GLASGOW AIRPORT

Branch: 31A **APRON** **A-3**

Length: 395 LF **Width:** 120 LF **Area:** 47,400 SF **Last Const. :** 2002 **Family:** 9ACAM

From: APRON STA 4+20 **To:** APRON STA 7+00 **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 7/15/2009 **PCI: 55**

Sample # 7 **Area:** 5550 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	148 LF
PATCHING	M	150 SF
WEATHERING/RAVELING	L	75 SF
DEPRESSION	L	54 SF
OIL SPILLAGE	N	52 SF
PATCHING	L	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
RUTTING	L	32 SF

Sample # 8 **Area:** 5550 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	280 LF
PATCHING	M	150 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
WEATHERING/RAVELING	L	75 SF
OIL SPILLAGE	N	57 SF
PATCHING	L	50 SF
DEPRESSION	L	41 SF
RUTTING	L	7 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	M	1281 SF	2.70 %	14.32
LONGITUDINAL/TRANSVERSE CRACKING	L	1828 LF	3.86 %	12.18
RUTTING	L	167 SF	0.35 %	11.47
LONGITUDINAL/TRANSVERSE CRACKING	M	179 LF	0.38 %	7.29
DEPRESSION	L	406 SF	0.86 %	5.78
OIL SPILLAGE	N	465 SF	0.98 %	3.57
PATCHING	L	427 SF	0.90 %	3.33
WEATHERING/RAVELING	L	641 SF	1.35 %	3.14

* 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** 66.0 **% Climate/Durability** 15.0 **% Other**

GLASGOW AIRPORT

Branch: 31A **APRON** **A-4**

Length: 105 LF **Width:** 50 LF **Area:** 5,250 SF **Last Const. :** 1986 **Family:** 9PCAA

From: APRON STA 3+20 **To:** APRON STA 4+25 **Surface:** PCC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 7/15/2009 **PCI: 20**

Sample # 1 **Area:** 28 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	28 Slabs
FAULTING	M	9 Slabs
JOINT SPALLING	L	6 Slabs
FAULTING	H	5 Slabs
FAULTING	L	5 Slabs
CORNER BREAK	L	2 Slabs
LINEAR CRACKING	M	2 Slabs
LINEAR CRACKING	H	1 Slabs
JOINT SPALLING	H	1 Slabs
CORNER SPALLING	L	1 Slabs
JOINT SPALLING	M	1 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
FAULTING	H	5 Slabs	17.86 %	37.09
FAULTING	M	9 Slabs	32.14 %	31.50
LINEAR CRACKING	M	2 Slabs	7.14 %	14.92
FAULTING	L	5 Slabs	17.86 %	13.59
LINEAR CRACKING	H	1 Slabs	3.57 %	12.90
JOINT SPALLING	H	1 Slabs	3.57 %	10.59
JOINT SPALLING	L	6 Slabs	21.43 %	6.29
CORNER BREAK	L	2 Slabs	7.14 %	5.51
JOINT SPALLING	M	1 Slabs	3.57 %	3.52
JOINT SEAL DAMAGE	L	28 Slabs	100.00 %	2.00
CORNER SPALLING	L	1 Slabs	3.57 %	1.32

* 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

24.0 **% Load** 1.0 **% Climate/Durability** 75.0 **% Other**

GLASGOW AIRPORT

Branch: 31A **APRON** **A-6**

Length: 160 LF **Width:** 80 LF **Area:** 12,800 SF **Last Const. :** 2000 **Family:** 9PCAA
From: T-10 **To:** A-3 **Surface:** PCC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 7/15/2009 **PCI: 53**

Sample # 1 **Area:** 25 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	25 Slabs
JOINT SEAL DAMAGE	M	25 Slabs
LINEAR CRACKING	L	4 Slabs
FAULTING	M	4 Slabs
JOINT SPALLING	L	1 Slabs
SMALL PATCH	L	1 Slabs
CORNER BREAK	L	1 Slabs
FAULTING	L	1 Slabs
LINEAR CRACKING	M	1 Slabs

Sample # 2 **Area:** 25 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	25 Slabs
JOINT SEAL DAMAGE	M	25 Slabs
FAULTING	M	10 Slabs
SMALL PATCH	L	5 Slabs
JOINT SPALLING	L	1 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
FAULTING	M	14 Slabs	28.00 %	28.98
LINEAR CRACKING	L	4 Slabs	8.00 %	7.17
JOINT SEAL DAMAGE	M	50 Slabs	100.00 %	7.00
LINEAR CRACKING	M	1 Slabs	2.00 %	5.42
FAULTING	L	1 Slabs	2.00 %	2.34
JOINT SEAL DAMAGE	L	50 Slabs	100.00 %	2.00
CORNER BREAK	L	1 Slabs	2.00 %	1.93
JOINT SPALLING	L	2 Slabs	4.00 %	1.93
SMALL PATCH	L	6 Slabs	12.00 %	1.40

* 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** 15.0 **% Climate/Durability** 60.0 **% Other**

GLASGOW AIRPORT

Branch: 31A **APRON** **A-7**

Length: 335 LF **Width:** 205 LF **Area:** 68,675 SF **Last Const. :** 2002 **Family:** 9ACAM
From: T-1, T-3 **To:** T-4 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 14 **Last Inspection Date:** 7/15/2009 **PCI: 71**

Sample # 1 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	336 LF
WEATHERING/RAVELING	L	48 SF
ALLIGATOR CRACKING	L	25 SF
DEPRESSION	L	24 SF
PATCHING	L	21 SF
OIL SPILLAGE	N	1 SF

Sample # 5 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	196 LF
PATCHING	L	190 SF
WEATHERING/RAVELING	L	48 SF
DEPRESSION	L	14 SF
OIL SPILLAGE	N	14 SF
WEATHERING/RAVELING	H	2 SF
WEATHERING/RAVELING	M	2 SF

Sample # 6 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	195 LF
PATCHING	L	150 SF
WEATHERING/RAVELING	L	48 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF
DEPRESSION	L	10 SF
WEATHERING/RAVELING	H	1 SF

Sample # 8 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	153 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF
PATCHING	L	56 SF
WEATHERING/RAVELING	L	48 SF
DEPRESSION	L	30 SF
SWELLING	L	1 SF

Sample # 14 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
PATCHING	L	80 SF
WEATHERING/RAVELING	L	48 SF
WEATHERING/RAVELING	M	15 SF
OIL SPILLAGE	N	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2716 LF	3.96 %	12.41
ALLIGATOR CRACKING	L	70 SF	0.10 %	7.00
WEATHERING/RAVELING	H	8 SF	0.01 %	6.00
PATCHING	L	1394 SF	2.03 %	5.61
LONGITUDINAL/TRANSVERSE CRACKING	M	149 LF	0.22 %	5.39
WEATHERING/RAVELING	M	48 SF	0.07 %	4.00
WEATHERING/RAVELING	L	673 SF	0.98 %	2.59
OIL SPILLAGE	N	53 SF	0.08 %	2.00
DEPRESSION	L	219 SF	0.32 %	1.79
SWELLING	L	3 SF	0.00 %	1.00

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

Percent of Deduct Values Based on Distress Mechanism

15.0 **% Load** 75.0 **% Climate/Durability** 10.0 **% Other**

GLASGOW AIRPORT

Branch: 31R1 **RUNWAY** **R-2**

Length: 4,100 LF **Width:** 100 LF **Area:** 410,000 SF **Last Const. :** 1987 **Family:** 9ACRH
From: RWY 12-30 STA 9+00 **To:** STATION 50+00 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 80 **Last Inspection Date:** 11/6/2009 **PCI: 66**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	202 LF
WEATHERING/RAVELING	L	350 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	64 LF
WEATHERING/RAVELING	M	150 SF
WEATHERING/RAVELING	H	4 SF
DEPRESSION	L	3 SF

Sample # 13 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	202 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	43 LF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	50 SF
BLEEDING	N	25 SF
DEPRESSION	L	20 SF

Sample # 24 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	320 LF
WEATHERING/RAVELING	L	125 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF
WEATHERING/RAVELING	M	61 SF

Sample # 35 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF
BLEEDING	N	130 SF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	53 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF
DEPRESSION	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
DEPRESSION	M	5 SF

Sample # 46 **Area:** 5000 SF

Distress Description	Severity	Quantity
BLEEDING	N	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	33 LF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	55 SF
PATCHING	L	2 SF

Sample # 57 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	83 LF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	50 SF
BLEEDING	N	50 SF
SWELLING	L	3 SF

Sample # 68 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	70 LF
WEATHERING/RAVELING	M	150 SF
WEATHERING/RAVELING	L	100 SF
PATCHING	L	1 SF
PATCHING	M	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	12022 LF	2.93 %	9.87
WEATHERING/RAVELING	M	6665 SF	1.63 %	9.51
LONGITUDINAL/TRANSVERSE CRACKING	M	1804 LF	0.44 %	7.83
BLEEDING	N	5916 SF	1.44 %	7.74
LONGITUDINAL/TRANSVERSE CRACKING	H	59 LF	0.01 %	7.50

GLASGOW AIRPORT

Branch: 31R1 **RUNWAY** **R-2**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	M	12 SF	0.00 %	6.20
WEATHERING/RAVELING	H	47 SF	0.01 %	6.00
DEPRESSION	M	59 SF	0.01 %	5.20
WEATHERING/RAVELING	L	11421 SF	2.79 %	4.86
PATCHING	L	35 SF	0.01 %	2.00
SWELLING	L	35 SF	0.01 %	1.00
DEPRESSION	L	480 SF	0.12 %	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

0.0 **% Load** 79.0 **% Climate/Durability** 21.0 **% Other**

GLASGOW AIRPORT

Branch: 31R1 **RUNWAY** **R-3**

Length: 900 LF **Width:** 100 LF **Area:** 90,000 SF **Last Const. :** 1987 **Family:** 9ACRH

From: RWY 12-30 STA. 50+00 **To:** RWY 12-30 STA 59+00 (END) **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 20 **Last Inspection Date:** 11/6/2009 **PCI: 70**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
WEATHERING/RAVELING	L	100 SF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	50 SF
WEATHERING/RAVELING	H	4 SF

Sample # 5 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	141 LF
BLEEDING	N	150 SF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
PATCHING	L	1 SF

Sample # 10 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
BLEEDING	N	150 SF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	50 SF

Sample # 14 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	55 LF
BLEEDING	N	150 SF
WEATHERING/RAVELING	L	100 SF
WEATHERING/RAVELING	M	50 SF
PATCHING	L	2 SF

Sample # 18 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	350 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	92 LF
WEATHERING/RAVELING	M	150 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	1980 SF	2.20 %	11.86
WEATHERING/RAVELING	M	1260 SF	1.40 %	8.96
LONGITUDINAL/TRANSVERSE CRACKING	L	1426 LF	1.58 %	6.32
WEATHERING/RAVELING	H	14 SF	0.02 %	6.00
WEATHERING/RAVELING	L	2700 SF	3.00 %	5.08
LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF	0.04 %	4.00
PATCHING	L	11 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** 73.0 **% Climate/Durability** 27.0 **% Other**

GLASGOW AIRPORT

Branch: 31R2 **RUNWAY** **R13**

Length: 1,350 LF **Width:** 75 LF **Area:** 101,250 SF **Last Const. :** 2003 **Family:** 9ACRMU
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:** 11/6/2009 **PCI: 86**

Sample # 1 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	49 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	11 LF
WEATHERING/RAVELING	M	3 SF

Sample # 3 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	23 LF
WEATHERING/RAVELING	L	49 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
WEATHERING/RAVELING	M	4 SF

Sample # 5 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	49 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
WEATHERING/RAVELING	M	2 SF

Sample # 7 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	49 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	2 SF
PATCHING	M	2 SF
PATCHING	L	1 SF

Sample # 9 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
WEATHERING/RAVELING	L	49 SF
DEPRESSION	L	20 SF
WEATHERING/RAVELING	M	2 SF
PATCHING	L	1 SF

Sample # 11 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	3 SF
WEATHERING/RAVELING	H	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	M	7 SF	0.01 %	6.20
WEATHERING/RAVELING	H	3 SF	0.00 %	6.00
WEATHERING/RAVELING	M	55 SF	0.05 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF	0.01 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	L	412 LF	0.41 %	3.89
WEATHERING/RAVELING	L	1018 SF	1.01 %	2.63
PATCHING	L	7 SF	0.01 %	2.00
DEPRESSION	L	69 SF	0.07 %	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

0.0 **% Load** 99.0 **% Climate/Durability** 1.0 **% Other**

GLASGOW AIRPORT

Branch: 31R2 **RUNWAY** **R14**

Length: 3,975 LF **Width:** 75 LF **Area:** 298,125 SF **Last Const. :** 2003 **Family:** 9ACRMU

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:** 11/6/2009 **PCI: 86**

Sample # 5 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
WEATHERING/RAVELING	L	49 SF
DEPRESSION	L	24 SF

Sample # 14 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	33 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	49 SF
PATCHING	L	1 SF

Sample # 23 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	29 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	49 SF
DEPRESSION	L	33 SF

Sample # 32 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	M	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
WEATHERING/RAVELING	L	49 SF

Sample # 41 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	23 LF
WEATHERING/RAVELING	L	49 SF
DEPRESSION	L	10 SF

Sample # 50 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	19 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	49 SF
DEPRESSION	L	2 SF

Sample # 59 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	39 LF
WEATHERING/RAVELING	L	49 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
DEPRESSION	L	8 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	175 SF	0.72 %	6.97
LONGITUDINAL/TRANSVERSE CRACKING	L	141 LF	0.58 %	4.19
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF	0.03 %	4.00
WEATHERING/RAVELING	L	245 SF	1.01 %	2.63
PATCHING	L	1 SF	0.00 %	2.00
DEPRESSION	L	55 SF	0.23 %	0.99

* 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** 95.0 **% Climate/Durability** 5.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-1**

Length: 900 LF **Width:** 65 LF **Area:** 58,500 SF **Last Const. :** 1986 **Family:** 9ACRH
From: NORTH END OF APRON **To:** INTERSECTION W/ RWY 7-25 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 7/15/2009 **PCI: 68**

Sample # 2 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	69 LF
WEATHERING/RAVELING	L	200 SF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF

Sample # 5 **Area:** 4125 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	44 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	33 LF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	41 SF

Sample # 8 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	126 LF
WEATHERING/RAVELING	L	200 SF
BLEEDING	N	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF

Sample # 11 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	174 LF
WEATHERING/RAVELING	L	200 SF
BLEEDING	N	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
PATCHING	L	1 SF
DEPRESSION	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	1241 SF	2.12 %	11.44
LONGITUDINAL/TRANSVERSE CRACKING	L	1465 LF	2.50 %	8.75
LONGITUDINAL/TRANSVERSE CRACKING	M	273 LF	0.47 %	8.04
LONGITUDINAL/TRANSVERSE CRACKING	H	11 LF	0.02 %	7.50
WEATHERING/RAVELING	L	2836 SF	4.85 %	6.69
WEATHERING/RAVELING	M	287 SF	0.49 %	6.11
PATCHING	L	4 SF	0.01 %	2.00
DEPRESSION	L	4 SF	0.01 %	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

0.0 **% Load** 77.0 **% Climate/Durability** 23.0 **% Other**

GLASGOW AIRPORT

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

Length: 160 LF **Width:** 70 LF **Area:** 11,200 SF **Last Const. :** 2000 **Family:** 9ACRH
From: T-1 **To:** A-6 **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 7/15/2009 **PCI: 79**

Sample # 1 **Area:** 5600 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	55 SF
DEPRESSION	L	38 SF
DEPRESSION	M	4 SF
PATCHING	L	3 SF
PATCHING	M	1 SF

Sample # 2 **Area:** 5600 SF

Distress Description	Severity	Quantity
DEPRESSION	L	175 SF
WEATHERING/RAVELING	L	55 SF
PATCHING	L	2 SF
OIL SPILLAGE	N	2 SF
BLEEDING	N	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	213 SF	1.90 %	10.88
PATCHING	M	1 SF	0.01 %	6.20
DEPRESSION	M	4 SF	0.04 %	5.20
WEATHERING/RAVELING	L	110 SF	0.98 %	2.59
OIL SPILLAGE	N	2 SF	0.02 %	2.00
PATCHING	L	5 SF	0.04 %	2.00
BLEEDING	N	2 SF	0.02 %	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** 37.0 **% Climate/Durability** 63.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-11**

Length: 200 LF **Width:** 80 LF **Area:** 16,000 SF **Last Const. :** 2003 **Family:** 9ACRMU

From: R-13 **To:** TURNAROUND **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 11/6/2009 **PCI: 89**

Sample # 2 **Area:** 4000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	40 SF
WEATHERING/RAVELING	M	4 SF
DEPRESSION	L	3 SF
WEATHERING/RAVELING	H	1 SF
PATCHING	L	1 SF

Sample # 3 **Area:** 4000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	40 SF
WEATHERING/RAVELING	M	27 SF
DEPRESSION	L	1 SF

Sample # 4 **Area:** 4000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	40 SF
DEPRESSION	L	5 SF
WEATHERING/RAVELING	M	3 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	1 SF	0.01 %	6.00
WEATHERING/RAVELING	M	45 SF	0.28 %	5.13
WEATHERING/RAVELING	L	160 SF	1.00 %	2.62
PATCHING	L	3 SF	0.02 %	2.00
DEPRESSION	L	12 SF	0.07 %	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

0.0 **% Load** 98.0 **% Climate/Durability** 2.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-3**

Length: 900 LF **Width:** 65 LF **Area:** 70,900 SF **Last Const. :** 1996 **Family:** 9ACRH

From: T-1 **To:** HANGAR TW'S **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 20 **Last Inspection Date:** 7/15/2009 **PCI: 59**

Sample # 1 **Area:** 4224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF
WEATHERING/RAVELING	L	200 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
WEATHERING/RAVELING	M	42 SF
OIL SPILLAGE	N	7 SF
DEPRESSION	L	5 SF
PATCHING	L	1 SF

Sample # 5 **Area:** 4224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	101 LF
WEATHERING/RAVELING	L	200 SF
BLEEDING	N	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
WEATHERING/RAVELING	M	40 SF
DEPRESSION	L	15 SF
OIL SPILLAGE	N	10 SF
WEATHERING/RAVELING	H	1 SF
RUTTING	L	1 SF

Sample # 7 **Area:** 4224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	143 LF
WEATHERING/RAVELING	L	200 SF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	41 SF
DEPRESSION	L	36 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
OIL SPILLAGE	N	6 SF
RUTTING	L	2 SF

Sample # 18 **Area:** 4224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	215 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	83 LF
WEATHERING/RAVELING	L	200 SF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	40 SF
DEPRESSION	L	21 SF
WEATHERING/RAVELING	H	2 SF
OIL SPILLAGE	N	2 SF

Sample # 19 **Area:** 4224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	158 LF
WEATHERING/RAVELING	L	200 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	57 LF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	40 SF
DEPRESSION	L	5 SF
OIL SPILLAGE	N	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2753 LF	3.88 %	12.24
LONGITUDINAL/TRANSVERSE CRACKING	M	614 LF	0.87 %	10.54
BLEEDING	N	1343 SF	1.89 %	10.21
RUTTING	L	10 SF	0.01 %	8.50
WEATHERING/RAVELING	M	681 SF	0.96 %	7.76
WEATHERING/RAVELING	L	3357 SF	4.73 %	6.60
WEATHERING/RAVELING	H	10 SF	0.01 %	6.00
DEPRESSION	L	275 SF	0.39 %	2.38
OIL SPILLAGE	N	87 SF	0.12 %	2.03
PATCHING	L	3 SF	0.00 %	2.00

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-3**

* 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

12.0 **% Load**	67.0 **% Climate/Durability**	21.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-4**

Length: 900 LF **Width:** 25 LF **Area:** 29,000 SF **Last Const. :** 1980 **Family:** 9ACRMU
From: T-3 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 7/15/2009 **PCI: 14**

Sample # 1 **Area:** 4500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	3000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	447 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	404 LF
WEATHERING/RAVELING	M	1000 SF
WEATHERING/RAVELING	H	450 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	121 LF
ALLIGATOR CRACKING	L	209 SF
DEPRESSION	L	202 SF
ALLIGATOR CRACKING	M	152 SF
BLEEDING	N	18 SF
SWELLING	L	2 SF
PATCHING	M	2 SF
PATCHING	L	1 SF

Sample # 2 **Area:** 4500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	3000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	503 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	371 LF
WEATHERING/RAVELING	M	1000 SF
WEATHERING/RAVELING	H	462 SF
DEPRESSION	L	254 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	68 LF
ALLIGATOR CRACKING	M	215 SF
ALLIGATOR CRACKING	L	43 SF
BLEEDING	N	19 SF
ALLIGATOR CRACKING	H	15 SF

Sample # 4 **Area:** 4500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	4500 SF
WEATHERING/RAVELING	M	2500 SF
WEATHERING/RAVELING	H	1200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	292 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	250 LF
DEPRESSION	L	200 SF
BLEEDING	N	62 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	4537 SF	15.64 %	57.78
ALLIGATOR CRACKING	M	788 SF	2.72 %	39.83
WEATHERING/RAVELING	M	9667 SF	33.33 %	35.31
LONGITUDINAL/TRANSVERSE CRACKING	M	2486 LF	8.57 %	33.90
ALLIGATOR CRACKING	L	541 SF	1.87 %	26.42
WEATHERING/RAVELING	L	22555 SF	77.78 %	24.03
LONGITUDINAL/TRANSVERSE CRACKING	H	406 LF	1.40 %	22.96
LONGITUDINAL/TRANSVERSE CRACKING	L	2385 LF	8.22 %	20.69
DEPRESSION	L	1409 SF	4.86 %	19.04
ALLIGATOR CRACKING	H	32 SF	0.11 %	17.11
PATCHING	M	4 SF	0.01 %	6.20
BLEEDING	N	213 SF	0.73 %	4.13
PATCHING	L	2 SF	0.01 %	2.00
SWELLING	L	4 SF	0.01 %	1.00

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

Percent of Deduct Values Based on Distress Mechanism

27.0 **% Load** 65.0 **% Climate/Durability** 8.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-5**

Length: 1,650 LF **Width:** 45 LF **Area:** 74,250 SF **Last Const. :** 1996 **Family:** 9ACRH
From: RWY 7-25 STA 11+50 **To:** RWY 12-30 STA 7+00 **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 15 **Last Inspection Date:** 11/6/2009 **PCI: 68**

Sample # 1 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	141 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	25 SF
BLEEDING	N	25 SF
PATCHING	L	3 SF

Sample # 4 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	128 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
DEPRESSION	L	2 SF
OIL SPILLAGE	N	1 SF

Sample # 7 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	173 LF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	25 SF
SWELLING	L	1 SF
OIL SPILLAGE	N	1 SF

Sample # 10 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	144 LF
WEATHERING/RAVELING	L	49 SF
BLEEDING	N	38 SF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
WEATHERING/RAVELING	H	2 SF
PATCHING	L	2 SF

Sample # 13 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	142 LF
BLEEDING	N	220 SF
WEATHERING/RAVELING	L	49 SF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
DEPRESSION	L	3 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2809 LF	3.78 %	12.00
BLEEDING	N	1092 SF	1.47 %	7.89
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF	0.01 %	7.50
WEATHERING/RAVELING	M	482 SF	0.65 %	6.73
WEATHERING/RAVELING	H	8 SF	0.01 %	6.00
LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF	0.06 %	4.00
WEATHERING/RAVELING	L	945 SF	1.27 %	3.03
OIL SPILLAGE	N	8 SF	0.01 %	2.00
PATCHING	L	23 SF	0.03 %	2.00
SWELLING	L	4 SF	0.01 %	1.00
DEPRESSION	L	19 SF	0.03 %	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

0.0 **% Load** 79.0 **% Climate/Durability** 21.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-7**

Length: 1,225 LF **Width:** 30 LF **Area:** 36,750 SF **Last Const. :** 1993 **Family:** 9ACRMU
From: T-3 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 7/15/2009 **PCI: 53**

Sample # 2 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	100 LF
WEATHERING/RAVELING	L	240 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	22 LF
WEATHERING/RAVELING	M	40 SF
DEPRESSION	L	19 SF
WEATHERING/RAVELING	H	12 SF

Sample # 4 **Area:** 4225 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	337 LF
WEATHERING/RAVELING	L	210 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	22 LF
WEATHERING/RAVELING	M	40 SF
WEATHERING/RAVELING	H	25 SF
DEPRESSION	L	18 SF

Sample # 5 **Area:** 4225 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	310 LF
WEATHERING/RAVELING	L	210 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	26 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	13 LF
WEATHERING/RAVELING	M	40 SF
DEPRESSION	L	32 SF
OIL SPILLAGE	N	4 SF

Sample # 10 **Area:** 5600 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	342 LF
WEATHERING/RAVELING	L	400 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	103 LF
DEPRESSION	L	52 SF
CORRUGATION	L	25 SF
WEATHERING/RAVELING	M	23 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	7 LF
WEATHERING/RAVELING	H	3 SF
PATCHING	L	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2124 LF	5.78 %	16.37
LONGITUDINAL/TRANSVERSE CRACKING	H	125 LF	0.34 %	12.40
LONGITUDINAL/TRANSVERSE CRACKING	M	382 LF	1.04 %	11.44
WEATHERING/RAVELING	H	78 SF	0.21 %	8.03
WEATHERING/RAVELING	L	2067 SF	5.62 %	7.26
WEATHERING/RAVELING	M	279 SF	0.76 %	7.11
DEPRESSION	L	236 SF	0.64 %	4.36
CORRUGATION	L	49 SF	0.13 %	2.08
OIL SPILLAGE	N	8 SF	0.02 %	2.00
PATCHING	L	6 SF	0.02 %	2.00

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 88.0 **% Climate/Durability** 12.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-8**

Length: 200 LF **Width:** 100 LF **Area:** 20,000 SF **Last Const. :** 1995 **Family:** 9ACRH
From: R-3 **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 7/15/2009 **PCI: 73**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF
WEATHERING/RAVELING	L	250 SF
BLEEDING	N	100 SF
WEATHERING/RAVELING	M	75 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	112 LF
WEATHERING/RAVELING	L	250 SF
WEATHERING/RAVELING	M	75 SF
BLEEDING	N	50 SF
DEPRESSION	L	12 SF

Sample # 4 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	178 LF
WEATHERING/RAVELING	L	250 SF
WEATHERING/RAVELING	M	50 SF
BLEEDING	N	50 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	523 LF	2.61 %	9.04
WEATHERING/RAVELING	M	267 SF	1.33 %	8.79
BLEEDING	N	267 SF	1.33 %	7.14
WEATHERING/RAVELING	L	1000 SF	5.00 %	6.80
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF	0.05 %	4.00
DEPRESSION	L	16 SF	0.08 %	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

0.0 **% Load** 79.0 **% Climate/Durability** 21.0 **% Other**

GLASGOW AIRPORT

Branch: 31T **TAXIWAY** **T-9**

Length: 400 LF **Width:** 31 LF **Area:** 12,400 SF **Last Const. :** 1993 **Family:** 9ACRMU
From: T-4 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 7/15/2009 **PCI: 42**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	188 LF
WEATHERING/RAVELING	L	400 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	63 LF
WEATHERING/RAVELING	M	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	27 LF
DEPRESSION	L	60 SF
BLEEDING	N	6 SF

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	262 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	252 LF
WEATHERING/RAVELING	M	665 SF
WEATHERING/RAVELING	H	325 SF
DEPRESSION	L	309 SF
ALLIGATOR CRACKING	H	169 SF
ALLIGATOR CRACKING	M	100 SF
DEPRESSION	M	80 SF
ALLIGATOR CRACKING	L	12 SF
BLEEDING	N	8 SF

Sample # 3 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	364 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	102 LF
WEATHERING/RAVELING	L	300 SF
DEPRESSION	L	112 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	20 LF
WEATHERING/RAVELING	M	50 SF
WEATHERING/RAVELING	H	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	H	140 SF	1.13 %	37.53
WEATHERING/RAVELING	H	270 SF	2.18 %	27.56
ALLIGATOR CRACKING	M	83 SF	0.67 %	25.38
LONGITUDINAL/TRANSVERSE CRACKING	M	345 LF	2.78 %	18.70
WEATHERING/RAVELING	M	674 SF	5.43 %	15.80
LONGITUDINAL/TRANSVERSE CRACKING	L	673 LF	5.43 %	15.67
DEPRESSION	L	398 SF	3.21 %	15.13
LONGITUDINAL/TRANSVERSE CRACKING	H	39 LF	0.31 %	12.03
WEATHERING/RAVELING	L	1819 SF	14.67 %	11.86
DEPRESSION	M	66 SF	0.53 %	11.01
ALLIGATOR CRACKING	L	10 SF	0.08 %	7.00
BLEEDING	N	12 SF	0.09 %	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

35.0 **% Load** 52.0 **% Climate/Durability** 13.0 **% Other**

GLASGOW AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $159,893

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-3	L & T CR	M	180 LF	Crack Sealing - AC	180 LF	$269	PREV.
A-3	OIL SPILLAGE	N	466 SF	Patching - AC Shallow	557 SF	$8,344	PREV.
A-3	PATCHING	M	1282 SF	Patching - AC Deep	1430 SF	$52,878	PREV.
A-4	LINEAR CR	H	1 Err	Crack Sealing - PCC	14 LF	$21	SAFET
A-4	JOINT SPALL	H	1 Err	Patching - PCC Partial Dept	9 SF	$662	SAFET
A-6	LINEAR CR	M	1 Err	Crack Sealing - PCC	16 LF	$24	PREV.
A-7	L & T CR	M	149 LF	Crack Sealing - AC	149 LF	$223	PREV.
A-7	OIL SPILLAGE	N	54 SF	Patching - AC Shallow	87 SF	$1,300	PREV.
R13	L & T CR	M	7 LF	Crack Sealing - AC	7 LF	$10	PREV.
R13	PATCHING	M	7 SF	Patching - AC Deep	22 SF	$796	PREV.
R14	L & T CR	M	8 LF	Crack Sealing - AC	8 LF	$11	PREV.
R-2	L & T CR	H	59 LF	Crack Sealing - AC	59 LF	$88	PREV.
R-2	PATCHING	M	12 SF	Patching - AC Deep	30 SF	$1,091	PREV.
R-2	L & T CR	M	1805 LF	Crack Sealing - AC	1805 LF	$2,707	PREV.
R-2	DEPRESSION	M	59 SF	Patching - AC Deep	94 SF	$3,455	PREV.
R-3	L & T CR	M	36 LF	Crack Sealing - AC	36 LF	$54	PREV.
T-1	L & T CR	H	11 LF	Crack Sealing - AC	11 LF	$16	PREV.
T-1	L & T CR	M	274 LF	Crack Sealing - AC	274 LF	$410	PREV.
T-10	OIL SPILLAGE	N	2 SF	Patching - AC Shallow	12 SF	$175	PREV.
T-10	PATCHING	M	1 SF	Patching - AC Deep	10 SF	$334	PREV.
T-10	DEPRESSION	M	4 SF	Patching - AC Deep	17 SF	$594	PREV.
T-3	L & T CR	M	615 LF	Crack Sealing - AC	615 LF	$922	PREV.
T-3	OIL SPILLAGE	N	88 SF	Patching - AC Shallow	129 SF	$1,933	PREV.
T-4	L & T CR	H	407 LF	Crack Sealing - AC	407 LF	$609	SAFET
T-4	ALLIGATOR CR	H	33 SF	Patching - AC Deep	60 SF	$2,186	SAFET
T-4	WEATH/RAVEL	H	4537 SF	Patching - AC Shallow	4537 SF	$68,053	SAFET
T-5	L & T CR	H	8 LF	Crack Sealing - AC	8 LF	$12	PREV.
T-5	L & T CR	M	43 LF	Crack Sealing - AC	43 LF	$64	PREV.
T-5	OIL SPILLAGE	N	8 SF	Patching - AC Shallow	23 SF	$343	PREV.
T-7	L & T CR	H	125 LF	Crack Sealing - AC	125 LF	$187	PREV.
T-7	OIL SPILLAGE	N	8 SF	Patching - AC Shallow	24 SF	$346	PREV.
T-7	L & T CR	M	383 LF	Crack Sealing - AC	383 LF	$573	PREV.
T-8	L & T CR	M	10 LF	Crack Sealing - AC	10 LF	$14	PREV.
T-9	L & T CR	H	39 LF	Crack Sealing - AC	39 LF	$58	SAFET
T-9	WEATH/RAVEL	H	271 SF	Patching - AC Shallow	271 SF	$4,055	SAFET
T-9	ALLIGATOR CR	H	140 SF	Patching - AC Deep	192 SF	$7,077	SAFET

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $203,332

PLAN YEAR: 2010 ESTIMATED COST: $303,226

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$61,491				$61,491	54	54
A-4	Reconstruct			$19,253		$19,253	19	100
A-6	Basic Prev.	$24				$24	53	53
A-7	Basic Prev.	$1,523				$1,523	70	70
R13	Basic Prev.	$806				$806	86	86
R14	Basic Prev.	$11				$11	86	86
R-2	Basic Prev.	$7,341				$7,341	66	66
R-3	Basic Prev.	$54				$54	70	70
T-1	Basic Prev.	$426				$426	67	67
T-10	Basic Prev.	$1,103				$1,103	78	78
T-3	Basic Prev.	$2,855				$2,855	59	59
T-4	Reconstruct			$117,795		$117,795	11	100
T-5	Basic Prev.	$419				$419	68	68
T-7	Prev. & Thin AC	$1,106	$58,800			$59,906	52	64
T-8	Basic Prev.	$14				$14	72	72
T-9	Reconstruct			$30,204		$30,204	41	100

GLASGOW AIRPORT

PLAN YEAR: 2011 ESTIMATED COST: $49,495

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$3,831				$3,831	51	51
A-6	Basic Prev.	$986				$986	52	52
A-7	Basic Prev.	$3,117				$3,117	67	67
R13	Basic Prev.	$1,116				$1,116	83	83
R14	Basic Prev.	$3,285				$3,285	83	83
R-2	Basic Prev.	$19,754				$19,754	65	65
R-3	Basic Prev.	$3,909				$3,909	68	68
T-1	Basic Prev.	$2,708				$2,708	66	66
T-10	Basic Prev.	$307				$307	76	76
T-11	Basic Prev.	$105				$105	86	86
T-3	Basic Prev.	$4,229				$4,229	58	58
T-5	Basic Prev.	$3,401				$3,401	67	67
T-7	Basic Prev.	$1,947				$1,947	61	61
T-8	Basic Prev.	$801				$801	70	70

PLAN YEAR: 2012 ESTIMATED COST: $261,428

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Reconstruct			$102,765		$102,765	47	100
A-6	Basic Prev.	$1,009				$1,009	51	51
A-7	Prev. & Thin AC	$3,369	$109,880			$113,250	64	79
R13	Basic Prev.	$1,486				$1,486	81	81
R14	Basic Prev.	$4,376				$4,376	81	81
R-2	Basic Prev.	$20,306				$20,306	64	64
R-3	Basic Prev.	$4,065				$4,065	67	67
T-1	Basic Prev.	$2,795				$2,795	65	65
T-10	Basic Prev.	$362				$362	74	74
T-11	Basic Prev.	$166				$166	84	84
T-3	Basic Prev.	$4,337				$4,337	58	58
T-5	Basic Prev.	$3,514				$3,514	65	65
T-7	Basic Prev.	$2,145				$2,145	59	59
T-8	Basic Prev.	$852				$852	69	69

PLAN YEAR: 2013 ESTIMATED COST: $715,225

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-4	Basic Prev.	$19				$19	88	88
A-6	Basic Prev.	$1,029				$1,029	51	51
A-7	Basic Prev.	$1,900				$1,900	75	75
R13	Prev. & Thin AC	$1,958	$162,000			$163,959	79	91
R14	Prev. & Thin AC	$5,766	$477,001			$482,768	79	91
R-2	Basic Prev.	$20,809				$20,809	63	63
R-3	Basic Prev.	$4,208				$4,208	66	66
T-1	Basic Prev.	$2,876				$2,876	64	64
T-10	Basic Prev.	$412				$412	72	72
T-11	Prev. & Thin AC	$225	$25,600			$25,825	81	95
T-3	Basic Prev.	$4,445				$4,445	57	57
T-4	Basic Prev.	$57				$57	89	89
T-5	Basic Prev.	$3,619				$3,619	64	64
T-7	Basic Prev.	$2,387				$2,387	56	56
T-8	Basic Prev.	$888				$888	68	68
T-9	Basic Prev.	$24				$24	89	89

PLAN YEAR: 2014 ESTIMATED COST: $45,820

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-4	Basic Prev.	$51				$51	84	84
A-6	Basic Prev.	$1,047				$1,047	50	50
A-7	Basic Prev.	$2,403				$2,403	73	73
R13	Basic Prev.	$319				$319	88	88
R14	Basic Prev.	$939				$939	88	88
R-2	Basic Prev.	$21,266				$21,266	62	62
R-3	Basic Prev.	$4,339				$4,339	65	65
T-1	Basic Prev.	$2,949				$2,949	63	63
T-10	Basic Prev.	$457				$457	70	70
T-3	Basic Prev.	$4,550				$4,550	57	57
T-4	Basic Prev.	$179				$179	86	86
T-5	Basic Prev.	$3,715				$3,715	63	63
T-7	Basic Prev.	$2,610				$2,610	54	54
T-8	Basic Prev.	$921				$921	66	66
T-9	Basic Prev.	$76				$76	86	86

GLASGOW AIRPORT

PLAN YEAR: 2015 ESTIMATED COST: $57,693

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$180				$180	88	88
A-4	Basic Prev.	$80				$80	81	81
A-6	Basic Prev.	$1,076				$1,076	50	50
A-7	Basic Prev.	$2,862				$2,862	70	70
R13	Basic Prev.	$732				$732	86	86
R14	Basic Prev.	$2,155				$2,155	86	86
R-2	Basic Prev.	$21,696				$21,696	61	61
R-3	Basic Prev.	$4,458				$4,458	64	64
T-1	Basic Prev.	$3,017				$3,017	62	62
T-10	Basic Prev.	$481				$481	69	69
T-11	Basic Prev.	$38				$38	89	89
T-3	Basic Prev.	$4,657				$4,657	56	56
T-4	Prev. & Fog Seal	$290	$5,800			$6,090	84	89
T-5	Basic Prev.	$3,802				$3,802	62	62
T-7	Basic Prev.	$2,814				$2,814	52	52
T-8	Basic Prev.	$951				$951	65	65
T-9	Prev. & Fog Seal	$124	$2,480			$2,604	84	89

PLAN YEAR: 2016 ESTIMATED COST: $52,437

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$460				$460	84	84
A-4	Basic Prev.	$118				$118	78	78
A-6	Basic Prev.	$1,114				$1,114	49	49
A-7	Basic Prev.	$3,117				$3,117	67	67
R13	Basic Prev.	$1,115				$1,115	83	83
R14	Basic Prev.	$3,282				$3,282	83	83
R-2	Basic Prev.	$22,096				$22,096	60	60
R-3	Basic Prev.	$4,569				$4,569	63	63
T-1	Basic Prev.	$3,078				$3,078	61	61
T-10	Basic Prev.	$501				$501	67	67
T-11	Basic Prev.	$105				$105	86	86
T-3	Basic Prev.	$4,766				$4,766	55	55
T-4	Basic Prev.	$179				$179	86	86
T-5	Basic Prev.	$3,884				$3,884	62	62
T-7	Basic Prev.	$2,998				$2,998	50	50
T-8	Basic Prev.	$979				$979	64	64
T-9	Basic Prev.	$76				$76	86	86

PLAN YEAR: 2017 ESTIMATED COST: $139,867

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Prev. & Fog Seal	$724	$9,480			$10,204	81	88
A-4	Basic Prev.	$157				$157	75	75
A-6	Basic Prev.	$1,148				$1,148	49	49
A-7	Basic Prev.	$3,370				$3,370	64	64
R13	Basic Prev.	$1,486				$1,486	81	81
R14	Basic Prev.	$4,376				$4,376	81	81
R-2	Basic Prev.	$22,637				$22,637	60	60
R-3	Basic Prev.	$4,671				$4,671	62	62
T-1	Basic Prev.	$3,137				$3,137	61	61
T-10	Basic Prev.	$519				$519	66	66
T-11	Basic Prev.	$166				$166	84	84
T-3	Basic Prev.	$4,881				$4,881	55	55
T-4	Basic Prev.	$290				$290	84	84
T-5	Basic Prev.	$3,959				$3,959	61	61
T-7	Reconstruct			$77,738		$77,738	49	100
T-8	Basic Prev.	$1,004				$1,004	63	63
T-9	Basic Prev.	$124				$124	84	84

GLASGOW AIRPORT

PLAN YEAR: 2018 ESTIMATED COST: $55,902

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$460				$460	84	84
A-4	Basic Prev.	$193				$193	72	72
A-6	Basic Prev.	$1,175				$1,175	49	49
A-7	Basic Prev.	$3,622				$3,622	61	61
R13	Basic Prev.	$1,958				$1,958	79	79
R14	Basic Prev.	$5,766				$5,766	79	79
R-2	Basic Prev.	$23,372				$23,372	59	59
R-3	Basic Prev.	$4,764				$4,764	61	61
T-1	Basic Prev.	$3,199				$3,199	60	60
T-10	Basic Prev.	$536				$536	65	65
T-11	Basic Prev.	$225				$225	81	81
T-3	Basic Prev.	$5,009				$5,009	54	54
T-4	Basic Prev.	$397				$397	82	82
T-5	Basic Prev.	$4,028				$4,028	60	60
T-8	Basic Prev.	$1,027				$1,027	62	62
T-9	Basic Prev.	$170				$170	82	82

PLAN YEAR: 2019 ESTIMATED COST: $60,342

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$723				$723	81	81
A-4	Basic Prev.	$221				$221	69	69
A-6	Basic Prev.	$1,197				$1,197	49	49
A-7	Basic Prev.	$4,032				$4,032	58	58
R13	Basic Prev.	$2,539				$2,539	77	77
R14	Basic Prev.	$7,475				$7,475	77	77
R-2	Basic Prev.	$24,062				$24,062	58	58
R-3	Basic Prev.	$4,851				$4,851	60	60
T-1	Basic Prev.	$3,305				$3,305	59	59
T-10	Basic Prev.	$551				$551	64	64
T-11	Basic Prev.	$294				$294	79	79
T-3	Basic Prev.	$5,150				$5,150	53	53
T-4	Basic Prev.	$517				$517	79	79
T-5	Basic Prev.	$4,154				$4,154	59	59
T-8	Basic Prev.	$1,049				$1,049	61	61
T-9	Basic Prev.	$221				$221	79	79

PLAN YEAR: 2020 ESTIMATED COST: $73,546

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$1,069				$1,069	78	78
A-4	Basic Prev.	$237				$237	67	67
A-6	Basic Prev.	$1,215				$1,215	48	48
A-7	Basic Prev.	$4,583				$4,583	56	56
R13	Basic Prev.	$3,146				$3,146	74	74
R14	Basic Prev.	$9,265				$9,265	74	74
R-2	Basic Prev.	$24,717				$24,717	58	58
R-3	Basic Prev.	$4,972				$4,972	60	60
T-1	Basic Prev.	$3,405				$3,405	59	59
T-10	Basic Prev.	$565				$565	63	63
T-11	Basic Prev.	$385				$385	77	77
T-3	Basic Prev.	$5,308				$5,308	53	53
T-4	Prev. & Fog Seal	$682	$5,800			$6,482	77	82
T-5	Basic Prev.	$4,284				$4,284	59	59
T-7	Basic Prev.	$72				$72	89	89
T-8	Basic Prev.	$1,069				$1,069	61	61
T-9	Prev. & Fog Seal	$292	$2,480			$2,772	77	82

GLASGOW AIRPORT

PLAN YEAR: 2021 ESTIMATED COST: $69,960

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$1,427				$1,427	74	74
A-4	Basic Prev.	$252				$252	65	65
A-6	Basic Prev.	$1,230				$1,230	48	48
A-7	Basic Prev.	$5,153				$5,153	53	53
R13	Basic Prev.	$3,779				$3,779	72	72
R14	Basic Prev.	$11,126				$11,126	72	72
R-2	Basic Prev.	$25,349				$25,349	57	57
R-3	Basic Prev.	$5,133				$5,133	59	59
T-1	Basic Prev.	$3,501				$3,501	58	58
T-10	Basic Prev.	$578				$578	62	62
T-11	Basic Prev.	$480				$480	75	75
T-3	Basic Prev.	$5,492				$5,492	52	52
T-4	Basic Prev.	$517				$517	79	79
T-5	Basic Prev.	$4,408				$4,408	58	58
T-7	Basic Prev.	$227				$227	86	86
T-8	Basic Prev.	$1,088				$1,088	60	60
T-9	Basic Prev.	$221				$221	79	79

PLAN YEAR: 2022 ESTIMATED COST: $228,548

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Prev. & Fog Seal	$1,770	$9,480			$11,250	72	78
A-4	Basic Prev.	$266				$266	63	63
A-6	Basic Prev.	$1,239				$1,239	48	48
A-7	Reconstruct			$142,751		$142,751	50	100
R13	Basic Prev.	$4,309				$4,309	69	69
R14	Basic Prev.	$12,688				$12,688	69	69
R-2	Basic Prev.	$25,955				$25,955	57	57
R-3	Basic Prev.	$5,284				$5,284	58	58
T-1	Basic Prev.	$3,590				$3,590	58	58
T-10	Basic Prev.	$590				$590	61	61
T-11	Basic Prev.	$579				$579	72	72
T-3	Basic Prev.	$5,709				$5,709	51	51
T-4	Basic Prev.	$682				$682	77	77
T-5	Basic Prev.	$4,522				$4,522	58	58
T-7	Prev. & Fog Seal	$368	$7,350			$7,718	84	89
T-8	Basic Prev.	$1,124				$1,124	59	59
T-9	Basic Prev.	$292				$292	77	77

PLAN YEAR: 2023 ESTIMATED COST: $877,965

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$1,426				$1,426	75	75
A-4	Basic Prev.	$278				$278	61	61
A-6	Basic Prev.	$1,247				$1,247	48	48
R13	Prev. & Thin AC	$4,662	$162,000			$166,662	66	79
R14	Prev. & Thin AC	$13,726	$477,001			$490,728	66	79
R-2	Basic Prev.	$26,564				$26,564	56	56
R-3	Basic Prev.	$5,428				$5,428	58	58
T-1	Basic Prev.	$3,679				$3,679	57	57
T-10	Basic Prev.	$601				$601	61	61
T-11	Prev. & Thin AC	$671	$25,600			$26,271	69	81
T-3	Reconstruct			$147,843		$147,843	49	100
T-4	Basic Prev.	$854				$854	75	75
T-5	Basic Prev.	$4,634				$4,634	57	57
T-7	Basic Prev.	$226				$226	86	86
T-8	Basic Prev.	$1,159				$1,159	59	59
T-9	Basic Prev.	$365				$365	75	75

GLASGOW AIRPORT

PLAN YEAR: 2024 ESTIMATED COST: $58,525

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$1,769				$1,769	72	72
A-4	Basic Prev.	$292				$292	60	60
A-6	Basic Prev.	$1,251				$1,251	48	48
R13	Basic Prev.	$2,539				$2,539	77	77
R14	Basic Prev.	$7,475				$7,475	77	77
R-2	Basic Prev.	$27,181				$27,181	56	56
R-3	Basic Prev.	$5,567				$5,567	57	57
T-1	Basic Prev.	$3,766				$3,766	56	56
T-10	Basic Prev.	$613				$613	60	60
T-11	Basic Prev.	$294				$294	79	79
T-4	Basic Prev.	$1,033				$1,033	72	72
T-5	Basic Prev.	$4,744				$4,744	57	57
T-7	Basic Prev.	$368				$368	84	84
T-8	Basic Prev.	$1,192				$1,192	58	58
T-9	Basic Prev.	$442				$442	72	72

GLASGOW AIRPORT

7/15/2009

A-3, overview

A-3, surface detail with rutting

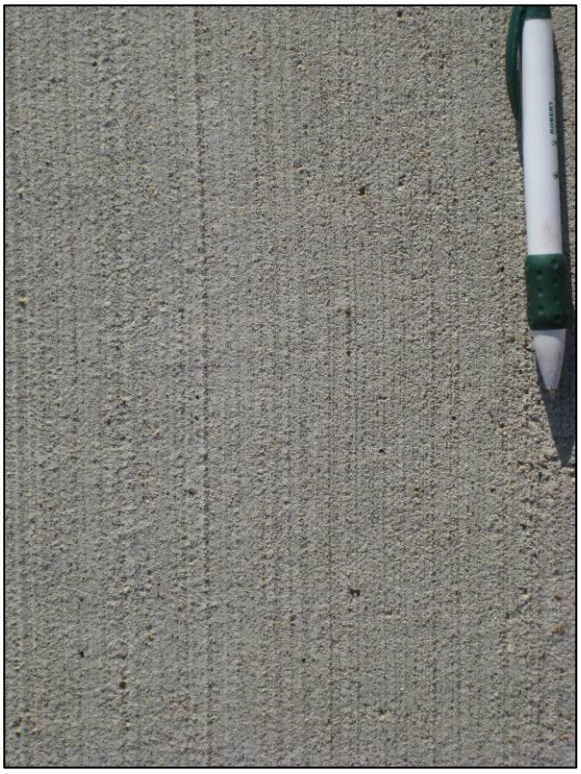
A-4, surface detail

A-4, overview

GLASGOW AIRPORT

7/15/2009

A-6, overview



A-6, surface detail

A-7, surface detail

A-7, overview

GLASGOW AIRPORT

7/15/2009

T-1, overview

T-1, surface detail with bleeding

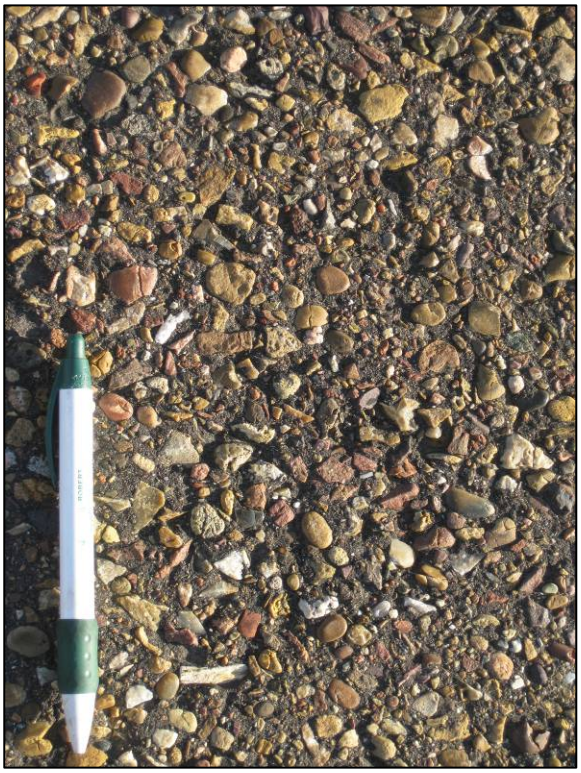
T-3, surface detail

T-3, overview

GLASGOW AIRPORT

7/15/2009

T-4, overview



T-4, surface detail with raveling

T-5, surface detail

T-5, overview

GLASGOW AIRPORT

7/15/2009

T-7, overview

T-7, surface detail

T-9, overview

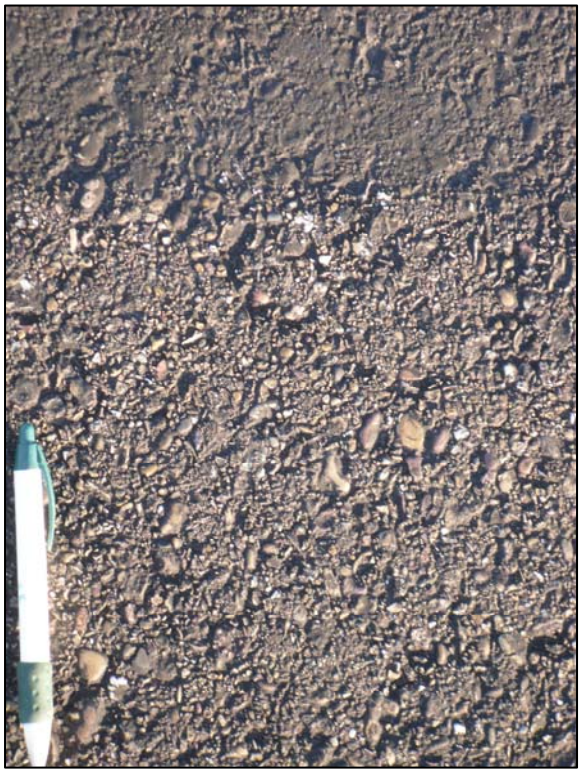
T-9, alligator cracking, vegetation & raveling

GLASGOW AIRPORT

7/15/2009

T-10, overview

T-10, surface detail



T-11, surface detail

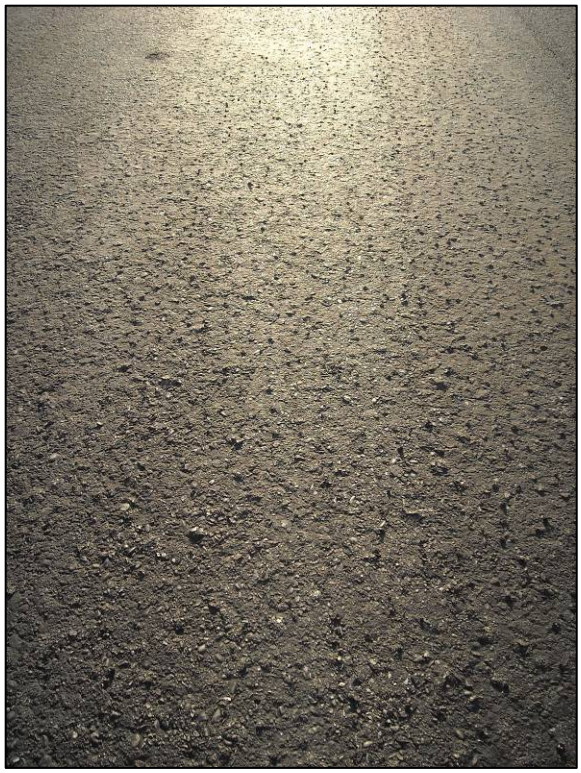
T-11, overview

GLASGOW AIRPORT

7/15/2009

R-2, overview

R-2, surface detail with bleeding



R-3, surface detail with bleeding & patch

R-3, overview

GLASGOW AIRPORT

7/15/2009

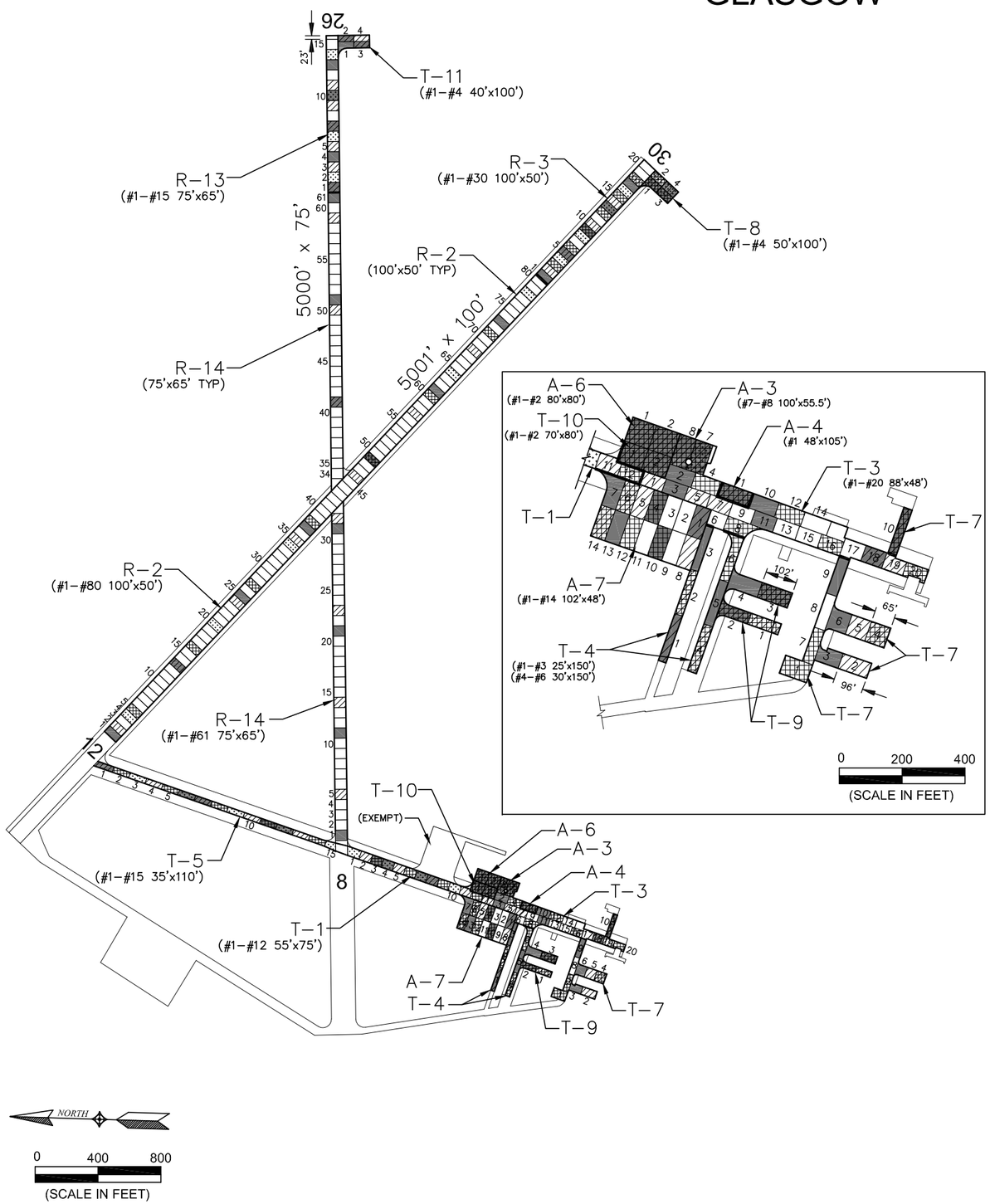
R-13, overview

R-13, surface detail with grooves

R-14, surface detail with grooves

R-14, overview

GLASGOW



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

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-2	E-7	F7	8" GRAVEL	5" AC	4" AC	P-609	75,000	180,000	250,000	5 8 10 11
R-3	E-7	F7		6" P-208	2" P-401	P-609	75,000	190,000	280,000	5 8 10 11
R-13	E-7	F7	8" GRAVEL	5" AC	4" P-401		25,000	45,000	75,000	9 10 11 12
R-14		CBR=1.4	GEOGRID, FABRIC 11" P-154	4" P-208	3" P-401		25,000	45,000	75,000	9 10 11 12
TAXIWAYS										
T-1	E-7	F7	8" GRAVEL	5" AC	4" AC	2.6" P-402, 2"P-401, P-609	75,000	160,000	230,000	2 5 8 10 11
T-3	E-7	F7	8" GRAVEL	5" AC	4" AC	2.6" P-402, 2"P-401, P-609	75,000	160,000	230,000	A 2 6 8 10 11
T-4				UNKNOWN	UNKNOWN	P-609				8
T-5	E-7	F7	6" P-154	6" P-208	4" P-401	3" AC, 2"P-401, P-609	75,000	135,000	195,000	5 8 10 11
T-7				10" P-208	3" P-401	P-609				4 8 10 11
T-8			18" P-154	6" P-208	2" P-401	P-609	75,000			5 10 11
T-9				UNKNOWN	UNKNOWN	P-609				8 10 11
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
T-11		CBR=4	FABRIC 15" P-154	6" P-208	4" P-401		25,000	45,000	75,000	9
APRONS										
A-3	E-7	F7	6" P-154	3" P-208	3" P-401	2" P-401	23,000			1 9 10 11 12
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		12,500			9 12

REMARKS:

A CENTER 100' OVERLAYED WITH OPEN-GRADED EMULSIFIED AC PRIOR TO OVERLAY, CRACKS WERE SEALED, STRESS-RELIEF CRACKS WERE CONSTRUCTED, AND PETRO MAT WAS LAID AND TACKED. OVERLAY ALSO INCLUDES P-609 (SINGLE APPLICATION).

1 1980

2 AIP-01, 1986

3 AIP-02, 1987

4 NON-AIP, 1993, CONSTRUCTION OF HANGAR ACCESS TAXIWAYS AND CONCRETE PARKING PAD.

5 AIP-04, 1996, REHABILITATE RUNWAY 12-30 AND TAXIWAYS, CONSTRUCT RUNWAY 30 TURNAROUND.

6 AIP-04 (CONT'D), 1997, 45'-WIDTH, CENTERLINE ONLY 2" OVERLAY.

7 AIP-06, 2000, CONSTRUCT HEAVY APRON AND CONNECTIONS.

8 AIP-07, 2001, CRACK SEAL, FOG SEAL, AND REMARK.

9 AIP-008 & -009, 2002-'03, RECONSTRUCT 4000'(W), MILL AND OVERLAY 1000'(E) RUNWAY 8-26, MILL AND OVERLAY FUELING APRON (A-3), RECONSTRUCT G.A. APRON (A-7).

10 AIP-010, 2005, CRACK SEAL.

11 AIP-011, 2006, GROOVE RUNWAY 8-26, FOG SEAL AND REMARK OTHER AIRPORT PAVEMENTS.

12 AIP-013, 2008, CRACK SEAL, FOG SEAL, AND REMARK.

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA (NOT SURVEYED)
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 24, 1987
EVALUATED BY:	C. NEW
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	JULY 15, 2009
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

GLASGOW INTERNATIONAL

PREPARED FOR: MONTANA AERONAUTICS DIVISION

GLASGOW MONTANA

DATE: NOV. 2009

PREPARED BY: RPA

GLASGOW

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