SHELBY AIRPORT

Branch: 14A **APRON** **A-21**

Length: 697 LF **Width:** 143 LF **Area:** 97,273 SF **Last Const. :** 2003 **Family:** 9ACAM
From: T-22 **To:** TERMINAL **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 20 **Last Inspection Date:** 11/10/2009 **PCI: 77**

Sample # 2 **Area:** 5005 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1200 SF
WEATHERING/RAVELING	M	10 SF
PATCHING	L	8 SF

Sample # 4 **Area:** 5005 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
PATCHING	L	2 SF
WEATHERING/RAVELING	M	1 SF

Sample # 8 **Area:** 5724 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF

Sample # 13 **Area:** 4726 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
PATCHING	L	8 SF
PATCHING	M	4 SF

Sample # 19 **Area:** 4726 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
DEPRESSION	L	10 SF
PATCHING	L	8 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	21628 SF	22.23 %	14.38
PATCHING	M	15 SF	0.02 %	6.20
WEATHERING/RAVELING	M	42 SF	0.04 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF	0.04 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	L	321 LF	0.33 %	3.70
PATCHING	L	100 SF	0.10 %	2.00
DEPRESSION	L	39 SF	0.04 %	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**

SHELBY AIRPORT

Branch: 14A **APRON** **A-22**

Length: 265 LF **Width:** 105 LF **Area:** 22,193 SF **Last Const. :** 2003 **Family:** 9PCAA
From: A-21 **To:** TERMINAL **Surface:** PCC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 11/10/2009 **PCI: 83**

Sample # 1 **Area:** 27 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	27 Slabs
JOINT SPALLING	L	8 Slabs
FAULTING	L	1 Slabs
DURABILITY CRACKING	L	1 Slabs

Sample # 3 **Area:** 24 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	24 Slabs
JOINT SPALLING	L	2 Slabs
CORNER BREAK	L	1 Slabs
DURABILITY CRACKING	M	1 Slabs
CORNER BREAK	M	1 Slabs

Sample # 6 **Area:** 27 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	27 Slabs
JOINT SPALLING	L	12 Slabs
CORNER SPALLING	L	2 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT SPALLING	L	42 Slabs	28.21 %	7.66
DURABILITY CRACKING	M	2 Slabs	1.28 %	2.27
JOINT SEAL DAMAGE	L	150 Slabs	100.00 %	2.00
CORNER BREAK	M	2 Slabs	1.28 %	1.68
FAULTING	L	2 Slabs	1.28 %	1.59
CORNER BREAK	L	2 Slabs	1.28 %	1.30
CORNER SPALLING	L	4 Slabs	2.56 %	1.01
DURABILITY CRACKING	L	2 Slabs	1.28 %	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

16.0 **% Load** 28.0 **% Climate/Durability** 56.0 **% Other**

SHELBY AIRPORT

Branch: 14R1 **RUNWAY** **R-21**

Length: 5,000 LF **Width:** 75 LF **Area:** 375,000 SF **Last Const. :** 2004 **Family:** 9ACRMU
From: STA 12+00 RW 5-23 **To:** STA 62+00 RW 5-23 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 77 **Last Inspection Date:** 11/10/2009 **PCI: 80**

Sample # 5 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
PATCHING	L	1 SF
WEATHERING/RAVELING	M	1 SF

Sample # 16 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	46 LF

Sample # 27 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
WEATHERING/RAVELING	M	1 SF

Sample # 38 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
WEATHERING/RAVELING	M	2 SF
WEATHERING/RAVELING	H	1 SF
PATCHING	L	1 SF

Sample # 49 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
WEATHERING/RAVELING	M	80 SF

Sample # 60 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	5 LF

Sample # 71 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	61538 SF	16.41 %	12.51
WEATHERING/RAVELING	H	11 SF	0.00 %	6.00
WEATHERING/RAVELING	M	923 SF	0.25 %	4.93
LONGITUDINAL/TRANSVERSE CRACKING	M	88 LF	0.02 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	L	1297 LF	0.35 %	3.75
PATCHING	L	22 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** 100.0 **% Climate/Durability** 0.0 **% Other**

SHELBY AIRPORT

Branch: 14R2 **RUNWAY** **R-22**

Length: 3,700 LF **Width:** 60 LF **Area:** 222,000 SF **Last Const. :** 2003 **Family:** 9ACRMU
From: STA 12+00 RW 11-29 **To:** STA 49+00 RW 11-29 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 44 **Last Inspection Date:** 11/10/2009 **PCI: 78**

Sample # 4 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
ALLIGATOR CRACKING	L	10 SF
PATCHING	L	1 SF

Sample # 10 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	33 LF

Sample # 16 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	22 LF

Sample # 22 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF

Sample # 28 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
DEPRESSION	L	29 SF
DEPRESSION	M	12 SF
PATCHING	L	2 SF
WEATHERING/RAVELING	M	2 SF

Sample # 34 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
PATCHING	L	2 SF
WEATHERING/RAVELING	M	1 SF

Sample # 40 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
PATCHING	L	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	44598 SF	20.09 %	13.74
ALLIGATOR CRACKING	L	66 SF	0.03 %	7.00
DEPRESSION	M	79 SF	0.04 %	5.20
LONGITUDINAL/TRANSVERSE CRACKING	M	330 LF	0.15 %	4.37
WEATHERING/RAVELING	M	20 SF	0.01 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	L	634 LF	0.29 %	3.55
PATCHING	L	53 SF	0.02 %	2.00
DEPRESSION	L	192 SF	0.09 %	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

17.0 **% Load** 69.0 **% Climate/Durability** 14.0 **% Other**

SHELBY AIRPORT

Branch: 14T **TAXIWAY** **T-21**

Length: 2,550 LF **Width:** 35 LF **Area:** 89,250 SF **Last Const. :** 2003 **Family:** 9ACRMU

From: R-21 **To:** R-22 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 11/10/2009 **PCI: 78**

Sample # 4 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	150 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
WEATHERING/RAVELING	M	50 SF
DEPRESSION	L	18 SF

Sample # 7 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	149 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
WEATHERING/RAVELING	M	28 SF
DEPRESSION	L	3 SF
PATCHING	L	2 SF

Sample # 10 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	149 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
DEPRESSION	L	4 SF
PATCHING	L	2 SF

Sample # 13 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	149 SF
WEATHERING/RAVELING	M	29 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	5 LF
PATCHING	L	2 SF

Sample # 16 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	149 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
PATCHING	L	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	754 SF	0.84 %	7.40
LONGITUDINAL/TRANSVERSE CRACKING	M	251 LF	0.28 %	6.26
WEATHERING/RAVELING	L	2718 SF	3.04 %	5.12
LONGITUDINAL/TRANSVERSE CRACKING	L	343 LF	0.38 %	3.84
PATCHING	L	33 SF	0.04 %	2.00
DEPRESSION	L	91 SF	0.10 %	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**

SHELBY AIRPORT

Branch: 14T **TAXIWAY** **T-22**

Length: 1,840 LF **Width:** 35 LF **Area:** 64,400 SF **Last Const. :** 2004 **Family:** 9ACRMU
From: R-22 **To:** R-21 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 11/10/2009 **PCI: 69**

Sample # 2 **Area:** 4778 SF

Distress Description	Severity	Quantity
DEPRESSION	L	378 SF
WEATHERING/RAVELING	L	146 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
WEATHERING/RAVELING	H	12 SF
PATCHING	L	2 SF

Sample # 5 **Area:** 4725 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	146 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
WEATHERING/RAVELING	H	14 SF
PATCHING	L	1 SF

Sample # 8 **Area:** 4725 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	146 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
WEATHERING/RAVELING	H	12 SF
PATCHING	L	3 SF

Sample # 11 **Area:** 5775 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	174 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	36 LF
DEPRESSION	L	49 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	5 LF
WEATHERING/RAVELING	H	15 SF
PATCHING	L	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	1375 SF	2.13 %	11.76
WEATHERING/RAVELING	H	171 SF	0.26 %	8.47
LONGITUDINAL/TRANSVERSE CRACKING	M	209 LF	0.32 %	6.75
WEATHERING/RAVELING	L	1970 SF	3.06 %	5.14
LONGITUDINAL/TRANSVERSE CRACKING	L	335 LF	0.52 %	4.09
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

0.0 **% Load** 69.0 **% Climate/Durability** 31.0 **% Other**

SHELBY AIRPORT

Branch: 14T **TAXIWAY** **T-6**

Length: 1,400 LF **Width:** 35 LF **Area:** 115,000 SF **Last Const. :** 1994 **Family:** 9ACRMU
From: **To:** Apron A-1 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** 11/10/2009 **PCI: 50**

Sample # 4 **Area:** 4375 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	396 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
WEATHERING/RAVELING	M	50 SF

Sample # 8 **Area:** 4375 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	338 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	35 LF
WEATHERING/RAVELING	M	5 SF
PATCHING	L	2 SF

Sample # 12 **Area:** 4375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	124 LF
PATCHING	M	300 SF
WEATHERING/RAVELING	L	237 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	68 LF
SWELLING	M	170 SF
DEPRESSION	L	42 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
BLEEDING	N	12 SF
ALLIGATOR CRACKING	L	9 SF
WEATHERING/RAVELING	M	2 SF
WEATHERING/RAVELING	H	1 SF

Sample # 14 **Area:** 8316 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
PATCHING	L	666 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	200 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	180 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	125 LF

Sample # 20 **Area:** 8316 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	800 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	94 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	90 LF
PATCHING	H	100 SF
DEPRESSION	H	100 SF
WEATHERING/RAVELING	M	66 SF
WEATHERING/RAVELING	H	60 SF
PATCHING	M	42 SF
ALLIGATOR CRACKING	M	24 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	H	1245 LF	1.08 %	20.34
DEPRESSION	H	386 SF	0.34 %	18.30
PATCHING	H	386 SF	0.34 %	16.30
WEATHERING/RAVELING	L	22560 SF	19.62 %	13.59
SWELLING	M	657 SF	0.57 %	12.30
LONGITUDINAL/TRANSVERSE CRACKING	L	4453 LF	3.87 %	12.21
LONGITUDINAL/TRANSVERSE CRACKING	M	1349 LF	1.17 %	12.09
ALLIGATOR CRACKING	M	93 SF	0.08 %	10.00
PATCHING	M	1322 SF	1.15 %	9.90
WEATHERING/RAVELING	H	236 SF	0.20 %	7.97
ALLIGATOR CRACKING	L	35 SF	0.03 %	7.00
PATCHING	L	2582 SF	2.24 %	6.00
WEATHERING/RAVELING	M	475 SF	0.41 %	5.77

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Branch: 14T **TAXIWAY** **T-6**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	162 SF	0.14 **%**	0.39
BLEEDING	N	46 SF	0.04 **%**	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

11.0 **% Load** 69.0 **% Climate/Durability** 20.0 **% Other**

SHELBY AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $58,001

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-21	L & T CR	M	35 LF	Crack Sealing - AC	35 LF	$52	PREV.
A-21	PATCHING	M	16 SF	Patching - AC Deep	36 SF	$1,305	PREV.
A-22	CORNER BREAK	M	2 Err	Patching - PCC Full Depth	63 SF	$4,161	PREV.
A-22	DURABIL. CR	M	2 Err	Patching - PCC Full Depth	99 SF	$6,605	PREV.
R-21	L & T CR	M	88 LF	Crack Sealing - AC	88 LF	$132	PREV.
R-22	L & T CR	M	331 LF	Crack Sealing - AC	331 LF	$496	PREV.
R-22	DEPRESSION	M	80 SF	Patching - AC Deep	120 SF	$4,408	PREV.
T-21	L & T CR	M	252 LF	Crack Sealing - AC	252 LF	$377	PREV.
T-22	L & T CR	M	210 LF	Crack Sealing - AC	210 LF	$314	PREV.
T-6	L & T CR	H	1245 LF	Crack Sealing - AC	1245 LF	$1,867	SAFET
T-6	WEATH/RAVEL	H	236 SF	Patching - AC Shallow	236 SF	$3,536	SAFET
T-6	DEPRESSION	H	387 SF	Patching - AC Deep	470 SF	$17,375	SAFET
T-6	PATCHING	H	387 SF	Patching - AC Deep	470 SF	$17,375	SAFET

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $237,883

PLAN YEAR: 2010 ESTIMATED COST: $255,992

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$1,357				$1,357	77	77
A-22	Basic Prev.	$10,766				$10,766	82	82
R-21	Basic Prev.	$132				$132	80	80
R-22	Basic Prev.	$4,903				$4,903	78	78
T-21	Basic Prev.	$377				$377	78	78
T-22	Basic Prev.	$314				$314	69	69
T-6	Reconstruct			$238,143		$238,143	50	100

PLAN YEAR: 2011 ESTIMATED COST: $23,977

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$3,162				$3,162	74	74
A-22	Basic Prev.	$412				$412	79	79
R-21	Basic Prev.	$8,633				$8,633	77	77
R-22	Basic Prev.	$6,257				$6,257	75	75
T-21	Basic Prev.	$2,516				$2,516	75	75
T-22	Basic Prev.	$2,997				$2,997	66	66

PLAN YEAR: 2012 ESTIMATED COST: $29,189

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$3,859				$3,859	71	71
A-22	Basic Prev.	$581				$581	76	76
R-21	Basic Prev.	$10,849				$10,849	75	75
R-22	Basic Prev.	$7,617				$7,617	73	73
T-21	Basic Prev.	$3,062				$3,062	73	73
T-22	Basic Prev.	$3,222				$3,222	63	63

PLAN YEAR: 2013 ESTIMATED COST: $688,149

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Prev. & Thin AC	$4,293	$155,636			$159,929	68	83
A-22	Basic Prev.	$737				$737	73	73
R-21	Basic Prev.	$13,152				$13,152	72	72
R-22	Prev. & Thin AC	$9,031	$355,201			$364,232	70	82
T-21	Prev. & Thin AC	$3,631	$142,800			$146,431	70	82
T-22	Basic Prev.	$3,441				$3,441	61	61
T-6	Basic Prev.	$226				$226	89	89

PLAN YEAR: 2014 ESTIMATED COST: $730,823

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$1,682				$1,682	80	80
A-22	Basic Prev.	$883				$883	71	71
R-21	Prev. & Thin AC	$15,500	$600,002			$615,501	70	82
R-22	Basic Prev.	$3,702				$3,702	80	80
T-21	Basic Prev.	$1,488				$1,488	80	80
T-22	Prev. & Thin AC	$3,817	$103,040			$106,857	58	71
T-6	Basic Prev.	$709				$709	86	86

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PLAN YEAR: 2015 ESTIMATED COST: $43,783

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$2,436				$2,436	77	77
A-22	Basic Prev.	$969				$969	68	68
R-21	Basic Prev.	$6,511				$6,511	80	80
R-22	Basic Prev.	$4,952				$4,952	78	78
T-21	Basic Prev.	$1,991				$1,991	78	78
T-22	Basic Prev.	$2,773				$2,773	69	69
T-6	Prev. & Fog Seal	$1,152	$23,000			$24,152	84	89

PLAN YEAR: 2016 ESTIMATED COST: $25,306

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$3,159				$3,159	74	74
A-22	Basic Prev.	$1,034				$1,034	66	66
R-21	Basic Prev.	$8,633				$8,633	77	77
R-22	Basic Prev.	$6,257				$6,257	75	75
T-21	Basic Prev.	$2,516				$2,516	75	75
T-22	Basic Prev.	$2,997				$2,997	66	66
T-6	Basic Prev.	$709				$709	86	86

PLAN YEAR: 2017 ESTIMATED COST: $30,855

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$3,859				$3,859	71	71
A-22	Basic Prev.	$1,094				$1,094	64	64
R-21	Basic Prev.	$10,849				$10,849	75	75
R-22	Basic Prev.	$7,617				$7,617	73	73
T-21	Basic Prev.	$3,062				$3,062	73	73
T-22	Basic Prev.	$3,223				$3,223	63	63
T-6	Basic Prev.	$1,152				$1,152	84	84

PLAN YEAR: 2018 ESTIMATED COST: $36,261

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$4,292				$4,292	68	68
A-22	Basic Prev.	$1,148				$1,148	62	62
R-21	Basic Prev.	$13,152				$13,152	72	72
R-22	Basic Prev.	$9,025				$9,025	70	70
T-21	Basic Prev.	$3,628				$3,628	70	70
T-22	Basic Prev.	$3,441				$3,441	61	61
T-6	Basic Prev.	$1,575				$1,575	82	82

PLAN YEAR: 2019 ESTIMATED COST: $41,028

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$4,649				$4,649	65	65
A-22	Basic Prev.	$1,197				$1,197	60	60
R-21	Basic Prev.	$15,500				$15,500	70	70
R-22	Basic Prev.	$9,852				$9,852	68	68
T-21	Basic Prev.	$3,961				$3,961	68	68
T-22	Basic Prev.	$3,817				$3,817	58	58
T-6	Basic Prev.	$2,051				$2,051	79	79

PLAN YEAR: 2020 ESTIMATED COST: $67,938

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$5,006				$5,006	62	62
A-22	Basic Prev.	$1,281				$1,281	59	59
R-21	Basic Prev.	$16,806				$16,806	67	67
R-22	Basic Prev.	$10,630				$10,630	65	65
T-21	Basic Prev.	$4,273				$4,273	65	65
T-22	Basic Prev.	$4,237				$4,237	56	56
T-6	Prev. & Fog Seal	$2,704	$23,000			$25,704	77	82

PLAN YEAR: 2021 ESTIMATED COST: $47,592

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$5,447				$5,447	59	59
A-22	Basic Prev.	$1,367				$1,367	57	57
R-21	Basic Prev.	$18,120				$18,120	65	65
R-22	Basic Prev.	$11,399				$11,399	62	62
T-21	Basic Prev.	$4,583				$4,583	62	62
T-22	Basic Prev.	$4,625				$4,625	54	54
T-6	Basic Prev.	$2,051				$2,051	79	79

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PLAN YEAR: 2022 ESTIMATED COST: $51,892

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$6,223				$6,223	57	57
A-22	Basic Prev.	$1,444				$1,444	56	56
R-21	Basic Prev.	$19,412				$19,412	62	62
R-22	Basic Prev.	$12,220				$12,220	60	60
T-21	Basic Prev.	$4,913				$4,913	60	60
T-22	Basic Prev.	$4,976				$4,976	52	52
T-6	Basic Prev.	$2,704				$2,704	77	77

PLAN YEAR: 2023 ESTIMATED COST: $711,052

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Prev. & Thin AC	$7,018	$155,636			$162,654	54	68
A-22	Basic Prev.	$1,513				$1,513	55	55
R-21	Basic Prev.	$20,959				$20,959	59	59
R-22	Prev. & Thin AC	$13,726	$355,201			$368,926	57	70
T-21	Prev. & Thin AC	$5,518	$142,800			$148,318	57	70
T-22	Basic Prev.	$5,294				$5,294	50	50
T-6	Basic Prev.	$3,387				$3,387	75	75

PLAN YEAR: 2024 ESTIMATED COST: $784,406

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-21	Basic Prev.	$4,649				$4,649	65	65
A-22	Basic Prev.	$1,575				$1,575	54	54
R-21	Prev. & Thin AC	$23,488	$600,002			$623,490	57	70
R-22	Basic Prev.	$9,852				$9,852	68	68
T-21	Basic Prev.	$3,961				$3,961	68	68
T-22	Reconstruct			$136,783		$136,783	48	100
T-6	Basic Prev.	$4,096				$4,096	72	72

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11/10/2009

A-21, overview

A-21, surface detail

A-22, overview with joint spall

A-22, surface detail with joint spall

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T-6, overview

T-6, surface detail with crack

T-21, surface detail

T-21, overview

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R-21, overview

R-21, surface detail with cut paving joint

R-22, surface detail with crack

R-22, overview

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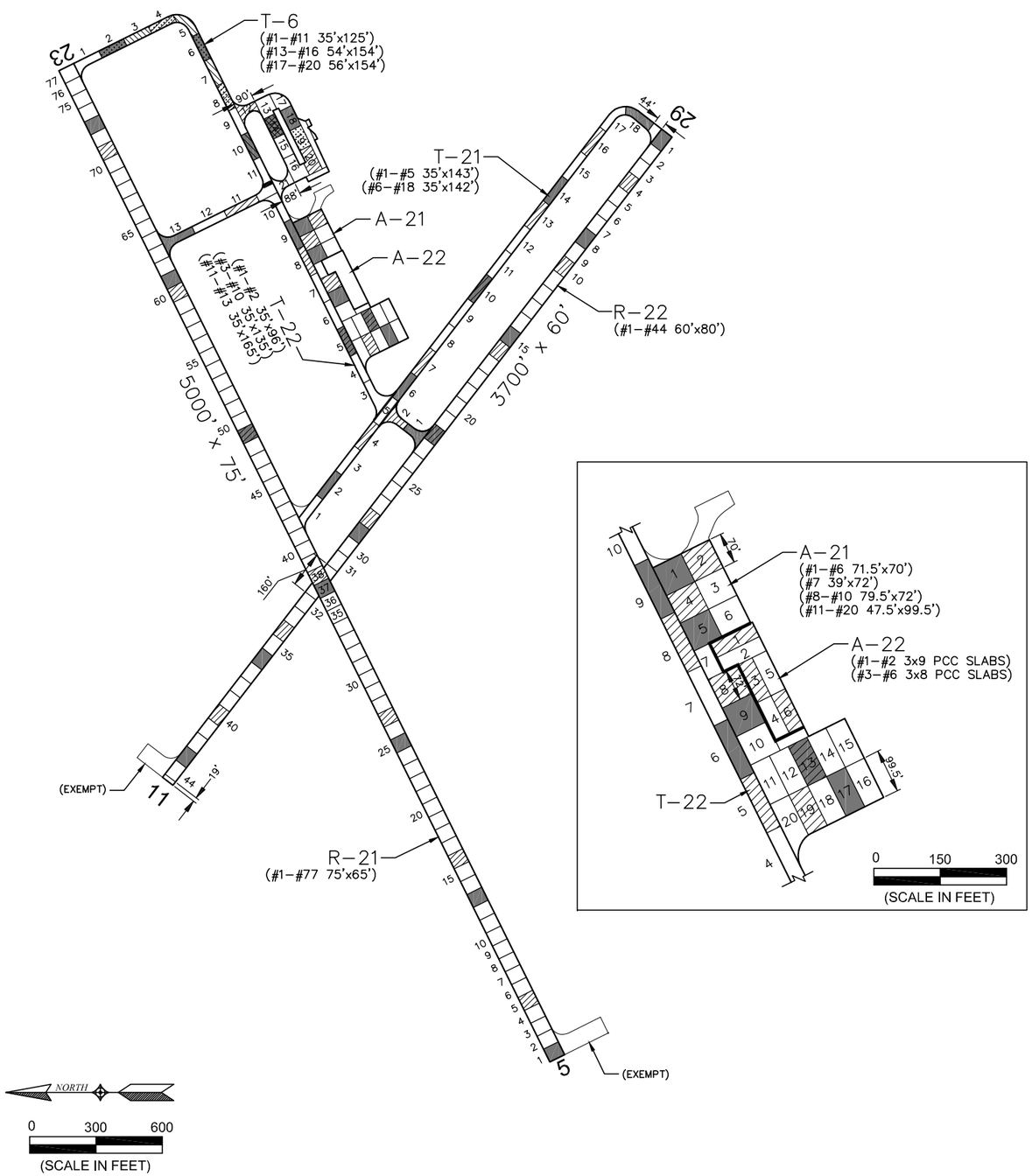

PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

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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-21	E-7	CBR=1.9	18" P-154	14"P-207/208	3" P-401		12,500			2
R-22	E-7	CBR=1.9	18" P-154	14"P-207/208	3" P-401		12,500			2
TAXIWAYS										
T-6	E-7	CBR=1.9	8" P-154	4" P-208	3" P-401		12,500			1
T-21	E-7	CBR=1.9	FABRIC,18" P-154	6"P-207/208	3" P-401		12,500			2
T-22	E-7	CBR=1.9	FABRIC,18" P-154	6"P-207/208	3" P-401		12,500			2
APRONS										
A-21	E-7	CBR=1.9	18" P-154	6"P-207/208	3" P-401		12,500			2
A-22	E-7	CBR=1.9	GEOGRID, FABRIC, 18" P-154	4" P-208	6" P-501		12,500			

REMARKS:

AIP-01, 1984, EXPAND APRON
AIP-02, 1986, RUNWAY 5-23 OVERLAY; DRAINAGE IMPROVEMENTS.
AIP-03, 1989, RUNWAY 11-29, TAXIWAY, AND APRON OVERLAY; DRAINAGE IMPROVEMENTS.
1 AIP-04, 1994-95 EXTEND RUNWAY 5-23, CONSTRUCT TAXIWAY T-6 AND EXPAND APRON.
2 AIP-005-2003 & AIP-006-2004, CONSTRUCT APRON (A-22); CRACK SEAL, FOG SEAL, AND REMARK T-6; PULVERIZE AND RECONSTRUCT REMAINING PAVEMENTS.

LEGEND

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

DATE OF PAVEMENT STRENGTH SURVEY:	DEC. 15, 1988
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	NOV. 10 2009
EVALUATED BY:	R. DONALDSON

MONTANA AVIATION SYSTEM PLAN
2006 UPDATE - PAVEMENT CONDITION INDEXES

SHELBY AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION

SHELBY MONTANA

DATE: NOV. 2009

PREPARED BY: RPA