

GLASGOW AIRPORT

Branch: 31A

APRON

A-3

Length: 395 LF **Width:** 120 LF **Area:** 47,400 SF **Last Const:** 2002 **Family:** ACAM
From: STA APRON STA 4+20 **To:** STA APRON STA 7+00 **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 9/10/2012 **PCI:** 50

Sample # 7

Area: 5,550 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	10 SF
DEPRESSION	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	149 LF
RAVELING	L	55 SF
RAVELING	L	250 SF
RUTTING	L	915 SF
WEATHERING	L	5,550 SF

Sample # 8

Area: 5,550 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	299 LF
OIL SPILLAGE	N	3 SF
RAVELING	L	55 SF
RAVELING	L	200 SF
RAVELING	M	55 SF
RUTTING	L	200 SF
WEATHERING	L	5,550 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	43 LF	0.20%	7.00
DEPRESSION	L	171 LF	0.10%	2.15
LONGITUDINAL/TRANSVERSE CRACKING	L	1,913 LF	0.02%	12.60
OIL SPILLAGE	N	13 LF	0.47%	2.00
RAVELING	L	2,391 LF	48.09%	6.84
RAVELING	M	235 LF	0.00%	6.13
RUTTING	L	4,761 LF	0.22%	28.38
WEATHERING	L	47,400 LF	0.01%	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

50.0 % Load

44.0 % Climate/Durability

6.0 % Other

GLASGOW AIRPORT

Branch: 31A

APRON

A-4

Length: 105 LF Width: 50 LF Area: 5,250 SF Last Const: 1986 Family: PCAA
 From: STA APRON STA 3+20 To: STA APRON STA 4+25 Surface: PCC

Inspections

Samples Surveyed: 1 Total Samples: 1 Last Inspection Date: 9/10/2012 **PCI: 47**

Sample # 1

Distress Description	Severity	Quantity
LINEAR CRACKING	L	2 SLABS
LINEAR CRACKING	L	1 SLABS
JOINT SEAL DAMAGE	L	28 SLABS
POPOUTS	N	1 SLABS
FAULTING	L	5 SLABS
FAULTING	M	6 SLABS
JOINT SPALLING	L	9 SLABS
JOINT SPALLING	M	1 SLABS
CORNER SPALLING	L	3 SLABS
CORNER SPALLING	M	1 SLABS

Area: 28 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	3 SLABS	0.62%	8.93
JOINT SEAL DAMAGE	L	28 SLABS	0.01%	2.00
POPOUTS	N	1 SLABS	0.00%	3.16
FAULTING	L	5 SLABS	1.18%	13.47
FAULTING	M	6 SLABS	27.50%	24.49
JOINT SPALLING	L	9 SLABS	5.00%	8.39
JOINT SPALLING	M	1 SLABS	5.00%	2.80
CORNER SPALLING	L	3 SLABS	22.50%	4.28
CORNER SPALLING	M	1 SLABS	100.00%	2.94

* 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

13.0 % Load

3.0 % Climate/Durability

84.0 % Other

GLASGOW AIRPORT

Branch: 31A

APRON

A-6

Length: 160 LF Width: 80 LF

Area: 12,800 SF

Last Const: 2000

Family: PCAA

From: STA T-10

To: STA A-3

Surface: PCC

Inspections

Samples Surveyed: 2

Total Samples: 2

Last Inspection Date: 9/10/2012

PCI: 69

Sample # 1

Distress Description

Severity

Quantity

Area: 25 SLABS

LINEAR CRACKING

L

4 SLABS

LINEAR CRACKING

M

2 SLABS

JOINT SEAL DAMAGE

M

25 SLABS

JOINT SPALLING

L

7 SLABS

CORNER SPALLING

L

2 SLABS

Sample # 2

Distress Description

Severity

Quantity

Area: 25 SLABS

JOINT SEAL DAMAGE

M

25 SLABS

POPOUTS

N

3 SLABS

JOINT SPALLING

L

10 SLABS

JOINT SPALLING

H

1 SLABS

CORNER SPALLING

L

1 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	4 SLABS	12.50%	7.13
LINEAR CRACKING	M	2 SLABS	22.50%	9.06
JOINT SEAL DAMAGE	M	50 SLABS	17.50%	7.00
POPOUTS	N	3 SLABS	2.50%	4.95
JOINT SPALLING	L	17 SLABS	27.50%	8.73
JOINT SPALLING	H	1 SLABS	37.50%	5.77
CORNER SPALLING	L	3 SLABS	2.50%	2.53

* 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

36.0 % Load

15.0 % Climate/Durability

49.0 % Other

GLASGOW AIRPORT

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

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

Inspections

Samples Surveyed: 5 **Total Samples:** 14 **Last Inspection Date:** 9/10/2012 **PCI:** 69

Sample # 2 **Area:** 4,896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	285 LF
PATCHING	L	125 SF
RAVELING	L	490 SF
WEATHERING	L	4,896 SF

Sample # 5 **Area:** 4,896 SF

Distress Description	Severity	Quantity
DEPRESSION	L	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	389 LF
PATCHING	L	150 SF
RAVELING	L	98 SF
WEATHERING	L	4,896 SF

Sample # 8 **Area:** 4,896 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	M	10 SF
DEPRESSION	L	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	136 LF
PATCHING	L	35 SF
RAVELING	L	734 SF
SWELLING	L	362 SF
WEATHERING	L	4,896 SF

Sample # 11 **Area:** 4,896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	191 LF
PATCHING	L	75 SF
WEATHERING	L	4,896 SF

Sample # 14 **Area:** 4,896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	175 LF
OIL SPILLAGE	N	10 SF
PATCHING	L	75 SF
WEATHERING	L	4,896 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	28 LF	25.00%	10.00
DEPRESSION	L	95 LF	0.32%	0.38
LONGITUDINAL/TRANSVERSE CRACKING	L	3,299 LF	2.52%	14.34
OIL SPILLAGE	N	28 LF	1.25%	2.00
PATCHING	L	1,290 LF	0.13%	5.34
RAVELING	L	3,709 LF	0.29%	7.10
SWELLING	L	1,016 LF	3.50%	4.10
WEATHERING	L	68,675 LF	3.51%	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

20.0 % Load 67.0 % Climate/Durability 13.0 % Other

GLASGOW AIRPORT

Branch: 31R2

RUNWAY

R-13

Length: 1,350 LF Width: 75 LF Area: 101,250 SF Last Const: 2003 Family: ACRMU
 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: 9/10/2012 **PCI: 84**

Sample # 1 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	23 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 4 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF
RAVELING	L	146 SF
RAVELING	H	1 SF
WEATHERING	L	4,875 SF

Sample # 7 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	5 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 10 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 13 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 15 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	696 LF	0.36%	4.36
RAVELING	L	3,032 SF	5.52%	5.07
RAVELING	H	3 SF	3.55%	6.00
WEATHERING	L	101,250 SF	0.60%	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

GLASGOW AIRPORT

Branch: 31R2

RUNWAY

R-14

Length: 3,975 LF

Width: 75 LF

Area: 298,125 SF

Last Const: 2003

Family: ACRMU

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: 9/10/2012

PCI: 80

Sample # 2

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	12 SF
BLOCK CRACKING	M	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	96 LF
RAVELING	L	960 SF
WEATHERING	L	4,875 SF

Sample # 11

Area: 4,875 SF

Distress Description	Severity	Quantity
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 20

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	4 SF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 29

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	10 SF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 38

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	41 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 47

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	10 SF
BLOCK CRACKING	M	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Sample # 56

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	34 SF
RAVELING	L	146 SF
WEATHERING	L	4,875 SF

Extrapolated Distress Quantities*				
Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	524 SF	3.96%	4.72
BLOCK CRACKING	M	218 SF	5.87%	7.80
LONGITUDINAL/TRANSVERSE CRACKING	L	1,476 LF	1.81%	4.05
RAVELING	L	16,040 SF	2.68%	7.08
WEATHERING	L	298,125 SF	0.00%	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

GLASGOW AIRPORT

Branch: 31R1 RUNWAY

R-15

Length: 5,001 LF Width: 100 LF Area: 500,100 SF Last Const: 2012 Family: ACRH
 From: STA T-5 To: STA T-8 Surface: AC

Inspections

Samples Surveyed: 0 Total Samples: 0 Last Inspection Date: 9/1/2012 **PCI: 100**

Sample #	Distress Description	Severity	Quantity LF	Area:	SF
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Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
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* 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	0.0 % Climate/Durability	0.0 % Other
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GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-1

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

Inspections

Samples Surveyed: 4 Total Samples: 12 Last Inspection Date: 9/11/2012 PCI: 47

Sample # 1

Distress Description	Severity	Quantity	Area:
LONGITUDINAL/TRANSVERSE CRACKING	L	208 LF	4,125 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	
RAVELING	L	85 SF	
RAVELING	H	40 SF	
RUTTING	L	300 SF	

Sample # 4

Distress Description	Severity	Quantity	Area:
ALLIGATOR CRACKING	L	10 SF	4,125 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	199 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	
RAVELING	L	85 SF	
RAVELING	H	225 SF	

Sample # 7

Distress Description	Severity	Quantity	Area:
ALLIGATOR CRACKING	L	15 SF	4,125 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	108 LF	
RAVELING	L	85 SF	
RAVELING	H	150 SF	

Sample # 10

Distress Description	Severity	Quantity	Area:
ALLIGATOR CRACKING	L	20 SF	4,125 SF
BLOCK CRACKING	L	3 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	93 LF	
RAVELING	H	188 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	160 SF	4.35%	10.21
BLOCK CRACKING	L	11 SF	1.29%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	2,156 LF	0.00%	11.76
LONGITUDINAL/TRANSVERSE CRACKING	M	53 LF	3.78%	4.00
RAVELING	L	904 SF	0.00%	3.41
RAVELING	H	2,138 SF	1.15%	35.99
RUTTING	L	1,064 SF	100.00%	18.04

* 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

32.0 % Load 68.0 % Climate/Durability 0.0 % Other

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-10

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

Inspections

Samples Surveyed: 2 Total Samples: 2 Last Inspection Date: 9/10/2012 **PCI: 68**

Sample # 1

Area: 5,600 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	5 SF
DEPRESSION	M	140 SF
RAVELING	L	56 SF

Sample # 2

Area: 5,600 SF

Distress Description	Severity	Quantity
BLEEDING	N	3 SF
BLOCK CRACKING	L	8 SF
DEPRESSION	M	114 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	2 LF
RAVELING	L	56 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	5 SF	100.00%	7.00
BLEEDING	N	3 SF	1.00%	0.00
BLOCK CRACKING	L	8 SF	2.56%	4.50
DEPRESSION	M	254 SF	3.31%	23.00
LONGITUDINAL/TRANSVERSE CRACKING	L	2 LF	0.86%	2.50
RAVELING	L	112 SF	100.00%	2.62

* 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

18.0 % Load

24.0 % Climate/Durability

58.0 % Other

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-11

Length: 200 LF Width: 80 LF Area: 16,000 SF Last Const: 2003 Family: ACRMU
 From: STA R-13 To: STA TURNAROUND Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 9/10/2012 **PCI: 90**

Sample # 1

Distress Description	Severity	Quantity
RAVELING	L	40 SF
WEATHERING	L	4,000 SF

Area: 4,000 SF

Sample # 2

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF
RAVELING	L	40 SF
WEATHERING	L	4,000 SF

Area: 4,000 SF

Sample # 3

Distress Description	Severity	Quantity
RAVELING	L	40 SF
WEATHERING	L	4,000 SF

Area: 4,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	27 LF	0.03%	2.86
RAVELING	L	160 SF	0.02%	2.62
WEATHERING	L	16,000 SF	0.00%	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

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-3

Length: 900 LF Width: 65 LF Area: 70,900 SF Last Const: 1996 Family: ACRH
 From: STA T-1 To: STA HANGAR TW'S Surface: AAC

Inspections

Samples Surveyed: 5 Total Samples: 20 Last Inspection Date: 9/10/2012 **PCI: 65**

Sample # 1

Area: 4,224 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
DEPRESSION	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	194 LF
RAVELING	L	211 SF
RUTTING	L	3 SF
RAVELING	M	45 SF
PATCHING	L	1 SF

Sample # 5

Area: 4,224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF
RAVELING	L	211 SF
RUTTING	L	10 SF
RAVELING	M	40 SF

Sample # 9

Area: 4,224 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	99 LF
RAVELING	L	211 SF
RAVELING	M	35 SF

Sample # 13

Area: 4,224 SF

Distress Description	Severity	Quantity
BLEEDING	N	220 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	125 LF
RAVELING	L	211 SF
RAVELING	M	20 SF

Sample # 17

Area: 4,224 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	40 SF
ALLIGATOR CRACKING	M	30 SF
ALLIGATOR CRACKING	H	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	266 LF
RAVELING	L	211 SF
RAVELING	M	30 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	134 SF	0.19%	8.36
ALLIGATOR CRACKING	M	100 SF	0.14%	12.79
ALLIGATOR CRACKING	H	34 SF	0.05%	16.00
BLEEDING	N	739 SF	1.04%	5.61
BLOCK CRACKING	L	7 SF	0.01%	4.50
DEPRESSION	L	17 SF	0.02%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	2,984 LF	4.21%	13.01
RAVELING	L	3,542 SF	5.00%	6.80
RUTTING	L	44 SF	0.06%	8.50
RAVELING	M	571 SF	0.80%	7.27

* 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

54.0 % Load

39.0 % Climate/Durability

7.0 % Other

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-4

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

Inspections

Samples Surveyed: 3 Total Samples: 6 Last Inspection Date: 9/10/2012 **PCI: 12**

Sample # 1

Area: 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	938 SF
ALLIGATOR CRACKING	M	375 SF
BLOCK CRACKING	L	1,875 SF
DEPRESSION	L	375 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	62 LF
PATCHING	L	3 SF
RAVELING	M	188 SF
WEATHERING	M	2,812 SF
WEATHERING	H	938 SF

Sample # 3

Area: 3,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	375 SF
BLOCK CRACKING	L	1,875 SF
DEPRESSION	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
RAVELING	M	938 SF
WEATHERING	M	2,812 SF
WEATHERING	H	938 SF

Sample # 5

Area: 4,500 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	188 SF
BLEEDING	N	938 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	235 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
RAVELING	L	375 SF
RAVELING	M	375 SF
RAVELING	H	3,000 SF
WEATHERING	M	750 SF
WEATHERING	H	3,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	3,627 SF	0.02%	45.63
ALLIGATOR CRACKING	M	906 SF	5.08%	41.47
BLEEDING	N	2,267 SF	0.42%	32.90
BLOCK CRACKING	L	9,063 SF	30.00%	24.50
DEPRESSION	L	2,115 SF	1.00%	23.29
LONGITUDINAL/TRANSVERSE CRACKING	L	628 LF	1.10%	7.85
LONGITUDINAL/TRANSVERSE CRACKING	M	162 LF	20.00%	8.71
PATCHING	L	7 SF	0.19%	2.00
RAVELING	L	906 SF	5.42%	5.20
RAVELING	M	3,627 SF	0.01%	22.85
RAVELING	H	7,250 SF	6.67%	62.40
WEATHERING	M	15,404 SF	0.41%	15.73
WEATHERING	H	11,784 SF	4.62%	39.12

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

Percent of Deduct Values Based on Distress Mechanism

26.0 % Load

57.0 % Climate/Durability

17.0 % Other

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-5

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

Inspections

Samples Surveyed: 5 Total Samples: 15 Last Inspection Date: 9/11/2012 **PCI: 53**

Sample # 3 Area: 3,850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF
RAVELING	L	80 SF

Sample # 6 Area: 3,850 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	206 LF
RAVELING	L	39 SF

Sample # 9 Area: 3,850 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF
RAVELING	H	268 SF

Sample # 12 Area: 3,850 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	156 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	120 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	H	358 SF

Sample # 15 Area: 3,850 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	101 SF
BLEEDING	N	200 SF
BLOCK CRACKING	L	58 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	83 LF
RAVELING	L	77 SF
RAVELING	H	140 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	1,300 SF	2.75%	25.80
BLEEDING	N	771 SF	12.38%	5.60
BLOCK CRACKING	L	224 SF	0.81%	5.35
LONGITUDINAL/TRANSVERSE CRACKING	L	2,874 LF	4.69%	12.21
LONGITUDINAL/TRANSVERSE CRACKING	M	39 LF	93.75%	4.00
RAVELING	L	756 SF	2.17%	2.65
RAVELING	H	2,955 SF	0.97%	37.42

* 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

28.0 % Load

66.0 % Climate/Durability

6.0 % Other

GLASGOW AIRPORT

Branch: 31T TAXIWAY

T-7

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

Inspections

Samples Surveyed: 4 Total Samples: 10 Last Inspection Date: 9/10/2012 **PCI: 59**

Sample # 1 Area: 5,400 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	70 SF
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	188 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
RAVELING	L	54 SF

Sample # 4 Area: 4,290 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	32 SF
BLOCK CRACKING	L	15 SF
DEPRESSION	M	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	301 LF
RAVELING	M	43 SF

Sample # 8 Area: 4,025 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	81 SF
BLOCK CRACKING	L	81 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	580 LF
RAVELING	L	40 SF

Sample # 10 Area: 4,235 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	56 SF
BLOCK CRACKING	L	56 SF
DEPRESSION	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	276 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
RAVELING	L	56 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	489 SF	0.03%	23.17
BLOCK CRACKING	L	311 SF	0.17%	7.45
DEPRESSION	L	123 SF	0.04%	1.92
DEPRESSION	M	41 SF	1.13%	5.19
LONGITUDINAL/TRANSVERSE CRACKING	L	2,754 LF	2.67%	19.50
LONGITUDINAL/TRANSVERSE CRACKING	M	106 LF	100.00%	6.36
RAVELING	L	307 SF	0.29%	2.35
RAVELING	M	88 SF	0.00%	4.89

* 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

33.0 % Load 57.0 % Climate/Durability 10.0 % Other

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-8

Length: 200 LF Width: 100 LF

Area: 20,000 SF

Last Const: 2012

Family: ACRH

From: STA R-3

To: STA

Surface: AC

Inspections

Samples Surveyed: 0

Total Samples: 0

Last Inspection Date: 9/1/2012

PCI: 100

Sample # 1

Distress Description
NONE

Severity

Quantity

Area: SF

Extrapolated Distress Quantities*

Distress Description

Severity

Quantity

Density

Deduct

* 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

0.0 % Climate/Durability

0.0 % Other

GLASGOW AIRPORT

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

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

Inspections

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 9/10/2012 **PCI: 41**

Sample # 2

Area: 3,100 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	155 SF
ALLIGATOR CRACKING	M	155 SF
ALLIGATOR CRACKING	H	50 SF
DEPRESSION	L	200 SF
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF
RAVELING	L	620 SF
WEATHERING	M	176 SF

Sample # 3

Area: 3,100 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	10 SF
BLOCK CRACKING	L	37 SF
DEPRESSION	L	200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	430 LF
RAVELING	L	31 SF

Sample # 4

Area: 3,100 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	50 SF
BLOCK CRACKING	L	50 SF
DEPRESSION	L	155 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	384 LF
RAVELING	L	62 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	287 SF	0.09%	28.51
ALLIGATOR CRACKING	M	207 SF	0.86%	34.38
ALLIGATOR CRACKING	H	67 SF	0.01%	30.31
BLOCK CRACKING	L	116 SF	100.00%	7.71
DEPRESSION	L	767 SF	0.48%	21.51
LONGITUDINAL/TRANSVERSE CRACKING	L	1,356 LF	5.13%	24.49
RAVELING	L	951 SF	0.60%	8.57
WEATHERING	M	235 SF	16.67%	2.20

* 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

59.0 % Load 27.0 % Climate/Durability 14.0 % Other

GLASGOW AIRPORT

FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$221,243

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-4	JOINT SPALL	M	1 SLABS	Patching - PCC Partial Depth	7 SF	\$549	PREV.
A-4	CORNER SPALL	M	1 SLABS	Patching - PCC Partial Depth	3 SF	\$229	PREV.
A-6	LINEAR CR	M	2 SLABS	Crack Sealing - PCC	78 LF	\$195	PREV.
A-6	JOINT SPALL	H	1 SLABS	Patching - PCC Partial Depth	8 SF	\$686	PREV.
A-7	ALLIGATOR CR	M	28 SF	Patching - AC Deep	53 SF	\$2,135	PREV.
A-7	OIL SPILLAGE	N	28 SF	Patching - AC Shallow	53 SF	\$1,067	PREV.
R14	BLOCK CR	M	218 SF	Crack Sealing - AC	67 LF	\$166	PREV.
T-1	RAVELING	H	2,138 SF	Patching - AC Shallow	2,138 SF	\$42,758	SAFETY
T-10	DEPRESSION	M	254 SF	Patching - AC Deep	322 SF	\$12,886	PREV.
T-3	ALLIGATOR CR	M	101 SF	Patching - AC Deep	145 SF	\$5,804	PREV.
T-3	ALLIGATOR CR	H	34 SF	Patching - AC Deep	61 SF	\$2,436	PREV.
T-4	RAVELING	H	7,250 SF	Patching - AC Shallow	7,250 SF	\$145,000	SAFETY
T-5	L & T CR	M	39 LF	Crack Sealing - AC	39 LF	\$96	PREV.
T-7	DEPRESSION	M	41 SF	Patching - AC Deep	71 SF	\$2,828	PREV.
T-7	L & T CR	M	107 LF	Crack Sealing - AC	107 LF	\$266	PREV.
T-9	ALLIGATOR CR	H	67 SF	Patching - AC Deep	104 SF	\$4,141	SAFETY

FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$191,754

Plan Year: 2013		Estimated Cost: \$262,932				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Stopgap	\$527	\$0	\$0	\$0	\$527	49	49
A-4	Preventive	\$1,982	\$0	\$0	\$0	\$1,982	46	46
A-6	Preventive	\$890	\$0	\$0	\$0	\$890	68	68
A-7	Global MR + Preventive	\$4,952	\$17,169	\$0	\$0	\$22,121	68	72
R13	Global MR + Preventive	\$761	\$25,313	\$0	\$0	\$26,074	82	88
R14	Global MR + Preventive	\$4,556	\$74,532	\$0	\$0	\$79,088	79	84
T-1	Stopgap	\$814	\$0	\$0	\$0	\$814	46	46
T-10	Preventive	\$858	\$0	\$0	\$0	\$858	67	67
T-11	Global MR + Preventive	\$29	\$4,000	\$0	\$0	\$4,029	88	95
T-3	Preventive	\$7,487	\$0	\$0	\$0	\$7,487	64	64
T-4	Stopgap	\$14,602	\$0	\$0	\$0	\$14,602	10	10
T-5	Preventive	\$19,390	\$0	\$0	\$0	\$19,390	53	53
T-7	Major Above Critical	\$0	\$0	\$0	\$110,323	\$110,323	58	100
T-9	Stopgap	\$267	\$0	\$0	\$0	\$267	39	39

Plan Year: 2014		Estimated Cost: \$407,922				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Stopgap	\$643	\$0	\$0	\$0	\$643	47	47
A-4	Major Below Critical	\$0	\$0	\$24,280	\$0	\$24,280	44	100
A-6	Preventive	\$1,121	\$0	\$0	\$0	\$1,121	67	67
A-7	Preventive	\$3,506	\$0	\$0	\$0	\$3,506	70	70
R13	Preventive	\$480	\$0	\$0	\$0	\$480	85	86
R14	Preventive	\$2,699	\$0	\$0	\$0	\$2,699	81	81
T-1	Stopgap	\$952	\$0	\$0	\$0	\$952	44	44
T-10	Preventive	\$1,011	\$0	\$0	\$0	\$1,011	66	66
T-3	Preventive	\$8,405	\$0	\$0	\$0	\$8,405	63	64
T-4	Stopgap	\$16,300	\$0	\$0	\$0	\$16,300	5	5
T-5	Major Above Critical	\$0	\$0	\$0	\$276,696	\$276,696	52	100
T-9	Major Below Critical	\$0	\$0	\$71,830	\$0	\$71,830	36	100

Plan Year: 2015		Estimated Cost: \$337,816				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Stopgap	\$772	\$0	\$0	\$0	\$772	45	45
A-6	Preventive	\$1,346	\$0	\$0	\$0	\$1,346	65	65
A-7	Preventive	\$5,093	\$0	\$0	\$0	\$5,093	68	68
R-15	Preventive	\$670	\$0	\$0	\$0	\$670	89	89
R13	Preventive	\$780	\$0	\$0	\$0	\$780	83	83
R14	Preventive	\$4,566	\$0	\$0	\$0	\$4,566	79	79
T-1	Major Below Critical	\$0	\$0	\$295,940	\$0	\$295,940	42	100
T-10	Preventive	\$1,163	\$0	\$0	\$0	\$1,163	65	65
T-11	Preventive	\$28	\$0	\$0	\$0	\$28	88	88
T-3	Preventive	\$9,342	\$0	\$0	\$0	\$9,342	63	63
T-4	Stopgap	\$18,087	\$0	\$0	\$0	\$18,087	1	1
T-8	Preventive	\$27	\$0	\$0	\$0	\$27	89	89

GLASGOW AIRPORT

Plan Year: 2016		Estimated Cost: \$481,817					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Major Below Critical	\$0	\$0	\$244,619	\$0	\$244,619	42	100	
A-6	Preventive	\$1,568	\$0	\$0	\$0	\$1,568	64	64	
A-7	Preventive	\$6,739	\$0	\$0	\$0	\$6,739	66	66	
R-15	Preventive	\$2,498	\$0	\$0	\$0	\$2,498	85	86	
R13	Preventive	\$1,075	\$0	\$0	\$0	\$1,075	80	80	
R14	Preventive	\$7,491	\$0	\$0	\$0	\$7,491	77	77	
T-10	Preventive	\$1,319	\$0	\$0	\$0	\$1,319	64	64	
T-11	Preventive	\$80	\$0	\$0	\$0	\$80	85	86	
T-3	Preventive	\$10,304	\$0	\$0	\$0	\$10,304	62	62	
T-4	Major Below Critical	\$0	\$0	\$205,979	\$0	\$205,979	0	100	
T-7	Preventive	\$46	\$0	\$0	\$0	\$46	89	89	
T-8	Preventive	\$100	\$0	\$0	\$0	\$100	85	86	

Plan Year: 2017		Estimated Cost: \$40,266					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-4	Preventive	\$18	\$0	\$0	\$0	\$18	87	87	
A-6	Preventive	\$1,786	\$0	\$0	\$0	\$1,786	63	63	
A-7	Preventive	\$8,410	\$0	\$0	\$0	\$8,410	64	64	
R-15	Preventive	\$4,199	\$0	\$0	\$0	\$4,199	83	83	
R13	Preventive	\$2,037	\$0	\$0	\$0	\$2,037	78	78	
R14	Preventive	\$10,349	\$0	\$0	\$0	\$10,349	75	75	
T-10	Preventive	\$1,477	\$0	\$0	\$0	\$1,477	63	63	
T-11	Preventive	\$131	\$0	\$0	\$0	\$131	83	83	
T-3	Preventive	\$11,276	\$0	\$0	\$0	\$11,276	61	61	
T-5	Preventive	\$230	\$0	\$0	\$0	\$230	87	87	
T-7	Preventive	\$169	\$0	\$0	\$0	\$169	86	86	
T-8	Preventive	\$168	\$0	\$0	\$0	\$168	83	83	
T-9	Preventive	\$16	\$0	\$0	\$0	\$16	89	89	

Plan Year: 2018		Estimated Cost: \$189,846					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-4	Preventive	\$39	\$0	\$0	\$0	\$39	84	84	
A-6	Preventive	\$2,005	\$0	\$0	\$0	\$2,005	61	62	
A-7	Global MR + Preventive	\$10,111	\$19,903	\$0	\$0	\$30,014	62	66	
R-15	Preventive	\$5,795	\$0	\$0	\$0	\$5,795	80	80	
R13	Global MR + Preventive	\$3,065	\$29,344	\$0	\$0	\$32,410	76	81	
R14	Global MR + Preventive	\$13,174	\$86,403	\$0	\$0	\$99,577	73	77	
T-1	Preventive	\$186	\$0	\$0	\$0	\$186	87	87	
T-10	Preventive	\$1,639	\$0	\$0	\$0	\$1,639	62	62	
T-11	Global MR + Preventive	\$180	\$4,637	\$0	\$0	\$4,817	80	86	
T-3	Preventive	\$12,279	\$0	\$0	\$0	\$12,279	60	60	
T-5	Preventive	\$505	\$0	\$0	\$0	\$505	84	84	
T-7	Preventive	\$290	\$0	\$0	\$0	\$290	83	83	
T-8	Preventive	\$232	\$0	\$0	\$0	\$232	80	80	
T-9	Preventive	\$59	\$0	\$0	\$0	\$59	86	86	

Plan Year: 2019		Estimated Cost: \$52,985					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$119	\$0	\$0	\$0	\$119	88	88	
A-4	Preventive	\$60	\$0	\$0	\$0	\$60	80	81	
A-6	Preventive	\$2,221	\$0	\$0	\$0	\$2,221	60	60	
A-7	Preventive	\$8,749	\$0	\$0	\$0	\$8,749	64	64	
R-15	Preventive	\$11,345	\$0	\$0	\$0	\$11,345	78	78	
R13	Preventive	\$2,060	\$0	\$0	\$0	\$2,060	78	78	
R14	Preventive	\$10,722	\$0	\$0	\$0	\$10,722	75	75	
T-1	Preventive	\$409	\$0	\$0	\$0	\$409	84	84	
T-10	Preventive	\$1,803	\$0	\$0	\$0	\$1,803	62	62	
T-11	Preventive	\$134	\$0	\$0	\$0	\$134	83	83	
T-3	Preventive	\$13,601	\$0	\$0	\$0	\$13,601	59	59	
T-4	Preventive	\$39	\$0	\$0	\$0	\$39	89	89	
T-5	Preventive	\$762	\$0	\$0	\$0	\$762	81	81	
T-7	Preventive	\$407	\$0	\$0	\$0	\$407	81	81	
T-8	Preventive	\$454	\$0	\$0	\$0	\$454	78	78	
T-9	Preventive	\$101	\$0	\$0	\$0	\$101	83	83	

GLASGOW AIRPORT

Plan Year: 2020		Estimated Cost: \$67,724					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$314	\$0	\$0	\$0	\$314	85	85	
A-4	Preventive	\$123	\$0	\$0	\$0	\$123	78	78	
A-6	Preventive	\$2,477	\$0	\$0	\$0	\$2,477	60	60	
A-7	Preventive	\$10,566	\$0	\$0	\$0	\$10,566	62	63	
R-15	Preventive	\$16,605	\$0	\$0	\$0	\$16,605	76	76	
R13	Preventive	\$3,162	\$0	\$0	\$0	\$3,162	76	76	
R14	Preventive	\$13,741	\$0	\$0	\$0	\$13,741	73	73	
T-1	Preventive	\$618	\$0	\$0	\$0	\$618	81	81	
T-10	Preventive	\$1,973	\$0	\$0	\$0	\$1,973	61	61	
T-11	Preventive	\$187	\$0	\$0	\$0	\$187	81	81	
T-3	Preventive	\$14,989	\$0	\$0	\$0	\$14,989	59	59	
T-4	Preventive	\$146	\$0	\$0	\$0	\$146	86	86	
T-5	Preventive	\$1,282	\$0	\$0	\$0	\$1,282	79	79	
T-7	Preventive	\$736	\$0	\$0	\$0	\$736	78	79	
T-8	Preventive	\$664	\$0	\$0	\$0	\$664	76	76	
T-9	Preventive	\$142	\$0	\$0	\$0	\$142	81	81	

Plan Year: 2021		Estimated Cost: \$83,114					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$505	\$0	\$0	\$0	\$505	82	82	
A-4	Preventive	\$193	\$0	\$0	\$0	\$193	75	75	
A-6	Preventive	\$2,768	\$0	\$0	\$0	\$2,768	59	59	
A-7	Preventive	\$12,432	\$0	\$0	\$0	\$12,432	61	61	
R-15	Preventive	\$21,641	\$0	\$0	\$0	\$21,641	74	74	
R13	Preventive	\$4,243	\$0	\$0	\$0	\$4,243	74	74	
R14	Preventive	\$16,753	\$0	\$0	\$0	\$16,753	71	72	
T-1	Preventive	\$1,040	\$0	\$0	\$0	\$1,040	79	79	
T-10	Preventive	\$2,152	\$0	\$0	\$0	\$2,152	60	60	
T-11	Preventive	\$345	\$0	\$0	\$0	\$345	78	78	
T-3	Preventive	\$16,396	\$0	\$0	\$0	\$16,396	58	58	
T-4	Preventive	\$250	\$0	\$0	\$0	\$250	83	83	
T-5	Preventive	\$2,126	\$0	\$0	\$0	\$2,126	77	77	
T-7	Preventive	\$1,149	\$0	\$0	\$0	\$1,149	76	76	
T-8	Preventive	\$865	\$0	\$0	\$0	\$865	74	74	
T-9	Preventive	\$256	\$0	\$0	\$0	\$256	78	79	

Plan Year: 2022		Estimated Cost: \$99,903					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$925	\$0	\$0	\$0	\$925	79	79	
A-4	Preventive	\$259	\$0	\$0	\$0	\$259	73	73	
A-6	Preventive	\$3,059	\$0	\$0	\$0	\$3,059	58	58	
A-7	Preventive	\$14,812	\$0	\$0	\$0	\$14,812	59	59	
R-15	Preventive	\$26,491	\$0	\$0	\$0	\$26,491	72	72	
R13	Preventive	\$5,316	\$0	\$0	\$0	\$5,316	72	73	
R14	Preventive	\$20,266	\$0	\$0	\$0	\$20,266	70	70	
T-1	Preventive	\$1,725	\$0	\$0	\$0	\$1,725	77	77	
T-10	Preventive	\$2,385	\$0	\$0	\$0	\$2,385	59	59	
T-11	Preventive	\$529	\$0	\$0	\$0	\$529	76	76	
T-3	Preventive	\$17,845	\$0	\$0	\$0	\$17,845	57	57	
T-4	Preventive	\$351	\$0	\$0	\$0	\$351	81	81	
T-5	Preventive	\$2,926	\$0	\$0	\$0	\$2,926	75	75	
T-7	Preventive	\$1,554	\$0	\$0	\$0	\$1,554	74	75	
T-8	Preventive	\$1,059	\$0	\$0	\$0	\$1,059	72	72	
T-9	Preventive	\$399	\$0	\$0	\$0	\$399	76	76	

Plan Year: 2023		Estimated Cost: \$283,365					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$1,625	\$0	\$0	\$0	\$1,625	76	76	
A-4	Preventive	\$324	\$0	\$0	\$0	\$324	71	71	
A-6	Preventive	\$3,352	\$0	\$0	\$0	\$3,352	57	57	
A-7	Global MR + Preventive	\$17,637	\$23,074	\$0	\$0	\$40,711	57	61	
R-15	Preventive	\$31,207	\$0	\$0	\$0	\$31,207	71	71	
R13	Global MR + Preventive	\$6,384	\$34,018	\$0	\$0	\$40,402	71	75	
R14	Global MR + Preventive	\$27,087	\$100,165	\$0	\$0	\$127,251	68	72	
T-1	Preventive	\$2,375	\$0	\$0	\$0	\$2,375	75	75	
T-10	Preventive	\$2,624	\$0	\$0	\$0	\$2,624	58	58	
T-11	Global MR + Preventive	\$711	\$5,376	\$0	\$0	\$6,086	74	79	
T-3	Preventive	\$19,338	\$0	\$0	\$0	\$19,338	56	56	
T-4	Preventive	\$634	\$0	\$0	\$0	\$634	78	79	
T-5	Preventive	\$3,692	\$0	\$0	\$0	\$3,692	73	73	
T-7	Preventive	\$1,956	\$0	\$0	\$0	\$1,956	73	73	
T-8	Preventive	\$1,248	\$0	\$0	\$0	\$1,248	71	71	
T-9	Preventive	\$540	\$0	\$0	\$0	\$540	74	75	

GLASGOW AIRPORT

Plan Year: 2024		Estimated Cost: \$123,248					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$2,322	\$0	\$0	\$0	\$2,322	74	74	
A-4	Preventive	\$422	\$0	\$0	\$0	\$422	69	69	
A-6	Preventive	\$3,644	\$0	\$0	\$0	\$3,644	56	56	
A-7	Preventive	\$15,443	\$0	\$0	\$0	\$15,443	59	59	
R-15	Preventive	\$37,726	\$0	\$0	\$0	\$37,726	70	70	
R13	Preventive	\$5,544	\$0	\$0	\$0	\$5,544	73	73	
R14	Preventive	\$20,883	\$0	\$0	\$0	\$20,883	70	70	
T-1	Preventive	\$2,999	\$0	\$0	\$0	\$2,999	73	73	
T-10	Preventive	\$2,867	\$0	\$0	\$0	\$2,867	58	58	
T-11	Preventive	\$545	\$0	\$0	\$0	\$545	76	76	
T-3	Preventive	\$20,875	\$0	\$0	\$0	\$20,875	56	56	
T-4	Preventive	\$991	\$0	\$0	\$0	\$991	76	76	
T-5	Preventive	\$4,440	\$0	\$0	\$0	\$4,440	72	72	
T-7	Preventive	\$2,358	\$0	\$0	\$0	\$2,358	71	71	
T-8	Preventive	\$1,509	\$0	\$0	\$0	\$1,509	70	70	
T-9	Preventive	\$680	\$0	\$0	\$0	\$680	73	73	

Plan Year: 2025		Estimated Cost: \$150,598					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$3,014	\$0	\$0	\$0	\$3,014	71	71	
A-4	Preventive	\$558	\$0	\$0	\$0	\$558	68	68	
A-6	Preventive	\$3,939	\$0	\$0	\$0	\$3,939	56	56	
A-7	Preventive	\$18,432	\$0	\$0	\$0	\$18,432	57	58	
R-15	Preventive	\$47,701	\$0	\$0	\$0	\$47,701	68	68	
R13	Preventive	\$6,686	\$0	\$0	\$0	\$6,686	71	71	
R14	Preventive	\$28,140	\$0	\$0	\$0	\$28,140	68	68	
T-1	Preventive	\$3,603	\$0	\$0	\$0	\$3,603	72	72	
T-10	Preventive	\$3,116	\$0	\$0	\$0	\$3,116	57	57	
T-11	Preventive	\$737	\$0	\$0	\$0	\$737	74	75	
T-3	Preventive	\$22,456	\$0	\$0	\$0	\$22,456	55	55	
T-4	Preventive	\$1,340	\$0	\$0	\$0	\$1,340	74	75	
T-5	Preventive	\$5,166	\$0	\$0	\$0	\$5,166	70	70	
T-7	Preventive	\$2,981	\$0	\$0	\$0	\$2,981	69	69	
T-8	Preventive	\$1,908	\$0	\$0	\$0	\$1,908	68	68	
T-9	Preventive	\$820	\$0	\$0	\$0	\$820	71	71	

Plan Year: 2026		Estimated Cost: \$180,255					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$4,051	\$0	\$0	\$0	\$4,051	69	69	
A-4	Preventive	\$692	\$0	\$0	\$0	\$692	66	66	
A-6	Preventive	\$4,235	\$0	\$0	\$0	\$4,235	55	55	
A-7	Preventive	\$21,572	\$0	\$0	\$0	\$21,572	56	56	
R-15	Preventive	\$57,579	\$0	\$0	\$0	\$57,579	67	67	
R13	Preventive	\$8,446	\$0	\$0	\$0	\$8,446	69	69	
R14	Preventive	\$35,593	\$0	\$0	\$0	\$35,593	67	67	
T-1	Preventive	\$4,193	\$0	\$0	\$0	\$4,193	70	70	
T-10	Preventive	\$3,373	\$0	\$0	\$0	\$3,373	56	56	
T-11	Preventive	\$929	\$0	\$0	\$0	\$929	73	73	
T-3	Preventive	\$24,130	\$0	\$0	\$0	\$24,130	55	55	
T-4	Preventive	\$1,686	\$0	\$0	\$0	\$1,686	73	73	
T-5	Preventive	\$6,542	\$0	\$0	\$0	\$6,542	69	69	
T-7	Preventive	\$3,897	\$0	\$0	\$0	\$3,897	68	68	
T-8	Preventive	\$2,303	\$0	\$0	\$0	\$2,303	67	67	
T-9	Preventive	\$1,036	\$0	\$0	\$0	\$1,036	69	69	

Plan Year: 2027		Estimated Cost: \$114,524					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$5,642	\$0	\$0	\$0	\$5,642	67	67	
A-4	Preventive	\$821	\$0	\$0	\$0	\$821	65	65	
A-6	Preventive	\$4,531	\$0	\$0	\$0	\$4,531	54	54	
A-7	Preventive	\$24,916	\$0	\$0	\$0	\$24,916	54	54	
R-15	Preventive	\$67,556	\$0	\$0	\$0	\$67,556	66	66	
R13	Preventive	\$11,058	\$0	\$0	\$0	\$11,058	68	68	
R14	Preventive	\$43,381	\$0	\$0	\$0	\$43,381	65	65	
T-1	Preventive	\$5,309	\$0	\$0	\$0	\$5,309	69	69	
T-10	Preventive	\$3,639	\$0	\$0	\$0	\$3,639	56	56	
T-11	Preventive	\$1,120	\$0	\$0	\$0	\$1,120	71	71	
T-3	Preventive	\$25,883	\$0	\$0	\$0	\$25,883	54	54	
T-4	Preventive	\$2,031	\$0	\$0	\$0	\$2,031	71	71	
T-5	Preventive	\$8,086	\$0	\$0	\$0	\$8,086	68	68	
T-7	Preventive	\$4,847	\$0	\$0	\$0	\$4,847	66	66	
T-8	Preventive	\$2,702	\$0	\$0	\$0	\$2,702	66	66	
T-9	Preventive	\$1,354	\$0	\$0	\$0	\$1,354	68	68	

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A-3, Overview



A-3, Surface detail depression and alligator cracking



A-3, Surface detail raveling of coal tar



A-4, Overview

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A-4, Surface detail faulting slabs



A-4, Surface detail spalling joint



A-6, Overview



A-6, Surface detail cracking

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A-6, Surface detail high severity spalled joint



A-7, Overview



A-7, Surface detail patching at tie downs



A-7, Surface detail swelling and alligator cracking

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R-13, Overview



R-13, Surface detail



R-14, Overview



R-14, Surface detail raveling from paint obliteration

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R-14, Surface detail



T-1, Overview



T-3, Overview



T-3, Surface detail

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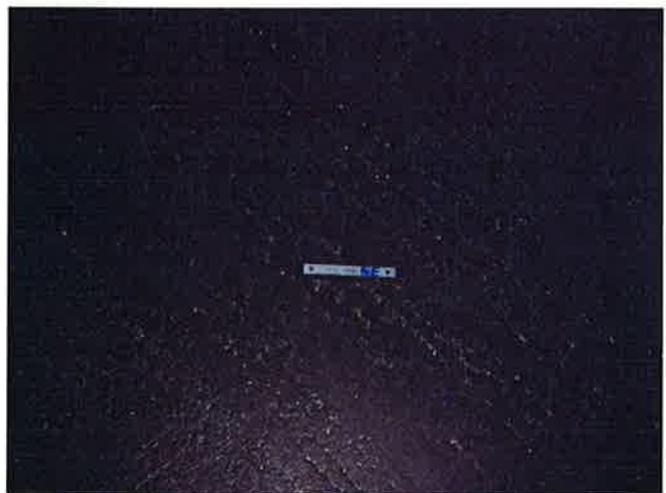
T-4, Overview



T-4, Surface detail alligator cracking and raveling



T-5, Overview



T-5, Surface detail

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T-7, Overview



T-9, Overview



T-9, Surface detail



T-10, Overview

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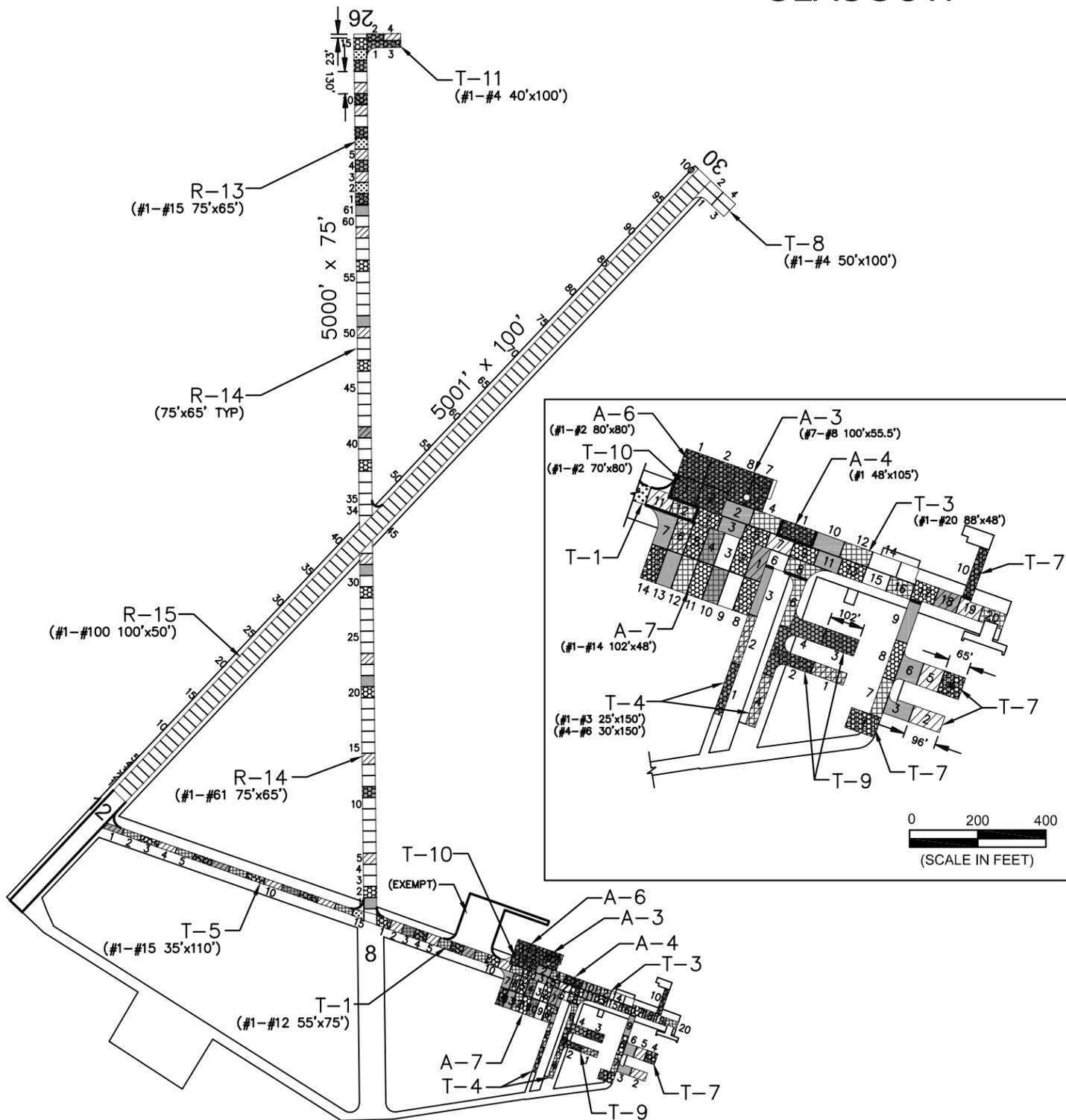


T-10, Surface detail depression



T-11, Overview

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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-13	E-7	F7	8" GRAVEL	5" AC	4" P-401		25,000	45,000	75,000	1-13
R-14		CBR=1.4	GEOGRID FABRIC 11" P-154	4" P-208	3" P-401		25,000	45,000	75,000	1-14
R-15		CBR=1.4	11" P-154	8" P-209	4" P-401		55,000	70,000	100,000	1-15
TAXIWAYS										
T-1	E-7	F7	8" GRAVEL	5" AC	4" AC	2" P-401, P-609	75,000	160,000	230,000	1-13
T-3	E-7	F7	8" GRAVEL	5" AC	4" AC	2" P-401, P-609	75,000	160,000	230,000	1-13
T-4				UNKNOWN	UNKNOWN	P-609				8
T-5	E-7	F7	6" P-154	6" P-208	4" P-401	2" P-401, P-609	75,000	135,000	195,000	1-13
T-7				10" P-208	3" P-401	P-609				1-13
T-8				8" P-209	4" P-401		75,000			1-13
T-9				UNKNOWN	UNKNOWN	P-609				1-13
T-10		CBR=4	FABRIC 12" P-154	13" P-208	5" P-401	P-609	55,000	65,000	100,000	1-13
T-11		CBR=4	FABRIC 15" P-154	6" P-208	4" P-401		25,000	45,000	75,000	1-13
APRONS										
A-3	E-7	F7	6" P-154	3" P-208	3" P-401	2" P-401	23,000			1-13
A-4	E-7	F7	UNKNOWN	UNKNOWN	8" PCC		30,000			1-13
A-6		K=75	FABRIC 12" P-154	14" P-208	9" P-501		55,000	65,000	100,000	1-13
A-7		CBR=4	FABRIC 25" P-154	5" P-208	3" P-401		12,500			1-13

REMARKS:

- 1 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).
- 2 1980
- 3 AIP-001, 1986
- 4 AIP-002, 1987
- 5 NON-AIP, 1993, CONSTRUCTION OF HANGAR ACCESS TAXIWAYS AND CONCRETE PARKING PAD.
- 6 AIP-004, 1996, REHABILITATE RUNWAY 12-30 AND TAXIWAYS, CONSTRUCT RUNWAY 30 TURNAROUND.
- 7 AIP-004 (CONT'D), 1997, 45'-WIDTH, CENTERLINE ONLY 2" OVERLAY.
- 8 AIP-006, 2000, CONSTRUCT HEAVY APRON AND CONNECTIONS.
- 9 AIP-007, 2001, CRACK SEAL, FOG SEAL, AND REMARK.
- 10 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).
- 11 AIP-010, 2005, CRACK SEAL.
- 12 AIP-011, 2006, GROOVE RUNWAY 8-26, FOG SEAL AND REMARK OTHER AIRPORT PAVEMENTS.
- 13 AIP-013, 2008, CRACK SEAL, FOG SEAL, AND REMARK.
- 14 AIP-016, AIP-017, 2012, RECONSTRUCT RUNWAY 12-30, RECONSTRUCT RUNWAY 30 TURN AROUND, FOG SEAL AND REMARK TAXIWAYS.

LEGEND 	DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 24, 1987	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 11, 2012	GLASGOW INTERNATIONAL
	EVALUATED BY:	M. BECKHOFF	
			GLASGOW MONTANA DATE: NOV. 2012
			PREPARED BY:

GLASGOW