

CHOTEAU AIRPORT

Branch: 19A APRON

A-1

Length: 181 LF Width: 256 LF Area: 46,336 SF Last Const: 2001 Family: ACAM
 From: SOUTHERLY END OF APRON To: NORTH 256' Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 5 Last Inspection Date: 10/2/2012 **PCI: 83**

Sample # 2 Area: SF

Distress Description	Severity	Quantity
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF
OIL SPILLAGE	N	5 SF
RAVELING	L	94 SF
SWELLING	L	1 SF
WEATHERING	L	4,650 SF

Sample # 5 Area: SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	55 LF
OIL SPILLAGE	N	2 SF
RAVELING	L	94 SF
WEATHERING	L	4,650 SF

Sample # 8 Area: SF

Distress Description	Severity	Quantity
DEPRESSION	L	1 SF
OIL SPILLAGE	N	20 SF
RAVELING	L	94 SF
SWELLING	L	1 SF
WEATHERING	L	4,650 SF

Sample # 11 Area: SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	93 LF
OIL SPILLAGE	N	4 SF
RAVELING	L	94 SF
WEATHERING	L	3,720 SF

Sample # 14 Area: SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF
RAVELING	L	94 SF
WEATHERING	L	2,325 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	4 SF	30.30%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	454 LF	0.98%	4.91
OIL SPILLAGE	N	62 SF	0.13%	2.08
RAVELING	L	937 SF	2.02%	4.01
SWELLING	L	4 SF	0.01%	1.00
WEATHERING	L	39,849 SF	96.00%	5.93

* 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 81.0 % Climate/Durability 19.0 % Other

CHOTEAU AIRPORT

Branch: 19R1 RUNWAY

R-11

Length: 3,300 LF
From: 17+00

Width: 60 LF

Area: 198,000 SF
To: 50+00

Last Const: 2001

Family: ACRML
Surface: AC

Inspections

Samples Surveyed: 7 Total Samples: 7 Last Inspection Date: 10/2/2012 **PCI: 76**

Sample # 4	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 43 LF 255 SF 5,100 SF</p>	Area: 5,100 SF
Sample # 9	<p>Distress Description ALLIGATOR CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING RAVELING WEATHERING</p>	<p>Severity M L L M L</p>	<p>Quantity 8 SF 39 LF 255 SF 10 SF 5,100 SF</p>	Area: 5,100 SF
Sample # 14	<p>Distress Description BLOCK CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L L</p>	<p>Quantity 1 SF 191 LF 255 SF 5,100 SF</p>	Area: 5,100 SF
Sample # 19	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 152 LF 255 SF 5,100 SF</p>	Area: 5,100 SF
Sample # 24	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 255 LF 255 SF 5,100 SF</p>	Area: 5,100 SF
Sample # 29	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 253 LF 255 SF 5,100 SF</p>	Area: 5,100 SF
Sample # 34	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 247 LF 255 SF 5,100 SF</p>	Area: 5,100 SF

Extrapolated Distress Quantities*				
Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	33 SF	0.02%	10.82
BLOCK CRACKING	L	6 LF	0.00%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	6,545 SF	3.31%	10.82
RAVELING	L	9,900 SF	5.00%	6.80
RAVELING	M	55 SF	0.03%	4.00
WEATHERING	L	198,000 SF	3.03%	5.96

* 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	76.0 % Climate/Durability	0.0 % Other

CHOTEAU AIRPORT

Branch: 19R1 RUNWAY

R-12

Length: 400 LF Width: 60 LF Area: 24,000 SF Last Const: 2001 Family: ACRML
 From: 13+00 To: 17+00 Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 5 Last Inspection Date: 10/2/2012 **PCI: 78**

<p>Sample # 2</p> <p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 109 LF 240 SF 4,800 SF</p>	<p>Area: 4,800 SF</p>
<p>Sample # 4</p> <p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 131 LF 240 SF 4,800 SF</p>	<p>Area: 4,800 SF</p>
<p>Sample # 5</p> <p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING RAVELING WEATHERING</p>	<p>Severity L L L L</p>	<p>Quantity 129 LF 1 SF 240 SF 4,800 SF</p>	<p>Area: 4,800 SF</p>

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	615 LF	2.56%	8.90
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF	0.33%	6.84
PATCHING	L	2 SF	0.01%	2.00
RAVELING	L	1,200 SF	5.00%	6.80
WEATHERING	L	24,000 SF	100.00%	5.96

* 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

CHOTEAU AIRPORT

Branch: 19R2

RUNWAY

R-2

Length: 5,000 LF Width: 75 LF

Area: 375,000 SF

Last Const: 2001

Family: ACRML

From: CONNECTING TW (T-2)

To: JUGHANDLE (T-2)

Surface: AC

Inspections

Samples Surveyed: 7

Total Samples: 77

Last Inspection Date: 10/2/2012

PCI: 78

Sample # 3

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	158 LF
RAVELING	L	98 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 14

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	238 LF
RAVELING	L	98 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 25

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	179 LF
RAVELING	L	98 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 38

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	181 LF
RAVELING	L	98 SF
RAVELING	H	1 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 47

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	176 LF
RAVELING	L	98 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 58

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	133 LF
RAVELING	L	98 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Sample # 69

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	225 LF
RAVELING	L	98 SF
WEATHERING	L	4,875 SF

Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	14,176 LF	3.78%	11.99
RAVELING	L	7,538 SF	2.01%	4.00
RAVELING	M	55 SF	0.01%	4.00
RAVELING	H	11 SF	0.00%	6.00
WEATHERING	L	375,000 SF	100.00%	5.96

* 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

CHOTEAU AIRPORT

Branch: 19T TAXIWAY

T-1

Length: 1,292 LF Width: 30 LF
From: R/W STA 13+50

Area: 38,760 SF
To: APRON

Last Const: 2001

Family: ACRML
Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 4 Last Inspection Date: 10/2/2012

PCI: 76

Sample # 1

Area: 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	333 LF
RAVELING	L	255 SF
RAVELING	M	510 SF
RAVELING	H	10 SF
WEATHERING	L	3,825 SF

Sample # 3

Area: 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	170 LF
RAVELING	L	51 SF
WEATHERING	L	4,590 SF

Sample # 5

Area: 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	165 LF
RAVELING	L	200 LF
WEATHERING	L	4,590 LF

Sample # 7

Area: 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF
RAVELING	L	51 LF
RAVELING	M	5 LF
WEATHERING	L	5,100 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1,336 LF	1.00%	11.17
RAVELING	L	1,058 LF	0.49%	4.80
RAVELING	M	979 LF	0.00%	11.38
RAVELING	H	19 LF	0.01%	6.00
WEATHERING	L	34,400 LF	0.47%	5.85

* 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

CHOTEAU AIRPORT

Branch: 19T TAXIWAY

T-2

Length: 1,016 LF Width: 35 LF Area: 35,560 SF Last Const: 2001 Family: ACRML
 From: R-2 To: T-1 & JUNGHANDLE Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 7 Last Inspection Date: 10/2/2012 **PCI: 78**

Sample #	Distress Description	Severity	Quantity	Area:
2	LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF	5,075 SF
	RAVELING	L	102 SF	
	WEATHERING	L	5,075 SF	
4	LONGITUDINAL/TRANSVERSE CRACKING	L	48 LF	5,075 SF
	RAVELING	L	1,269 SF	
	WEATHERING	L	5,075 SF	
	WEATHERING	M	100 SF	
6	LONGITUDINAL/TRANSVERSE CRACKING	L	145 LF	5,075 SF
	RAVELING	L	102 SF	
	WEATHERING	L	5,075 SF	
7	LONGITUDINAL/TRANSVERSE CRACKING	L	31 LF	5,075 SF
	RAVELING	L	102 SF	
	RAVELING	M	5 SF	
	RAVELING	H	15 SF	
	WEATHERING	L	5,075 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	480 LF	1.35%	5.74
RAVELING	L	2,402 SF	7.76%	8.62
RAVELING	M	9 SF	0.02%	4.00
RAVELING	H	26 SF	0.07%	6.00
WEATHERING	L	35,560 SF	100.00%	5.96

* 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

CHOTEAU AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$5,156**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	OIL SPILLAGE	N	62 SF	Patching - AC Shallow	97 SF	\$1,948	PREV.
R-11	ALLIGATOR CR	M	44 SF	Patching - AC Deep	75 SF	\$3,007	PREV.
R-12	L & T CR	M	80 LF	Crack Sealing - AC	80 LF	\$200	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$82,836**

Plan Year: 2013		Estimated Cost: \$196,616					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Global MR + Preventive	\$396	\$11,584	\$0	\$0	\$11,981	81	88	
R-11	Global MR + Preventive	\$5,899	\$49,500	\$0	\$0	\$55,400	75	79	
R-12	Global MR + Preventive	\$538	\$6,000	\$0	\$0	\$6,539	77	82	
R-2	Global MR + Preventive	\$8,414	\$93,751	\$0	\$0	\$102,164	77	82	
T-1	Global MR + Preventive	\$1,155	\$9,690	\$0	\$0	\$10,845	75	79	
T-2	Global MR + Preventive	\$798	\$8,890	\$0	\$0	\$9,688	77	82	

Plan Year: 2014		Estimated Cost: \$11,170					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$248	\$0	\$0	\$0	\$248	85	85	
R-11	Preventive	\$4,373	\$0	\$0	\$0	\$4,373	77	77	
R-12	Preventive	\$314	\$0	\$0	\$0	\$314	79	79	
R-2	Preventive	\$4,912	\$0	\$0	\$0	\$4,912	79	79	
T-1	Preventive	\$856	\$0	\$0	\$0	\$856	77	77	
T-2	Preventive	\$466	\$0	\$0	\$0	\$466	79	79	

Plan Year: 2015		Estimated Cost: \$17,676					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$405	\$0	\$0	\$0	\$405	82	82	
R-11	Preventive	\$6,116	\$0	\$0	\$0	\$6,116	75	75	
R-12	Preventive	\$550	\$0	\$0	\$0	\$550	77	77	
R-2	Preventive	\$8,593	\$0	\$0	\$0	\$8,593	77	77	
T-1	Preventive	\$1,197	\$0	\$0	\$0	\$1,197	75	75	
T-2	Preventive	\$815	\$0	\$0	\$0	\$815	77	77	

Plan Year: 2016		Estimated Cost: \$23,860					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$727	\$0	\$0	\$0	\$727	79	79	
R-11	Preventive	\$7,721	\$0	\$0	\$0	\$7,721	74	74	
R-12	Preventive	\$768	\$0	\$0	\$0	\$768	75	75	
R-2	Preventive	\$11,996	\$0	\$0	\$0	\$11,996	75	75	
T-1	Preventive	\$1,511	\$0	\$0	\$0	\$1,511	74	74	
T-2	Preventive	\$1,138	\$0	\$0	\$0	\$1,138	75	75	

Plan Year: 2017		Estimated Cost: \$29,787					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,299	\$0	\$0	\$0	\$1,299	76	76	
R-11	Preventive	\$9,182	\$0	\$0	\$0	\$9,182	72	72	
R-12	Preventive	\$967	\$0	\$0	\$0	\$967	74	74	
R-2	Preventive	\$15,108	\$0	\$0	\$0	\$15,108	74	74	
T-1	Preventive	\$1,797	\$0	\$0	\$0	\$1,797	72	72	
T-2	Preventive	\$1,433	\$0	\$0	\$0	\$1,433	74	74	

Plan Year: 2018		Estimated Cost: \$243,214					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Global MR + Preventive	\$1,869	\$13,429	\$0	\$0	\$15,299	74	79	
R-11	Global MR + Preventive	\$10,502	\$57,385	\$0	\$0	\$67,887	71	74	
R-12	Global MR + Preventive	\$1,148	\$6,956	\$0	\$0	\$8,104	72	75	
R-2	Global MR + Preventive	\$17,944	\$108,683	\$0	\$0	\$126,627	72	75	
T-1	Global MR + Preventive	\$2,056	\$11,233	\$0	\$0	\$13,289	71	74	
T-2	Global MR + Preventive	\$1,702	\$10,306	\$0	\$0	\$12,008	72	75	

Plan Year: 2019		Estimated Cost: \$31,115					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,319	\$0	\$0	\$0	\$1,319	77	77	
R-11	Preventive	\$9,627	\$0	\$0	\$0	\$9,627	72	72	
R-12	Preventive	\$1,010	\$0	\$0	\$0	\$1,010	74	74	
R-2	Preventive	\$15,779	\$0	\$0	\$0	\$15,779	74	74	
T-1	Preventive	\$1,885	\$0	\$0	\$0	\$1,885	72	72	
T-2	Preventive	\$1,496	\$0	\$0	\$0	\$1,496	74	74	

CHOTEAU AIRPORT

Plan Year: 2020		Estimated Cost: \$36,971				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$1,926	\$0	\$0	\$0	\$1,926	74	74
R-11	Preventive	\$11,054	\$0	\$0	\$0	\$11,054	71	71
R-12	Preventive	\$1,205	\$0	\$0	\$0	\$1,205	72	72
R-2	Preventive	\$18,836	\$0	\$0	\$0	\$18,836	72	72
T-1	Preventive	\$2,164	\$0	\$0	\$0	\$2,164	71	71
T-2	Preventive	\$1,786	\$0	\$0	\$0	\$1,786	72	72

Plan Year: 2021		Estimated Cost: \$42,344				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$2,531	\$0	\$0	\$0	\$2,531	72	72
R-11	Preventive	\$12,359	\$0	\$0	\$0	\$12,359	70	70
R-12	Preventive	\$1,383	\$0	\$0	\$0	\$1,383	71	71
R-2	Preventive	\$21,603	\$0	\$0	\$0	\$21,603	71	71
T-1	Preventive	\$2,419	\$0	\$0	\$0	\$2,419	70	70
T-2	Preventive	\$2,049	\$0	\$0	\$0	\$2,049	71	71

Plan Year: 2022		Estimated Cost: \$48,665				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$3,307	\$0	\$0	\$0	\$3,307	70	70
R-11	Preventive	\$14,545	\$0	\$0	\$0	\$14,545	69	69
R-12	Preventive	\$1,545	\$0	\$0	\$0	\$1,545	70	70
R-2	Preventive	\$24,133	\$0	\$0	\$0	\$24,133	70	70
T-1	Preventive	\$2,847	\$0	\$0	\$0	\$2,847	69	69
T-2	Preventive	\$2,288	\$0	\$0	\$0	\$2,288	70	70

Plan Year: 2023		Estimated Cost: \$298,893				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Global MR + Preventive	\$4,695	\$15,568	\$0	\$0	\$20,263	67	72
R-11	Global MR + Preventive	\$16,842	\$66,524	\$0	\$0	\$83,367	69	70
R-12	Global MR + Preventive	\$1,819	\$8,064	\$0	\$0	\$9,883	69	71
R-2	Global MR + Preventive	\$28,425	\$125,993	\$0	\$0	\$154,418	69	71
T-1	Global MR + Preventive	\$3,297	\$13,023	\$0	\$0	\$16,320	69	70
T-2	Global MR + Preventive	\$2,695	\$11,948	\$0	\$0	\$14,643	69	71

Plan Year: 2024		Estimated Cost: \$51,023				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$3,361	\$0	\$0	\$0	\$3,361	70	70
R-11	Preventive	\$15,211	\$0	\$0	\$0	\$15,211	69	69
R-12	Preventive	\$1,628	\$0	\$0	\$0	\$1,628	70	70
R-2	Preventive	\$25,434	\$0	\$0	\$0	\$25,434	70	70
T-1	Preventive	\$2,978	\$0	\$0	\$0	\$2,978	69	69
T-2	Preventive	\$2,412	\$0	\$0	\$0	\$2,412	70	70

Plan Year: 2025		Estimated Cost: \$60,474				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$4,836	\$0	\$0	\$0	\$4,836	68	68
R-11	Preventive	\$17,671	\$0	\$0	\$0	\$17,671	69	69
R-12	Preventive	\$1,906	\$0	\$0	\$0	\$1,906	69	69
R-2	Preventive	\$29,778	\$0	\$0	\$0	\$29,778	69	69
T-1	Preventive	\$3,459	\$0	\$0	\$0	\$3,459	69	69
T-2	Preventive	\$2,824	\$0	\$0	\$0	\$2,824	69	69

Plan Year: 2026		Estimated Cost: \$70,368				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$6,329	\$0	\$0	\$0	\$6,329	66	66
R-11	Preventive	\$20,093	\$0	\$0	\$0	\$20,093	68	68
R-12	Preventive	\$2,210	\$0	\$0	\$0	\$2,210	69	69
R-2	Preventive	\$34,529	\$0	\$0	\$0	\$34,529	69	69
T-1	Preventive	\$3,933	\$0	\$0	\$0	\$3,933	68	68
T-2	Preventive	\$3,274	\$0	\$0	\$0	\$3,274	69	69

Plan Year: 2027		Estimated Cost: \$80,363				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$7,836	\$0	\$0	\$0	\$7,836	64	64
R-11	Preventive	\$22,612	\$0	\$0	\$0	\$22,612	67	67
R-12	Preventive	\$2,512	\$0	\$0	\$0	\$2,512	68	68
R-2	Preventive	\$39,254	\$0	\$0	\$0	\$39,254	68	68
T-1	Preventive	\$4,427	\$0	\$0	\$0	\$4,427	67	67
T-2	Preventive	\$3,722	\$0	\$0	\$0	\$3,722	68	68

CHOTEAU AIRPORT

10/2/2012



A-1, Helicopter skid damage



A-1, Oil spill



A-1, Overview



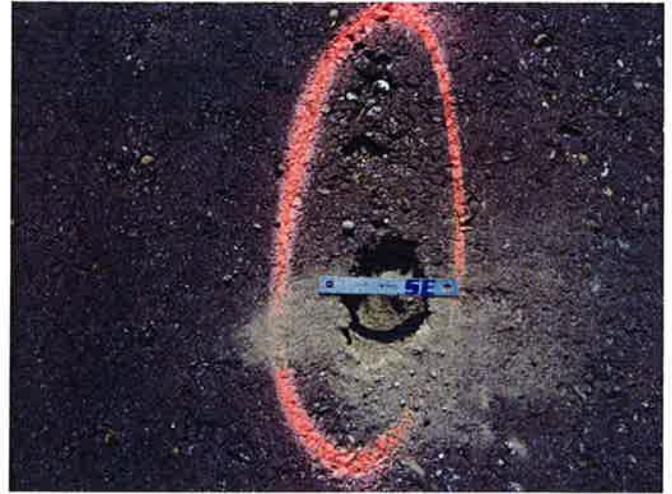
A-1, Surface detail with previously filled crack

CHOTEAU AIRPORT

10/2/2012



R-2, Overview



R-2, Surface detail high severity raveling



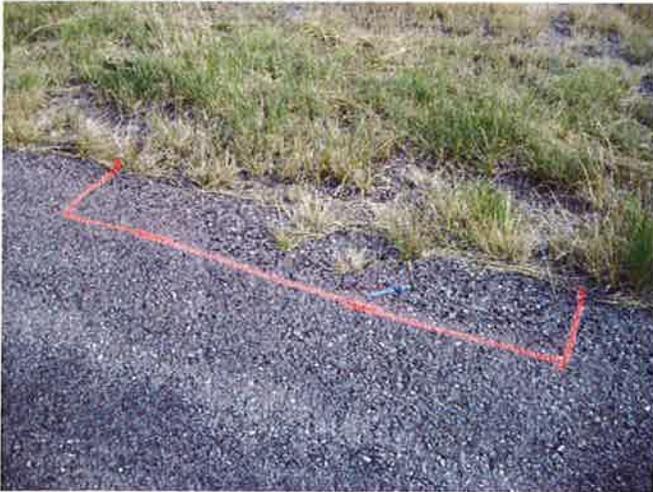
R-2, Surface detail



R-11, Overview

CHOTEAU AIRPORT

10/2/2012



R-11, Surface detail alligator cracking



R-11, Surface detail



R-12, Overview



R-12, Surface detail

CHOTEAU AIRPORT

10/2/2012



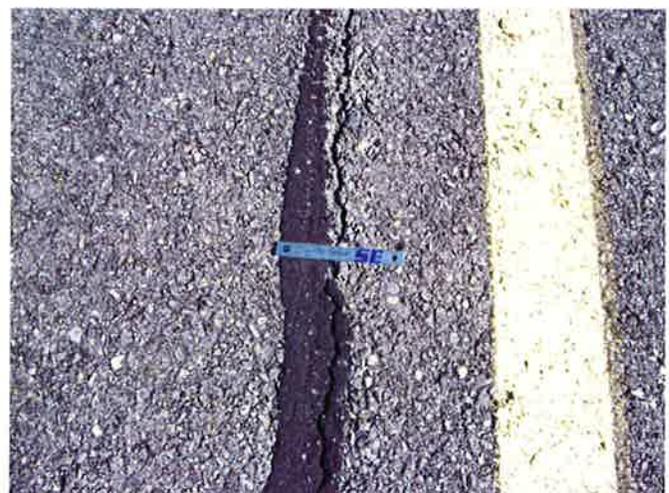
T-1, Overview



T-1, Surface detail with raveling



T-2, Connector Taxiway Overview



T-2, Connector taxiway surface detail

CHOTEAU AIRPORT

10/2/2012

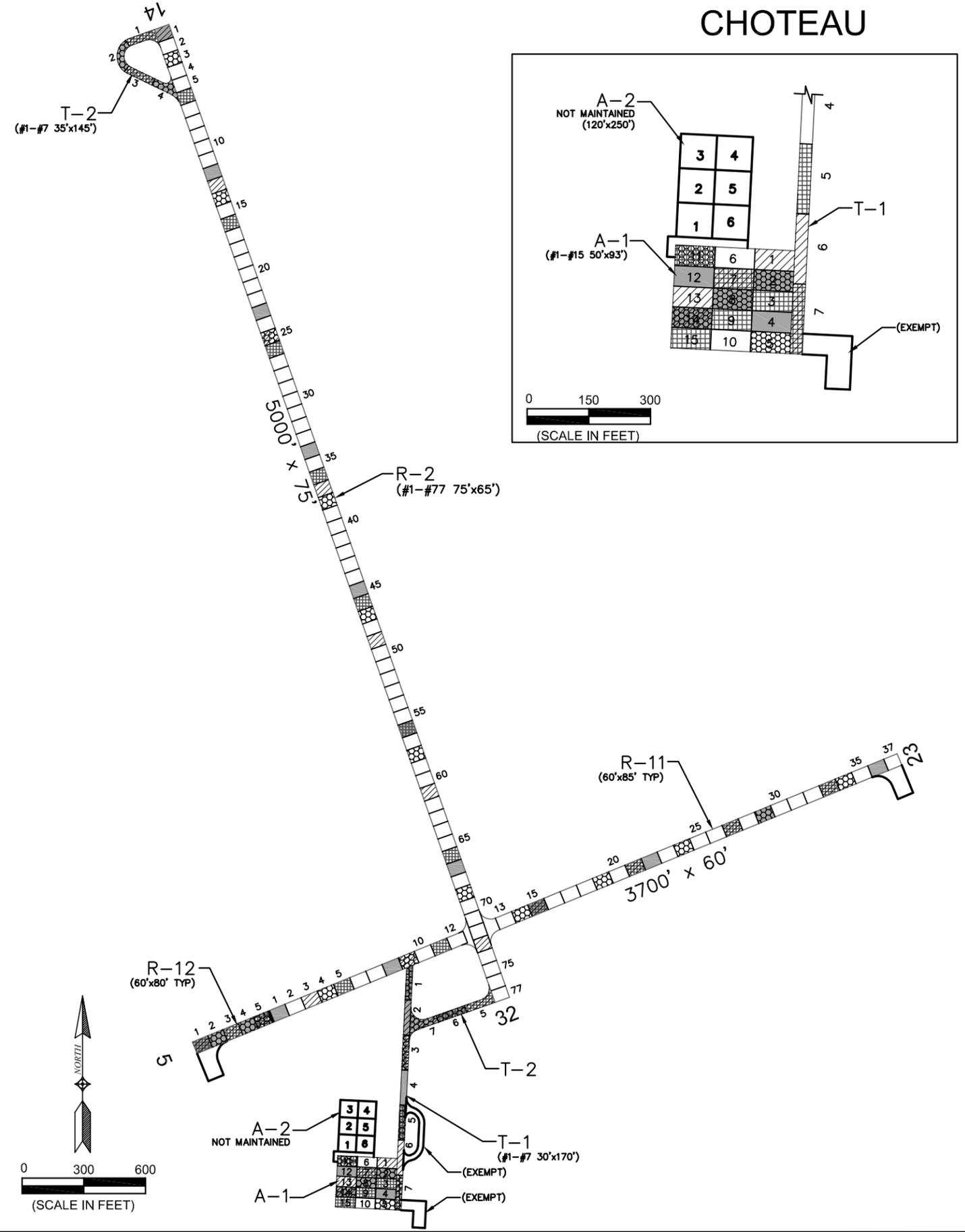


T-2, Turnaround overview



T-2, Turnaround surface detail

CHOTEAU



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
RUNWAYS										
R-11	E-7	F7	6" P-154	5.5" P-154 WITH FABRIC	2" P-401		24,000			1 2 3
R-12				6.5" P-208	2" P-401		24,000			1 2 3
R-2				7.5" P-154 WITH FABRIC	3" P-401		24,000			1 2 3
TAXIWAYS										
T-1	E-7	F7		5" P-208, 6" P-207, 1" P-208	3" P-401		24,000			1 2 3
T-2				7.5" P-154 WITH FABRIC	3" P-401		24,000			1 2 3
APRONS										
A-1	E-7	F7	6" P-154	5" P-208, 6" P-207, 1" P-208	3" P-401		24,000			1 2 3
A-2	E-7	F7			UNKNOWN		4,000			

REMARKS:

- 1 ▷ ADAP-01, P-216 = COLD MIX ASPHALT
- 2 ▷ AIP-003, 2001, RECONSTRUCT AND EXTEND RUNWAY 5-23, CONSTRUCT RUNWAY 14-32 (R-2) AND JUGHANDLE TURNAROUND (T-2), RECONSTRUCT PORTION OF TAXIWAY A (T-1), CONSTRUCT TAXIWAY B (T-2), RECONSTRUCT APRON (A-1).
- 3 ▷ AIP-006, 2007, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.

LEGEND [Dotted] 1997 SURVEY AREA (NOT SURVEYED) [Horizontal Lines] 2000 SURVEY AREA (NOT SURVEYED) [Vertical Lines] 2003 SURVEY AREA [Diagonal Lines] 2006 SURVEY AREA [Cross-hatch] 2009 SURVEY AREA [Grid] 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 22, 1987	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 2, 2012	JOHN NORDHAGEN FIELD
	EVALUATED BY:	M. BECKHOFF	PREPARED FOR: 
			CHOTEAU MONTANA DATE: NOV. 2012
			PREPARED BY: 