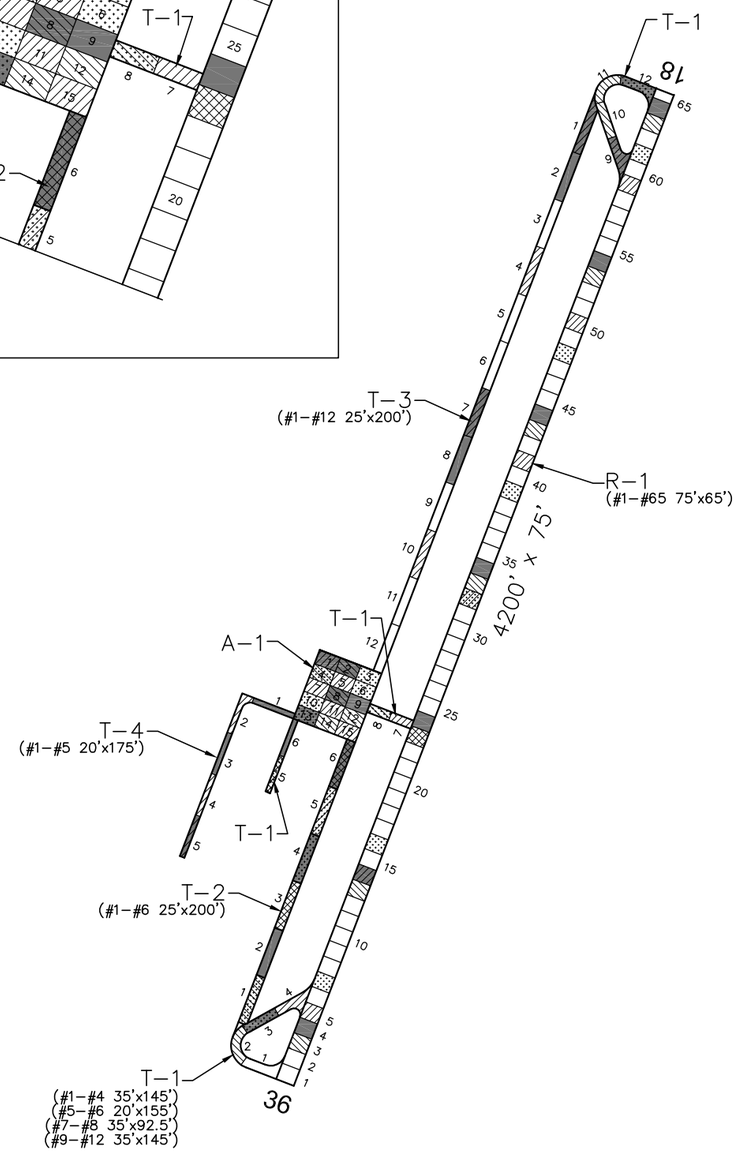
8/10/2009

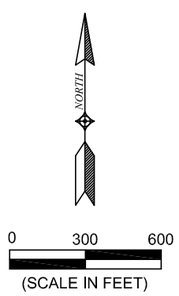
R-1, overview with cracks & depression

R-1, surface detail with crack & depression

EUREKA







PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

EUREKA

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE	DUAL	DUAL TAN.	REMARKS
RUNWAYS										
R–1	CBR=22		6" P–152	4" P–208	3" P–401		12,500			1 3
TAXIWAYS										
T–1			6" P–152	4" P–208	3" P–401		12,500			1 3
T–2			6" P–152	4" P–208	3" P–401		12,500			2 3
T–3	CBR=20			6" P–208	3" P–401		12,500			3
T–4	CBR=20			6" P–208	3" P–401		12,500			3
APRONS										
A–1			6" P–152	4" P–208	3" P–401		12,500			1 3

REMARKS:

1 AIP–03, 1991, ALL NEW CONSTRUCTION

2 OWNER CONSTRUCTED

3 AIP–004, 2002, CONSTRUCT TAXIWAYS (T–3, T–4); CRACK SEAL, FOG SEAL, AND REMARK REMAINING PAVEMENTS [COMPLETED IN 2003].

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 10, 2009
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

EUREKA AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION

EUREKA
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA