MILES CITY AIRPORT

Branch: 42A **APRON** **A-2**

Length: 0 LF **Width:** 0 LF **Area:** 38,750 SF **Last Const. :** 2001 **Family:** 9ACAM
From: SOUTHEAST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 7/17/2009 **PCI: 55**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
PATCHING	L	679 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	151 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	44 LF
DEPRESSION	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
WEATHERING/RAVELING	M	15 SF
OIL SPILLAGE	N	3 SF
SWELLING	L	2 SF

Sample # 6 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	109 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF
PATCHING	L	182 SF
WEATHERING/RAVELING	M	21 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
DEPRESSION	L	10 SF
OIL SPILLAGE	N	6 SF

Sample # 7 **Area:** 4375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	128 LF
PATCHING	L	269 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	74 LF
WEATHERING/RAVELING	L	219 SF
WEATHERING/RAVELING	M	15 SF
PATCHING	M	15 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF
OIL SPILLAGE	N	12 SF
DEPRESSION	L	7 SF

Sample # 8 **Area:** 4375 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	219 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	52 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
OIL SPILLAGE	N	48 SF
WEATHERING/RAVELING	M	40 SF
PATCHING	L	13 SF
DEPRESSION	L	6 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	910 LF	2.35 %	17.09
PATCHING	L	2362 SF	6.10 %	11.11
LONGITUDINAL/TRANSVERSE CRACKING	H	31 LF	0.08 %	7.50
WEATHERING/RAVELING	L	1939 SF	5.00 %	6.81
PATCHING	M	31 SF	0.08 %	6.20
WEATHERING/RAVELING	M	188 SF	0.49 %	6.09
LONGITUDINAL/TRANSVERSE CRACKING	L	430 LF	1.11 %	5.18
OIL SPILLAGE	N	143 SF	0.37 %	2.97
SWELLING	L	4 SF	0.01 %	1.00
DEPRESSION	L	85 SF	0.22 %	0.93

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 92.0 **% Climate/Durability** 8.0 **% Other**

MILES CITY AIRPORT

Branch: 42A **APRON** **A-3**

Length: 0 LF **Width:** 0 LF **Area:** 60,000 SF **Last Const. :** 1985 **Family:** 9ACAM
From: NORTHWEST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 7/17/2009 **PCI: 26**

Sample # 1 **Area:** 5500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	354 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	307 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	44 LF
WEATHERING/RAVELING	M	100 SF
WEATHERING/RAVELING	H	52 SF
DEPRESSION	L	42 SF
PATCHING	M	36 SF
ALLIGATOR CRACKING	L	30 SF
RUTTING	L	25 SF

Sample # 2 **Area:** 5500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	340 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	209 LF
ALLIGATOR CRACKING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	40 LF
WEATHERING/RAVELING	M	100 SF
RUTTING	L	25 SF
DEPRESSION	L	22 SF
WEATHERING/RAVELING	H	2 SF

Sample # 6 **Area:** 3800 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	M	2140 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	374 LF
WEATHERING/RAVELING	L	1200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	144 LF
WEATHERING/RAVELING	M	110 SF
BLEEDING	N	103 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	10 LF
DEPRESSION	L	27 SF
WEATHERING/RAVELING	H	15 SF
OIL SPILLAGE	N	11 SF
DEPRESSION	M	9 SF
PATCHING	L	8 SF

Sample # 7 **Area:** 3800 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	M	1300 SF
WEATHERING/RAVELING	L	1200 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	345 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	90 LF
BLEEDING	N	112 SF
WEATHERING/RAVELING	M	100 SF
DEPRESSION	L	25 SF
WEATHERING/RAVELING	H	11 SF
DEPRESSION	M	9 SF
OIL SPILLAGE	N	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	11097 SF	18.49 %	64.41
LONGITUDINAL/TRANSVERSE CRACKING	M	4559 LF	7.60 %	31.94
ALLIGATOR CRACKING	L	1065 SF	1.77 %	25.93
WEATHERING/RAVELING	L	17419 SF	29.03 %	16.17
LONGITUDINAL/TRANSVERSE CRACKING	H	303 LF	0.51 %	14.50
LONGITUDINAL/TRANSVERSE CRACKING	L	2420 LF	4.03 %	12.60
WEATHERING/RAVELING	M	1323 SF	2.20 %	10.76
RUTTING	L	161 SF	0.27 %	10.68
WEATHERING/RAVELING	H	258 SF	0.43 %	10.14
PATCHING	M	116 SF	0.19 %	7.18

MILES CITY AIRPORT

Branch: 42A **APRON** **A-3**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	694 SF	1.16 %	6.20
DEPRESSION	M	58 SF	0.10 %	5.20
DEPRESSION	L	374 SF	0.62 %	4.23
OIL SPILLAGE	N	39 SF	0.06 %	2.00
PATCHING	L	26 SF	0.04 %	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

45.0 **% Load** 47.0 **% Climate/Durability** 8.0 **% Other**

MILES CITY AIRPORT

Branch: 42A **APRON** **A-3A**

Length: 0 LF **Width:** 0 LF **Area:** 63,950 SF **Last Const. :** 2001 **Family:** 9ACAM
From: SOUTHWEST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 7/17/2009 **PCI: 71**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	102 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	19 LF
WEATHERING/RAVELING	M	26 SF
OIL SPILLAGE	N	15 SF
PATCHING	L	12 SF
DEPRESSION	L	6 SF
BLEEDING	N	2 SF

Sample # 3 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	250 SF
WEATHERING/RAVELING	M	121 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
DEPRESSION	L	7 SF
PATCHING	L	3 SF

Sample # 5 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	29 LF
PATCHING	L	86 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
WEATHERING/RAVELING	M	40 SF
OIL SPILLAGE	N	9 SF
DEPRESSION	L	6 SF
SWELLING	L	4 SF

Sample # 10 **Area:** 3580 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	200 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
DEPRESSION	L	24 SF
WEATHERING/RAVELING	M	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF
PATCHING	L	10 SF
BLEEDING	N	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	520 LF	0.81 %	10.25
WEATHERING/RAVELING	M	712 SF	1.11 %	8.20
WEATHERING/RAVELING	L	3270 SF	5.11 %	6.89
LONGITUDINAL/TRANSVERSE CRACKING	L	186 LF	0.29 %	3.57
PATCHING	L	382 SF	0.60 %	2.67
OIL SPILLAGE	N	83 SF	0.13 %	2.06
DEPRESSION	L	148 SF	0.23 %	1.04
SWELLING	L	14 SF	0.02 %	1.00
BLEEDING	N	10 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** 89.0 **% Climate/Durability** 11.0 **% Other**

MILES CITY AIRPORT

Branch: 42A **APRON** **A-4**

Length: 700 LF **Width:** 76 LF **Area:** 53,500 SF **Last Const. :** 2001 **Family:** 9ACAM
From: FBO APRON AREA **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 7/17/2009 **PCI: 61**

Sample # 3 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	155 LF
WEATHERING/RAVELING	L	275 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	80 LF
WEATHERING/RAVELING	M	155 SF
OIL SPILLAGE	N	27 SF
DEPRESSION	L	7 SF
PATCHING	L	2 SF

Sample # 4 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	194 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	149 LF
WEATHERING/RAVELING	L	275 SF
WEATHERING/RAVELING	M	26 SF
SWELLING	L	17 SF
PATCHING	M	9 SF
DEPRESSION	L	6 SF
OIL SPILLAGE	N	5 SF

Sample # 5 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	178 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF
WEATHERING/RAVELING	L	275 SF
OIL SPILLAGE	N	135 SF
WEATHERING/RAVELING	M	26 SF
PATCHING	L	1 SF

Sample # 7 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	136 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	87 LF
WEATHERING/RAVELING	L	275 SF
WEATHERING/RAVELING	M	25 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	1494 LF	2.79 %	18.74
WEATHERING/RAVELING	M	564 SF	1.05 %	8.04
LONGITUDINAL/TRANSVERSE CRACKING	L	1136 LF	2.12 %	7.74
WEATHERING/RAVELING	L	2675 SF	5.00 %	6.80
PATCHING	M	22 SF	0.04 %	6.20
OIL SPILLAGE	N	406 SF	0.76 %	3.30
PATCHING	L	7 SF	0.01 %	2.00
SWELLING	L	41 SF	0.08 %	1.00
DEPRESSION	L	32 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

0.0 **% Load** 92.0 **% Climate/Durability** 8.0 **% Other**

MILES CITY AIRPORT

Branch: 42A **APRON** **A-5**

Length: 50 LF **Width:** 50 LF **Area:** 2,500 SF **Last Const. :** 1989 **Family:** 9PCAA

From: 50' x 50' PCC **To:** **Surface:** PCC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 7/17/2009 **PCI: 8**

Sample # 1 **Area:** 4 Slabs

Distress Description	Severity	Quantity
SHATTERED SLAB	M	4 Slabs
JOINT SEAL DAMAGE	M	4 Slabs
FAULTING	L	2 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
SHATTERED SLAB	M	4 Slabs	100.00 %	84.09
FAULTING	L	2 Slabs	50.00 %	27.18
JOINT SEAL DAMAGE	M	4 Slabs	100.00 %	7.00

* 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

71.0 **% Load** 6.0 **% Climate/Durability** 23.0 **% Other**

MILES CITY AIRPORT

Branch: 42R1 **RUNWAY** **R-21**

Length: 5,680 LF **Width:** 75 LF **Area:** 426,000 SF **Last Const. :** 1998 **Family:** 9ACRMU
From: T-6 **To:** T-5B **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 114 **Last Inspection Date:** 7/17/2009 **PCI: 67**

Sample # 2 **Area:** 3750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
WEATHERING/RAVELING	L	375 SF
WEATHERING/RAVELING	M	19 SF

Sample # 18 **Area:** 3750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	265 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF
WEATHERING/RAVELING	M	19 SF

Sample # 34 **Area:** 3750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	256 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	68 LF
WEATHERING/RAVELING	M	19 SF
PATCHING	L	1 SF

Sample # 50 **Area:** 3750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	226 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF
DEPRESSION	L	30 SF
WEATHERING/RAVELING	M	19 SF

Sample # 66 **Area:** 3750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	287 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
DEPRESSION	L	48 SF
WEATHERING/RAVELING	M	19 SF

Sample # 82 **Area:** 3750 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	64 LF
PATCHING	L	30 SF
WEATHERING/RAVELING	M	19 SF
DEPRESSION	L	10 SF
DEPRESSION	M	10 SF

Sample # 98 **Area:** 3750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	177 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	67 LF
WEATHERING/RAVELING	M	19 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	23132 LF	5.43 %	15.67
LONGITUDINAL/TRANSVERSE CRACKING	M	3636 LF	0.85 %	10.47
WEATHERING/RAVELING	L	35297 SF	8.29 %	8.92
WEATHERING/RAVELING	M	2158 SF	0.51 %	6.17
DEPRESSION	M	162 SF	0.04 %	5.20
PATCHING	L	519 SF	0.12 %	2.00
DEPRESSION	L	1428 SF	0.34 %	1.93

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

MILES CITY AIRPORT

Branch: 42R1 **RUNWAY** **R-21**

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load**	86.0 **% Climate/Durability**	14.0 **% Other**

MILES CITY AIRPORT

Branch: 42R2 **RUNWAY** **R-12**

Length: 5,601 LF **Width:** 100 LF **Area:** 560,100 SF **Last Const. :** 2008 **Family:** 9ACRH
From: RUNWAY 12-30 FROM T-3B **To:** T-5 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 110 **Last Inspection Date:** 7/17/2009 **PCI: 98**

Sample # 8 **Area:** 5000 SF

Distress Description	Severity	Quantity
NONE		

Sample # 23 **Area:** 5000 SF

Distress Description	Severity	Quantity
NONE		

Sample # 38 **Area:** 5000 SF

Distress Description	Severity	Quantity
NONE		

Sample # 53 **Area:** 5000 SF

Distress Description	Severity	Quantity
NONE		

Sample # 68 **Area:** 5000 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	5 SF
WEATHERING/RAVELING	M	2 SF

Sample # 83 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	M	2 SF

Sample # 98 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	M	11 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	240 SF	0.04 %	4.00
OIL SPILLAGE	N	80 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** 67.0 **% Climate/Durability** 33.0 **% Other**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-1B**

Length: 760 LF **Width:** 50 LF **Area:** 38,000 SF **Last Const. :** 1985 **Family:** 9ACRMU
From: INTERSECTION WITH T-2 **To:** 22 END OF RUNWAY 4-22 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 7/17/2009 **PCI: 26**

Sample # 7 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	533 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	97 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	56 LF
OIL SPILLAGE	N	148 SF
ALLIGATOR CRACKING	M	75 SF
DEPRESSION	M	52 SF
WEATHERING/RAVELING	M	50 SF
ALLIGATOR CRACKING	L	25 SF

Sample # 8 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	296 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	70 LF
ALLIGATOR CRACKING	M	225 SF
RUTTING	L	200 SF
ALLIGATOR CRACKING	L	72 SF
DEPRESSION	M	70 SF
WEATHERING/RAVELING	M	50 SF
DEPRESSION	L	25 SF

Sample # 10 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	530 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	112 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	75 LF
RUTTING	L	200 SF
DEPRESSION	M	105 SF
ALLIGATOR CRACKING	L	50 SF
WEATHERING/RAVELING	M	50 SF
DEPRESSION	H	35 SF
DEPRESSION	L	25 SF
ALLIGATOR CRACKING	M	23 SF

Sample # 11 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	232 LF
WEATHERING/RAVELING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	145 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	105 LF
ALLIGATOR CRACKING	L	230 SF
RUTTING	L	150 SF
DEPRESSION	M	105 SF
WEATHERING/RAVELING	M	50 SF
DEPRESSION	L	35 SF
ALLIGATOR CRACKING	M	35 SF
SWELLING	L	10 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	680 SF	1.79 %	35.15
LONGITUDINAL/TRANSVERSE CRACKING	M	2195 LF	5.78 %	27.73
ALLIGATOR CRACKING	L	716 SF	1.88 %	26.52
LONGITUDINAL/TRANSVERSE CRACKING	H	582 LF	1.53 %	23.95
RUTTING	L	1045 SF	2.75 %	20.16
DEPRESSION	M	631 SF	1.66 %	20.02
DEPRESSION	H	66 SF	0.17 %	14.61
LONGITUDINAL/TRANSVERSE CRACKING	L	1501 LF	3.95 %	12.40
WEATHERING/RAVELING	L	3800 SF	10.00 %	9.83
WEATHERING/RAVELING	M	380 SF	1.00 %	7.88
OIL SPILLAGE	N	281 SF	0.74 %	3.28

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-1B**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	161 SF	0.42 **%**	2.69
SWELLING	L	19 SF	0.05 **%**	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

40.0 **% Load** 40.0 **% Climate/Durability** 20.0 **% Other**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-2A**

Length: 1,800 LF **Width:** 35 LF **Area:** 63,000 SF **Last Const. :** 1998 **Family:** 9ACRMU
From: RUNWAY INTERSECTION **To:** T-1B **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 7/17/2009 **PCI: 73**

Sample # 3 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	125 LF
WEATHERING/RAVELING	L	280 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING/RAVELING	M	14 SF

Sample # 4 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	155 LF
WEATHERING/RAVELING	L	280 SF
WEATHERING/RAVELING	M	14 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF

Sample # 9 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	121 LF
WEATHERING/RAVELING	L	280 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
WEATHERING/RAVELING	M	14 SF

Sample # 10 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	141 LF
WEATHERING/RAVELING	L	280 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
WEATHERING/RAVELING	M	14 SF

Sample # 15 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	141 LF
WEATHERING/RAVELING	L	280 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
WEATHERING/RAVELING	M	14 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2459 LF	3.90 %	12.29
WEATHERING/RAVELING	L	5040 SF	8.00 %	8.76
LONGITUDINAL/TRANSVERSE CRACKING	M	220 LF	0.35 %	7.00
WEATHERING/RAVELING	M	252 SF	0.40 %	5.71

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-3**

Length: 700 LF **Width:** 63 LF **Area:** 43,750 SF **Last Const. :** 2001 **Family:** 9ACRH
From: WITHIN APRON AREA **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 9 **Last Inspection Date:** 7/17/2009 **PCI: 66**

Sample # 5 **Area:** 7000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	168 LF
WEATHERING/RAVELING	L	550 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	116 LF
WEATHERING/RAVELING	M	135 SF
PATCHING	L	12 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
BLEEDING	N	1 SF

Sample # 7 **Area:** 7000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	550 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	66 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	51 LF
WEATHERING/RAVELING	M	135 SF
OIL SPILLAGE	N	10 SF
DEPRESSION	L	9 SF
BLEEDING	N	4 SF

Sample # 8 **Area:** 6400 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	204 LF
WEATHERING/RAVELING	L	510 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	86 LF
WEATHERING/RAVELING	M	88 SF
DEPRESSION	L	17 SF

Sample # 9 **Area:** 6480 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	188 LF
WEATHERING/RAVELING	L	535 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF
WEATHERING/RAVELING	M	160 SF
DEPRESSION	L	12 SF
BLEEDING	N	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	934 LF	2.14 %	16.26
WEATHERING/RAVELING	M	843 SF	1.93 %	10.19
WEATHERING/RAVELING	L	3491 SF	7.98 %	8.75
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF	0.01 %	7.50
LONGITUDINAL/TRANSVERSE CRACKING	L	578 LF	1.32 %	5.67
OIL SPILLAGE	N	16 SF	0.04 %	2.00
PATCHING	L	20 SF	0.04 %	2.00
DEPRESSION	L	62 SF	0.14 %	0.39
BLEEDING	N	10 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** 95.0 **% Climate/Durability** 5.0 **% Other**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-3B**

Length: 800 LF **Width:** 35 LF **Area:** 28,000 SF **Last Const. :** 1998 **Family:** 9ACRH
From: 30 END OF RW 12-30 **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 7/17/2009 **PCI: 66**

Sample # 1 **Area:** 3500 SF

Distress Description	Severity	Quantity
PATCHING	L	1053 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	126 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	102 LF
WEATHERING/RAVELING	L	264 SF
WEATHERING/RAVELING	M	17 SF
BLEEDING	N	8 SF
WEATHERING/RAVELING	H	4 SF

Sample # 2 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	122 LF
WEATHERING/RAVELING	L	264 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
WEATHERING/RAVELING	M	17 SF

Sample # 4 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	139 LF
WEATHERING/RAVELING	L	264 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
WEATHERING/RAVELING	M	17 SF
PATCHING	L	1 SF

Sample # 6 **Area:** 3500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	264 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
WEATHERING/RAVELING	M	17 SF
OIL SPILLAGE	N	15 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	L	2108 SF	7.53 %	12.50
LONGITUDINAL/TRANSVERSE CRACKING	M	332 LF	1.19 %	12.15
LONGITUDINAL/TRANSVERSE CRACKING	L	874 LF	3.12 %	10.36
WEATHERING/RAVELING	L	2112 SF	7.54 %	8.50
WEATHERING/RAVELING	M	136 SF	0.49 %	6.09
WEATHERING/RAVELING	H	8 SF	0.03 %	6.00
OIL SPILLAGE	N	30 SF	0.11 %	1.99
BLEEDING	N	16 SF	0.06 %	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** 97.0 **% Climate/Durability** 3.0 **% Other**

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Branch: 42T **TAXIWAY** **T-6**

Length: 1,440 LF **Width:** 35 LF **Area:** 50,400 SF **Last Const. :** 1998 **Family:** 9ACRMU
From: 22 END OF RW 4-22 **To:** A-4 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 7/17/2009 **PCI: 73**

Sample # 2 **Area:** 5040 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	403 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	99 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
WEATHERING/RAVELING	M	23 SF
OIL SPILLAGE	N	2 SF
PATCHING	L	1 SF

Sample # 4 **Area:** 5040 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	403 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING/RAVELING	M	20 SF

Sample # 6 **Area:** 5040 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	403 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF
WEATHERING/RAVELING	M	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF

Sample # 9 **Area:** 5040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	216 LF
WEATHERING/RAVELING	L	403 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF
WEATHERING/RAVELING	M	20 SF
WEATHERING/RAVELING	H	6 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	4030 SF	8.00 %	8.76
LONGITUDINAL/TRANSVERSE CRACKING	L	1170 LF	2.32 %	8.27
WEATHERING/RAVELING	H	15 SF	0.03 %	6.00
WEATHERING/RAVELING	M	207 SF	0.41 %	5.76
LONGITUDINAL/TRANSVERSE CRACKING	M	113 LF	0.22 %	5.49
OIL SPILLAGE	N	5 SF	0.01 %	2.00
PATCHING	L	2 SF	0.00 %	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** 95.0 **% Climate/Durability** 5.0 **% Other**

MILES CITY AIRPORT

Branch: 42T **TAXIWAY** **T-7**

Length: 950 LF **Width:** 35 LF **Area:** 33,250 SF **Last Const. :** 1998 **Family:** 9ACRMU

From: RW 4 TURNAROUND **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 7/17/2009 **PCI: 68**

Sample # 1 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	248 LF
WEATHERING/RAVELING	L	441 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	65 LF
WEATHERING/RAVELING	M	22 SF
WEATHERING/RAVELING	H	3 SF
SWELLING	L	1 SF
PATCHING	L	1 SF

Sample # 2 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	166 LF
WEATHERING/RAVELING	L	392 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	44 LF
WEATHERING/RAVELING	M	72 SF
DEPRESSION	L	5 SF
PATCHING	L	2 SF

Sample # 4 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	128 LF
WEATHERING/RAVELING	L	392 SF
WEATHERING/RAVELING	M	72 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF
PATCHING	L	29 SF
DEPRESSION	L	26 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1226 LF	3.69 %	11.77
LONGITUDINAL/TRANSVERSE CRACKING	M	290 LF	0.87 %	10.57
WEATHERING/RAVELING	L	2771 SF	8.33 %	8.95
WEATHERING/RAVELING	M	375 SF	1.13 %	8.25
WEATHERING/RAVELING	H	7 SF	0.02 %	6.00
PATCHING	L	72 SF	0.22 %	2.03
SWELLING	L	2 SF	0.01 %	1.00
DEPRESSION	L	70 SF	0.21 %	0.87

* 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** 96.0 **% Climate/Durability** 4.0 **% Other**

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FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $49,167

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-2	L & T CR	H	31 LF	Crack Sealing - AC	31 LF	$47	PREV.
A-2	L & T CR	M	910 LF	Crack Sealing - AC	910 LF	$1,364	PREV.
A-2	PATCHING	M	31 SF	Patching - AC Deep	58 SF	$2,124	PREV.
A-2	OIL SPILLAGE	N	143 SF	Patching - AC Shallow	195 SF	$2,920	PREV.
A-3	L & T CR	H	304 LF	Crack Sealing - AC	304 LF	$455	SAFET
A-3	WEATH/RAVEL	H	259 SF	Patching - AC Shallow	259 SF	$3,871	SAFET
A-3A	L & T CR	M	520 LF	Crack Sealing - AC	520 LF	$780	PREV.
A-3A	OIL SPILLAGE	N	83 SF	Patching - AC Shallow	124 SF	$1,848	PREV.
A-4	PATCHING	M	22 SF	Patching - AC Deep	45 SF	$1,654	PREV.
A-4	L & T CR	M	1494 LF	Crack Sealing - AC	1494 LF	$2,240	PREV.
A-4	OIL SPILLAGE	N	407 SF	Patching - AC Shallow	492 SF	$7,368	PREV.
R-12	OIL SPILLAGE	N	81 SF	Patching - AC Shallow	121 SF	$1,800	PREV.
R-21	L & T CR	M	3637 LF	Crack Sealing - AC	3637 LF	$5,454	PREV.
R-21	DEPRESSION	M	163 SF	Patching - AC Deep	218 SF	$8,050	PREV.
T-1B	L & T CR	H	582 LF	Crack Sealing - AC	582 LF	$872	SAFET
T-1B	DEPRESSION	H	67 SF	Patching - AC Deep	104 SF	$3,823	SAFET
T-2A	L & T CR	M	220 LF	Crack Sealing - AC	220 LF	$329	PREV.
T-3	L & T CR	H	4 LF	Crack Sealing - AC	4 LF	$5	PREV.
T-3	OIL SPILLAGE	N	17 SF	Patching - AC Shallow	37 SF	$548	PREV.
T-3	L & T CR	M	935 LF	Crack Sealing - AC	935 LF	$1,402	PREV.
T-3B	L & T CR	M	333 LF	Crack Sealing - AC	333 LF	$498	PREV.
T-3B	OIL SPILLAGE	N	30 SF	Patching - AC Shallow	57 SF	$841	PREV.
T-6	L & T CR	M	113 LF	Crack Sealing - AC	113 LF	$169	PREV.
T-6	OIL SPILLAGE	N	5 SF	Patching - AC Shallow	18 SF	$270	PREV.
T-7	L & T CR	M	290 LF	Crack Sealing - AC	290 LF	$434	PREV.

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $291,767

PLAN YEAR: 2010 ESTIMATED COST: $1,300,648

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$6,455				$6,455	54	54
A-3	Reconstruct			$202,355		$202,355	24	100
A-3A	Basic Prev.	$2,628				$2,628	70	70
A-4	Basic Prev.	$11,263				$11,263	60	60
A-5	Reconstruct			$10,796		$10,796	7	100
R-12	Basic Prev.	$1,800				$1,800	96	96
R-21	Prev. & Thin AC	$13,504	$681,602			$695,106	66	78
T-1B	Reconstruct			$131,109		$131,109	22	100
T-2A	Prev. & Thin AC	$329	$100,800			$101,130	72	84
T-3	Basic Prev.	$1,954				$1,954	65	65
T-3B	Basic Prev.	$1,339				$1,339	65	65
T-6	Prev. & Thin AC	$439	$80,640			$81,079	72	84
T-7	Prev. & Thin AC	$434	$53,200			$53,635	67	79

PLAN YEAR: 2011 ESTIMATED COST: $174,162

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Prev. & Thin AC	$3,131	$62,000			$65,131	51	65
A-3A	Basic Prev.	$2,902				$2,902	67	67
A-4	Prev. & Thin AC	$3,384	$85,600			$88,984	57	71
R-21	Basic Prev.	$11,228				$11,228	76	76
T-2A	Basic Prev.	$904				$904	81	81
T-3	Basic Prev.	$2,127				$2,127	64	64
T-3B	Basic Prev.	$1,361				$1,361	64	64
T-6	Basic Prev.	$723				$723	81	81
T-7	Basic Prev.	$803				$803	77	77

PLAN YEAR: 2012 ESTIMATED COST: $29,900

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$1,997				$1,997	62	62
A-3A	Basic Prev.	$3,136				$3,136	64	64
A-4	Basic Prev.	$2,343				$2,343	68	68
R-12	Basic Prev.	$1,904				$1,904	88	88
R-21	Basic Prev.	$13,804				$13,804	74	74
T-2A	Basic Prev.	$1,186				$1,186	79	79
T-3	Basic Prev.	$2,183				$2,183	63	63
T-3B	Basic Prev.	$1,397				$1,397	63	63
T-6	Basic Prev.	$949				$949	79	79
T-7	Basic Prev.	$1,001				$1,001	74	74

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PLAN YEAR: 2013 ESTIMATED COST: $37,522

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$2,175				$2,175	59	59
A-3	Basic Prev.	$227				$227	88	88
A-3A	Basic Prev.	$3,371				$3,371	61	61
A-4	Basic Prev.	$2,540				$2,540	65	65
A-5	Basic Prev.	$09				$9	88	88
R-12	Basic Prev.	$4,975				$4,975	85	85
R-21	Basic Prev.	$16,488				$16,488	71	71
T-1B	Basic Prev.	$75				$75	89	89
T-2A	Basic Prev.	$1,549				$1,549	77	77
T-3	Basic Prev.	$2,236				$2,236	63	63
T-3B	Basic Prev.	$1,431				$1,431	63	63
T-6	Basic Prev.	$1,239				$1,239	77	77
T-7	Basic Prev.	$1,207				$1,207	72	72

PLAN YEAR: 2014 ESTIMATED COST: $44,576

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$2,484				$2,484	57	57
A-3	Basic Prev.	$583				$583	84	84
A-3A	Basic Prev.	$3,753				$3,753	58	58
A-4	Basic Prev.	$2,736				$2,736	62	62
A-5	Basic Prev.	$24				$24	84	84
R-12	Basic Prev.	$7,706				$7,706	82	82
R-21	Basic Prev.	$18,451				$18,451	68	68
T-1B	Basic Prev.	$234				$234	86	86
T-2A	Basic Prev.	$1,923				$1,923	74	74
T-3	Basic Prev.	$2,284				$2,284	62	62
T-3B	Basic Prev.	$1,462				$1,462	62	62
T-6	Basic Prev.	$1,539				$1,539	74	74
T-7	Basic Prev.	$1,397				$1,397	69	69

PLAN YEAR: 2015 ESTIMATED COST: $70,995

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$2,801				$2,801	54	54
A-3	Prev. & Fog Seal	$915	$12,000			$12,915	81	88
A-3A	Basic Prev.	$4,265				$4,265	56	56
A-4	Basic Prev.	$2,958				$2,958	60	60
A-5	Basic Prev.	$38				$38	81	81
R-12	Basic Prev.	$10,600				$10,600	79	79
R-21	Basic Prev.	$19,939				$19,939	66	66
T-1B	Prev. & Fog Seal	$381	$7,600			$7,981	84	89
T-2A	Basic Prev.	$2,315				$2,315	72	72
T-3	Basic Prev.	$2,328				$2,328	61	61
T-3B	Basic Prev.	$1,490				$1,490	61	61
T-6	Basic Prev.	$1,852				$1,852	72	72
T-7	Basic Prev.	$1,512				$1,512	67	67

PLAN YEAR: 2016 ESTIMATED COST: $57,773

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$3,131				$3,131	51	51
A-3	Basic Prev.	$583				$583	84	84
A-3A	Basic Prev.	$4,795				$4,795	53	53
A-4	Basic Prev.	$3,384				$3,384	57	57
A-5	Basic Prev.	$56				$56	78	78
R-12	Basic Prev.	$13,862				$13,862	77	77
R-21	Basic Prev.	$21,423				$21,423	63	63
T-1B	Basic Prev.	$234				$234	86	86
T-2A	Basic Prev.	$2,661				$2,661	69	69
T-3	Basic Prev.	$2,370				$2,370	60	60
T-3B	Basic Prev.	$1,517				$1,517	60	60
T-6	Basic Prev.	$2,129				$2,129	69	69
T-7	Basic Prev.	$1,629				$1,629	64	64

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PLAN YEAR: 2017 ESTIMATED COST: $272,690

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Reconstruct			$83,996		$83,996	47	100
A-3	Basic Prev.	$916				$916	81	81
A-3A	Reconstruct			$132,902		$132,902	50	100
A-4	Basic Prev.	$3,821				$3,821	54	54
A-5	Basic Prev.	$75				$75	75	75
R-12	Basic Prev.	$16,797				$16,797	75	75
R-21	Basic Prev.	$22,871				$22,871	61	61
T-1B	Basic Prev.	$381				$381	84	84
T-2A	Basic Prev.	$2,881				$2,881	67	67
T-3	Basic Prev.	$2,440				$2,440	60	60
T-3B	Basic Prev.	$1,562				$1,562	60	60
T-6	Basic Prev.	$2,305				$2,305	67	67
T-7	Basic Prev.	$1,743				$1,743	61	61

PLAN YEAR: 2018 ESTIMATED COST: $958,910

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$1,355				$1,355	78	78
A-4	Basic Prev.	$4,273				$4,273	51	51
A-5	Basic Prev.	$92				$92	72	72
R-12	Prev. & Thin AC	$19,425	$896,162			$915,587	73	85
R-21	Basic Prev.	$25,468				$25,468	58	58
T-1B	Basic Prev.	$520				$520	82	82
T-2A	Basic Prev.	$3,103				$3,103	64	64
T-3	Basic Prev.	$2,517				$2,517	59	59
T-3B	Basic Prev.	$1,611				$1,611	59	59
T-6	Basic Prev.	$2,482				$2,482	64	64
T-7	Basic Prev.	$1,903				$1,903	59	59

PLAN YEAR: 2019 ESTIMATED COST: $166,054

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-3	Basic Prev.	$1,807				$1,807	74	74
A-4	Reconstruct			$115,197		$115,197	48	100
A-5	Basic Prev.	$105				$105	69	69
R-12	Basic Prev.	$7,706				$7,706	82	82
R-21	Basic Prev.	$28,218				$28,218	56	56
T-1B	Basic Prev.	$678				$678	79	79
T-2A	Basic Prev.	$3,318				$3,318	61	61
T-3	Basic Prev.	$2,589				$2,589	58	58
T-3B	Basic Prev.	$1,657				$1,657	58	58
T-6	Basic Prev.	$2,654				$2,654	61	61
T-7	Basic Prev.	$2,123				$2,123	57	57

PLAN YEAR: 2020 ESTIMATED COST: $994,068

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$147				$147	88	88
A-3	Prev. & Fog Seal	$2,241	$12,000			$14,241	72	78
A-3A	Basic Prev.	$242				$242	88	88
A-5	Basic Prev.	$113				$113	67	67
R-12	Basic Prev.	$10,600				$10,600	79	79
R-21	Prev. & Thin AC	$30,759	$681,602			$712,361	54	66
T-1B	Prev. & Fog Seal	$894	$7,600			$8,494	77	82
T-2A	Prev. & Thin AC	$3,635	$100,800			$104,435	59	72
T-3	Basic Prev.	$2,658				$2,658	58	58
T-3B	Basic Prev.	$1,701				$1,701	58	58
T-6	Prev. & Thin AC	$2,908	$80,640			$83,548	59	72
T-7	Prev. & Thin AC	$2,328	$53,200			$55,528	54	67

PLAN YEAR: 2021 ESTIMATED COST: $49,780

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$376				$376	84	84
A-3	Basic Prev.	$1,807				$1,807	74	74
A-3A	Basic Prev.	$621				$621	84	84
A-5	Basic Prev.	$120				$120	65	65
R-12	Basic Prev.	$13,862				$13,862	77	77
R-21	Basic Prev.	$21,427				$21,427	63	63
T-1B	Basic Prev.	$678				$678	79	79
T-2A	Basic Prev.	$2,662				$2,662	69	69
T-3	Basic Prev.	$2,724				$2,724	57	57
T-3B	Basic Prev.	$1,744				$1,744	57	57
T-6	Basic Prev.	$2,130				$2,130	69	69
T-7	Basic Prev.	$1,629				$1,629	64	64

MILES CITY AIRPORT

PLAN YEAR: 2022 ESTIMATED COST: $76,744

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Prev. & Fog Seal	$591	$7,750			$8,341	81	88
A-3	Basic Prev.	$2,242				$2,242	72	72
A-3A	Prev. & Fog Seal	$976	$12,790			$13,766	81	88
A-4	Basic Prev.	$203				$203	88	88
A-5	Basic Prev.	$126				$126	63	63
R-12	Basic Prev.	$16,797				$16,797	75	75
R-21	Basic Prev.	$22,871				$22,871	61	61
T-1B	Basic Prev.	$894				$894	77	77
T-2A	Basic Prev.	$2,881				$2,881	67	67
T-3	Basic Prev.	$2,789				$2,789	57	57
T-3B	Basic Prev.	$1,785				$1,785	57	57
T-6	Basic Prev.	$2,305				$2,305	67	67
T-7	Basic Prev.	$1,743				$1,743	61	61

PLAN YEAR: 2023 ESTIMATED COST: $62,402

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$375				$375	84	84
A-3	Basic Prev.	$2,575				$2,575	69	69
A-3A	Basic Prev.	$620				$620	84	84
A-4	Basic Prev.	$519				$519	84	84
A-5	Basic Prev.	$132				$132	61	61
R-12	Basic Prev.	$19,425				$19,425	73	73
R-21	Basic Prev.	$25,468				$25,468	58	58
T-1B	Basic Prev.	$1,119				$1,119	75	75
T-2A	Basic Prev.	$3,103				$3,103	64	64
T-3	Basic Prev.	$2,854				$2,854	56	56
T-3B	Basic Prev.	$1,827				$1,827	56	56
T-6	Basic Prev.	$2,482				$2,482	64	64
T-7	Basic Prev.	$1,903				$1,903	59	59

PLAN YEAR: 2024 ESTIMATED COST: $80,278

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-2	Basic Prev.	$591				$591	81	81
A-3	Basic Prev.	$2,796				$2,796	66	66
A-3A	Basic Prev.	$975				$975	81	81
A-4	Prev. & Fog Seal	$816	$10,700			$11,516	81	88
A-5	Basic Prev.	$139				$139	60	60
R-12	Basic Prev.	$21,803				$21,803	71	71
R-21	Basic Prev.	$28,218				$28,218	56	56
T-1B	Basic Prev.	$1,354				$1,354	72	72
T-2A	Basic Prev.	$3,318				$3,318	61	61
T-3	Basic Prev.	$2,921				$2,921	56	56
T-3B	Basic Prev.	$1,870				$1,870	56	56
T-6	Basic Prev.	$2,654				$2,654	61	61
T-7	Basic Prev.	$2,123				$2,123	57	57

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A-2, overview with “patches”

A-2, surface detail with crack

A-3, surface detail with alligator cracking

A-3, overview with alligator cracking

MILES CITY AIRPORT

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A-3A, overview with spills

A-5, overview of shattered slab

T-1B, surface detail with cracks & depression

T-1B, overview

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T-2A, overview

T-2A, surface detail with crack

T-3, surface detail with cracks & scrapes

T-3, overview

MILES CITY AIRPORT

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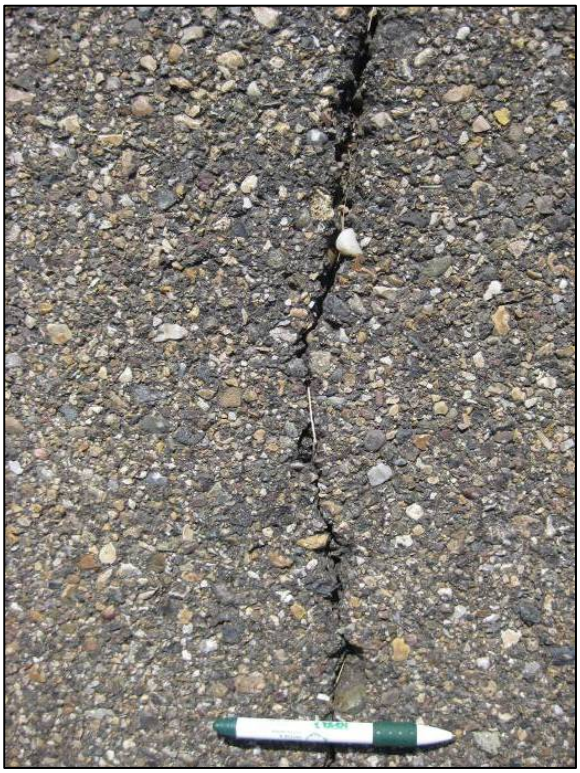
T-3B, overview



T-3B, surface detail with crack

T-7, surface detail with crack

T-7, overview

MILES CITY AIRPORT

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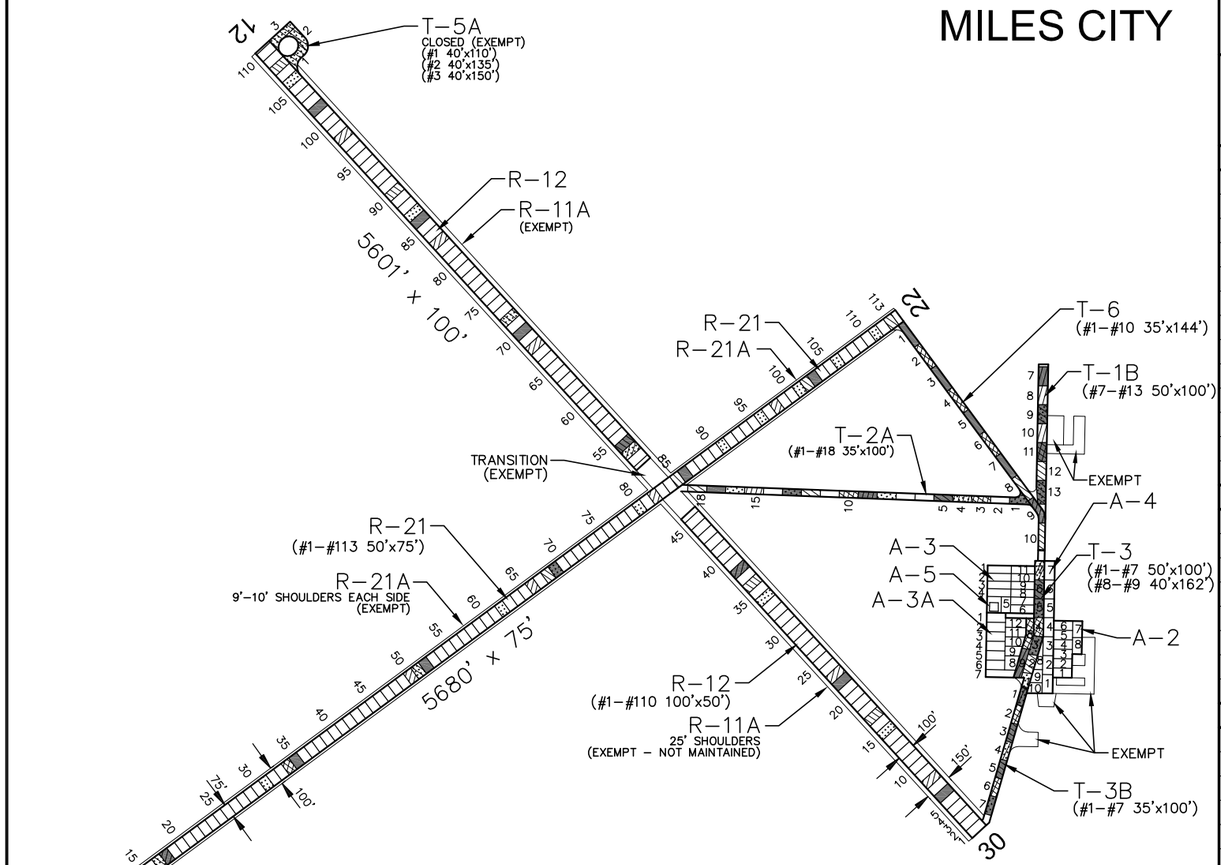
R-12, overview

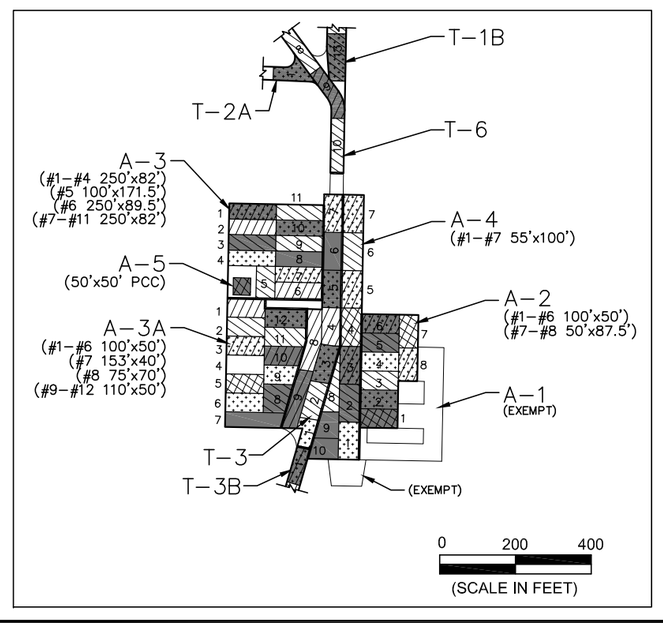
R-12, surface detail with mechanical weathering

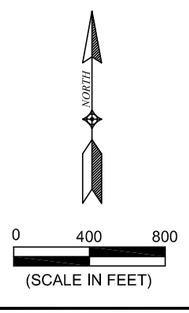
R-21, surface detail with crack

R-21, overview

MILES CITY







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-11A	E-5	F-5		4.5" GRAVEL	6.5" AC	2" P-401	24,000	24,000		
R-12	E-5	CBR=9.6		19" AGG.	9"AC,4"P-401		38,000	55,000	85,000	2 5 7
R-21		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4 5 6
R-21A		CBR=7		5" GRAVEL	3" AC	2" P-401, 1" 402	24,000	24,000		2
TAXIWAYS										
T-1B		CBR=7.1		6" GRAVEL	2.5" AC	3" AC P-609	12,500	12,500		
T-2A		CBR=7.1		6" GRAVEL	5.5" AC,P-609	STRESS FABRIC, 2" P-401	20,000			4 6
T-3		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5
T-3B			6" COMP P-152	FABRIC, 9" P-207 4" P-208	2.5" P-401					4 6
T-5A		CBR=7.1		5" P-201	P-609	P-609	12,000	12,000		
T-6		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4 6
T-7		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4
APRONS										
A-1		CBR=7.1		6" GRAVEL	2.5" AC	2" AC P-609	21,000	21,000		
A-2		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5
A-3		CBR=7.1	12" P-152		5" OGEM	P-609	12,500	12,500		
A-3A		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		3 5
A-4		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5
A-5		CBR=7.1	HELIPAD		10" PCC					3

REMARKS:

1. AIP-01, 1985, PFC ON RUNWAYS, TAXIWAYS, AND APRON
2. 3" AC WAS STATE HIGHWAY GRADE B MIX, P-625 COAL TAR SEAL.
3. AIP-02, 1989, REHABILITATE PORTION OF APRON
4. AIP-05, 1998, RECONSTRUCT AND NARROW RUNWAY 4-22; RECONSTRUCT TAXIWAYS (T-2A,T-3B,T-6,T-7).
5. AIP-006, 2001, REHABILITATE RUNWAY AND APRON.
6. AIP-007, 2005, CRACK SEAL AND REMARK.
7. AIP-010/011-2008, MILL, OVERLAY, AND GROOVE RUNWAY 12-30 (R-11).

LEGEND

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

DATE OF PAVEMENT STRENGTH SURVEY:	NOV. 30, 2004
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	JULY 17, 2009
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

FRANK WILEY FIELD

PREPARED FOR: MONTANA AERONAUTICS DIVISION

MILES CITY
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA

MILES CITY