CUT BANK AIRPORT

Branch: 13A **APRON** **A-1**

Length: 300 LF **Width:** 300 LF **Area:** 102,000 SF **Last Const. :** 1942 **Family:** 9PCAA
From: ENTIRE APRON **To:** **Surface:** PCC

Inspections

Samples Surveyed: 10 **Total Samples:** 34 **Last Inspection Date:** 11/6/2009 **PCI: 29**

Sample # 1 **Area:** 20 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	H	20 Slabs
CORNER SPALLING	H	8 Slabs
JOINT SPALLING	L	7 Slabs
JOINT SPALLING	H	4 Slabs
JOINT SPALLING	M	2 Slabs

Sample # 10 **Area:** 20 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	H	4 Slabs
JOINT SPALLING	L	4 Slabs
JOINT SPALLING	M	2 Slabs
CORNER SPALLING	H	1 Slabs
FAULTING	L	1 Slabs
CORNER SPALLING	L	1 Slabs

Sample # 11 **Area:** 20 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	H	20 Slabs
JOINT SPALLING	H	7 Slabs
JOINT SPALLING	L	7 Slabs
CORNER SPALLING	H	2 Slabs
CORNER SPALLING	L	2 Slabs
FAULTING	L	2 Slabs
JOINT SPALLING	M	2 Slabs
CORNER SPALLING	M	1 Slabs

Sample # 16 **Area:** 20 Slabs

Distress Description	Severity	Quantity
CORNER SPALLING	H	9 Slabs
JOINT SPALLING	L	5 Slabs
JOINT SPALLING	M	4 Slabs
JOINT SPALLING	H	2 Slabs
CORNER SPALLING	L	1 Slabs

Sample # 18 **Area:** 20 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	H	9 Slabs
CORNER SPALLING	H	9 Slabs
JOINT SPALLING	M	5 Slabs
SMALL PATCH	L	3 Slabs
JOINT SPALLING	L	2 Slabs
LINEAR CRACKING	H	1 Slabs
LINEAR CRACKING	L	1 Slabs
BLOW-UP	L	1 Slabs

Sample # 20 **Area:** 20 Slabs

Distress Description	Severity	Quantity
CORNER SPALLING	H	14 Slabs
JOINT SPALLING	H	8 Slabs
JOINT SPALLING	M	4 Slabs
SMALL PATCH	L	3 Slabs
FAULTING	L	2 Slabs
CORNER SPALLING	L	1 Slabs
LINEAR CRACKING	M	1 Slabs
CORNER SPALLING	M	1 Slabs

Sample # 24 **Area:** 20 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	H	14 Slabs
CORNER SPALLING	H	7 Slabs
JOINT SPALLING	M	3 Slabs
LINEAR CRACKING	H	1 Slabs

Sample # 26 **Area:** 20 Slabs

Distress Description	Severity	Quantity

CUT BANK AIRPORT

Branch: 13A **APRON** **A-1**

JOINT SPALLING	H	19	Slabs
CORNER SPALLING	H	12	Slabs
LINEAR CRACKING	H	1	Slabs
CORNER BREAK	H	1	Slabs
FAULTING	L	1	Slabs

Sample # 30 **Area:** 20 Slabs

Distress Description	Severity	Quantity	
JOINT SPALLING	H	14	Slabs
CORNER SPALLING	H	9	Slabs
SMALL PATCH	L	2	Slabs
BLOW-UP	L	1	Slabs
JOINT SPALLING	L	1	Slabs
CORNER BREAK	M	1	Slabs
JOINT SPALLING	M	1	Slabs

Sample # 34 **Area:** 20 Slabs

Distress Description	Severity	Quantity	
JOINT SPALLING	H	9	Slabs
JOINT SPALLING	L	5	Slabs
CORNER SPALLING	H	1	Slabs
SHATTERED SLAB	H	1	Slabs
JOINT SPALLING	M	1	Slabs
FAULTING	M	1	Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity		Density	Deduct
JOINT SPALLING	H	306	Slabs	45.00 %	40.70
CORNER SPALLING	H	245	Slabs	36.00 %	25.74
SHATTERED SLAB	H	3	Slabs	0.50 %	12.00
JOINT SEAL DAMAGE	H	136	Slabs	20.00 %	12.00
JOINT SPALLING	M	82	Slabs	12.00 %	9.04
LINEAR CRACKING	H	10	Slabs	1.50 %	6.97
JOINT SPALLING	L	105	Slabs	15.50 %	4.91
FAULTING	L	20	Slabs	3.00 %	3.06
CORNER BREAK	H	3	Slabs	0.50 %	3.00
BLOW-UP	L	7	Slabs	1.00 %	3.00
FAULTING	M	3	Slabs	0.50 %	2.00
CORNER BREAK	M	3	Slabs	0.50 %	1.50
LINEAR CRACKING	M	3	Slabs	0.50 %	1.00
LINEAR CRACKING	L	3	Slabs	0.50 %	1.00
CORNER SPALLING	L	17	Slabs	2.50 %	0.99
CORNER SPALLING	M	7	Slabs	1.00 %	0.80
SMALL PATCH	L	27	Slabs	4.00 %	0.46

* 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** 12.0 **% Climate/Durability** 68.0 **% Other**

CUT BANK AIRPORT

Branch: 13R1 **RUNWAY** **R-1**

Length: 5,300 LF **Width:** 75 LF **Area:** 397,500 SF **Last Const. :** 1984 **Family:** 9ACRMU
From: STA 0+00 R/W 13-31 **To:** STA 53+00 R/W 13-31 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 82 **Last Inspection Date:** 11/6/2009 **PCI: 63**

Sample # 2 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	315 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

Sample # 14 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	251 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF

Sample # 26 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	289 LF
WEATHERING/RAVELING	M	500 SF

Sample # 38 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	159 LF
WEATHERING/RAVELING	M	500 SF
DEPRESSION	L	5 SF
WEATHERING/RAVELING	H	1 SF

Sample # 50 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	264 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING/RAVELING	H	20 SF

Sample # 62 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	399 LF
WEATHERING/RAVELING	M	500 SF
DEPRESSION	L	2 SF

Sample # 74 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	406 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	40769 SF	10.26 %	20.91
WEATHERING/RAVELING	L	163076 SF	41.03 %	18.70
LONGITUDINAL/TRANSVERSE CRACKING	L	24270 LF	6.11 %	17.01
WEATHERING/RAVELING	H	245 SF	0.06 %	6.00
LONGITUDINAL/TRANSVERSE CRACKING	M	186 LF	0.05 %	4.00
DEPRESSION	L	82 SF	0.02 %	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** 100.0 **% Climate/Durability** 0.0 **% Other**

CUT BANK AIRPORT

Branch: 13R3 **RUNWAY** **R-21**

Length: 5,785 LF **Width:** 75 LF **Area:** 437,850 SF **Last Const. :** 2007 **Family:** 9ACRMU

From: STA. 12+00 RWY 5-23 **To:** STA. 65+00 RWY 5-23 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 89 **Last Inspection Date:** 11/6/2009 **PCI: 93**

Sample # 6 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	4 LF

Sample # 18 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF

Sample # 30 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	25 SF
WEATHERING/RAVELING	H	6 SF
WEATHERING/RAVELING	M	2 SF

Sample # 42 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	4 LF
PATCHING	L	1 SF

Sample # 54 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	2 LF
PATCHING	L	1 SF

Sample # 66 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	21 LF
WEATHERING/RAVELING	L	25 SF
PATCHING	L	1 SF

Sample # 78 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	7 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	77 SF	0.02 %	6.00
WEATHERING/RAVELING	M	26 SF	0.01 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	L	526 LF	0.12 %	2.52
PATCHING	L	38 SF	0.01 %	2.00
WEATHERING/RAVELING	L	2245 SF	0.51 %	1.79

* 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**

CUT BANK AIRPORT

Branch: 13T **TAXIWAY** **T-1**

Length: 910 LF **Width:** 38 LF **Area:** 34,125 SF **Last Const. :** 1990 **Family:** 9ACRMU

From: APRON A-1 **To:** R/W 18-36 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 11/6/2009 **PCI: 53**

Sample # 1 **Area:** 7750 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	421 LF
WEATHERING/RAVELING	M	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
SWELLING	M	30 SF
DEPRESSION	M	2 SF
PATCHING	L	1 SF

Sample # 3 **Area:** 7750 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2200 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	434 LF
WEATHERING/RAVELING	M	780 SF
PATCHING	L	71 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
DEPRESSION	L	2 SF

Sample # 5 **Area:** 5250 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2200 SF
WEATHERING/RAVELING	M	1250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	306 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
DEPRESSION	H	3 SF
WEATHERING/RAVELING	H	1 SF
PATCHING	L	1 SF

Sample # 6 **Area:** 5250 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2200 SF
WEATHERING/RAVELING	M	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	22 LF
DEPRESSION	L	21 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	5289 SF	15.50 %	25.14
WEATHERING/RAVELING	L	11550 SF	33.85 %	17.27
LONGITUDINAL/TRANSVERSE CRACKING	L	1793 LF	5.26 %	15.31
DEPRESSION	H	4 SF	0.01 %	12.00
SWELLING	M	39 SF	0.12 %	10.28
LONGITUDINAL/TRANSVERSE CRACKING	H	41 LF	0.12 %	8.25
WEATHERING/RAVELING	H	1 SF	0.00 %	6.00
DEPRESSION	M	3 SF	0.01 %	5.20
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF	0.05 %	4.00
PATCHING	L	96 SF	0.28 %	2.09
DEPRESSION	L	30 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

0.0 **% Load** 74.0 **% Climate/Durability** 26.0 **% Other**

CUT BANK AIRPORT

Branch: 13T **TAXIWAY** **T-2**

Length: 2,300 LF **Width:** 40 LF **Area:** 92,000 SF **Last Const. :** 1990 **Family:** 9ACRMU

From: INTSECT R/W'S 4-22/13-31 **To:** T-4 (OLD R/W 18-36) **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 11/6/2009 **PCI: 58**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	469 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF

Sample # 6 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	514 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
DEPRESSION	M	3 SF
PATCHING	L	1 SF

Sample # 10 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	422 LF
DEPRESSION	L	6 SF
WEATHERING/RAVELING	H	1 SF

Sample # 14 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	505 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
WEATHERING/RAVELING	H	2 SF

Sample # 17 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	463 LF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	25 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	8735 LF	9.49 %	22.58
WEATHERING/RAVELING	M	7360 SF	8.00 %	18.73
WEATHERING/RAVELING	L	29440 SF	32.00 %	16.86
LONGITUDINAL/TRANSVERSE CRACKING	H	129 LF	0.14 %	8.88
WEATHERING/RAVELING	H	11 SF	0.01 %	6.00
DEPRESSION	M	11 SF	0.01 %	5.20
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF	0.08 %	4.00
PATCHING	L	4 SF	0.00 %	2.00
DEPRESSION	L	22 SF	0.02 %	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** 93.0 **% Climate/Durability** 7.0 **% Other**

CUT BANK AIRPORT

Branch: 13T **TAXIWAY** **T-4**

Length: 4,480 LF **Width:** 35 LF **Area:** 156,800 SF **Last Const. :** 1991 **Family:** 9ACRMU

From: R/W 31-13 **To:** R/W 22-4 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 32 **Last Inspection Date:** 11/6/2009 **PCI: 59**

Sample # 3 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF
DEPRESSION	M	3 SF

Sample # 9 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	113 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	18 LF
PATCHING	L	2 SF
DEPRESSION	L	1 SF

Sample # 15 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	18 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF
DEPRESSION	H	18 SF

Sample # 21 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	139 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	1 LF
PATCHING	L	1 SF

Sample # 27 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	2000 SF
WEATHERING/RAVELING	M	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	56 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
WEATHERING/RAVELING	H	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	16000 SF	10.20 %	20.87
WEATHERING/RAVELING	L	63999 SF	40.82 %	18.67
DEPRESSION	H	115 SF	0.07 %	12.00
LONGITUDINAL/TRANSVERSE CRACKING	H	282 LF	0.18 %	9.81
LONGITUDINAL/TRANSVERSE CRACKING	L	3316 LF	2.11 %	7.71
WEATHERING/RAVELING	H	6 SF	0.00 %	6.00
DEPRESSION	M	19 SF	0.01 %	5.20
LONGITUDINAL/TRANSVERSE CRACKING	M	64 LF	0.04 %	4.00
PATCHING	L	19 SF	0.01 %	2.00
DEPRESSION	L	6 SF	0.00 %	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** 80.0 **% Climate/Durability** 20.0 **% Other**

CUT BANK AIRPORT

Branch: 13T **TAXIWAY** **T-5**

Length: 2,798 LF **Width:** 35 LF **Area:** 104,013 SF **Last Const. :** 2000 **Family:** 9ACRMU
From: T-4 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** 11/6/2009 **PCI: 72**

Sample # 3 **Area:** 4130 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	825 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	162 LF

Sample # 5 **Area:** 5005 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	97 LF

Sample # 11 **Area:** 5075 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1040 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	244 LF
ALLIGATOR CRACKING	L	126 SF

Sample # 16 **Area:** 5400 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1080 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	210 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF
PATCHING	L	12 SF
WEATHERING/RAVELING	M	5 SF

Sample # 21 **Area:** 3290 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1080 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	275 LF
DEPRESSION	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	572 SF	0.55 %	15.24
WEATHERING/RAVELING	L	22824 SF	21.94 %	14.30
LONGITUDINAL/TRANSVERSE CRACKING	L	4489 LF	4.32 %	13.25
WEATHERING/RAVELING	M	23 SF	0.02 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	M	86 LF	0.08 %	4.00
PATCHING	L	55 SF	0.05 %	2.00
DEPRESSION	L	136 SF	0.13 %	0.34

* 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

29.0 **% Load** 70.0 **% Climate/Durability** 1.0 **% Other**

CUT BANK AIRPORT

Branch: 13T **TAXIWAY** **T-6**

Length: 560 LF **Width:** 35 LF **Area:** 19,600 SF **Last Const. :** 2007 **Family:** 9ACRMU

From: Runway 5 turnaround **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 11/6/2009 **PCI: 96**

Sample # 1 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	20 SF
PATCHING	L	15 SF

Sample # 2 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	20 SF
PATCHING	L	1 SF

Sample # 3 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	20 SF
PATCHING	L	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	L	24 SF	0.12 %	2.00
WEATHERING/RAVELING	L	80 SF	0.41 %	1.60

* 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**

CUT BANK AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $311,797

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	LINEAR CR	H	10 Err	Crack Sealing - PCC	128 LF	$191	SAFET
A-1	CORNER BREAK	H	3 Err	Patching - PCC Full Depth	110 SF	$7,356	SAFET
A-1	SHAT. SLAB	H	3 Err	Slab Replacement - PCC	510 SF	$34,170	SAFET
A-1	CORNER SPALL	H	245 Err	Patching - PCC Partial Dept	659 SF	$54,018	SAFET
A-1	JOINT SPALL	H	306 Err	Patching - PCC Partial Dept	2471 SF	$202,566	SAFET
R-1	L & T CR	M	187 LF	Crack Sealing - AC	187 LF	$280	PREV.
T-1	L & T CR	M	16 LF	Crack Sealing - AC	16 LF	$24	PREV.
T-1	L & T CR	H	41 LF	Crack Sealing - AC	41 LF	$61	PREV.
T-1	DEPRESSION	M	3 SF	Patching - AC Deep	14 SF	$486	PREV.
T-1	DEPRESSION	H	4 SF	Patching - AC Deep	16 SF	$589	PREV.
T-1	SWELLING	M	40 SF	Patching - AC Deep	69 SF	$2,539	PREV.
T-2	L & T CR	M	70 LF	Crack Sealing - AC	70 LF	$105	PREV.
T-2	L & T CR	H	129 LF	Crack Sealing - AC	129 LF	$193	PREV.
T-2	DEPRESSION	M	12 SF	Patching - AC Deep	29 SF	$1,051	PREV.
T-4	L & T CR	M	65 LF	Crack Sealing - AC	65 LF	$96	PREV.
T-4	L & T CR	H	282 LF	Crack Sealing - AC	282 LF	$423	PREV.
T-4	DEPRESSION	M	20 SF	Patching - AC Deep	41 SF	$1,511	PREV.
T-4	DEPRESSION	H	116 SF	Patching - AC Deep	163 SF	$6,009	PREV.
T-5	L & T CR	M	87 LF	Crack Sealing - AC	87 LF	$129	PREV.

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $563,562

PLAN YEAR: 2010 ESTIMATED COST: $3,098,377

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Reconstruct			$313,703		$313,703	29	100
A-1	Reconstruct			$313,703		$313,703	29	100
R-1	Prev. & Thin AC	$280	$636,002			$636,281	63	76
R-1	Prev. & Thin AC	$280	$636,002			$636,281	63	76
T-1	Prev. & Thin AC	$3,700	$54,600			$58,300	53	64
T-1	Prev. & Thin AC	$3,700	$54,600			$58,300	53	64
T-2	Prev. & Thin AC	$1,349	$147,200			$148,550	58	71
T-2	Prev. & Thin AC	$1,349	$147,200			$148,550	58	71
T-4	Prev. & Thin AC	$8,038	$250,881			$258,919	59	72
T-4	Prev. & Thin AC	$8,038	$250,881			$258,919	59	72
T-5	Local Repair				$133,436	$133,436	72	100
T-5	Local Repair				$133,436	$133,436	72	100

PLAN YEAR: 2011 ESTIMATED COST: $52,711

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
R-1	Basic Prev.	$13,390				$13,390	73	73
R-1	Basic Prev.	$13,390				$13,390	73	73
R-21	Basic Prev.	$472				$472	89	89
R-21	Basic Prev.	$472				$472	89	89
T-1	Basic Prev.	$1,772				$1,772	62	62
T-1	Basic Prev.	$1,772				$1,772	62	62
T-2	Basic Prev.	$4,048				$4,048	68	68
T-2	Basic Prev.	$4,048				$4,048	68	68
T-4	Basic Prev.	$6,673				$6,673	69	69
T-4	Basic Prev.	$6,673				$6,673	69	69

PLAN YEAR: 2012 ESTIMATED COST: $63,635

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
R-1	Basic Prev.	$15,905				$15,905	70	70
R-1	Basic Prev.	$15,905				$15,905	70	70
R-21	Basic Prev.	$2,363				$2,363	87	87
R-21	Basic Prev.	$2,363				$2,363	87	87
T-1	Basic Prev.	$1,920				$1,920	59	59
T-1	Basic Prev.	$1,920				$1,920	59	59
T-2	Basic Prev.	$4,369				$4,369	65	65
T-2	Basic Prev.	$4,369				$4,369	65	65
T-4	Basic Prev.	$7,220				$7,220	66	66
T-4	Basic Prev.	$7,220				$7,220	66	66
T-6	Basic Prev.	$40				$40	89	89
T-6	Basic Prev.	$40				$40	89	89

CUT BANK AIRPORT

PLAN YEAR: 2013 ESTIMATED COST: $73,757

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$371				$371	88	88
A-1	Basic Prev.	$371				$371	88	88
R-1	Basic Prev.	$17,504				$17,504	68	68
R-1	Basic Prev.	$17,504				$17,504	68	68
R-21	Basic Prev.	$4,068				$4,068	84	84
R-21	Basic Prev.	$4,068				$4,068	84	84
T-1	Basic Prev.	$2,149				$2,149	57	57
T-1	Basic Prev.	$2,149				$2,149	57	57
T-2	Basic Prev.	$4,690				$4,690	63	63
T-2	Basic Prev.	$4,690				$4,690	63	63
T-4	Basic Prev.	$7,769				$7,769	64	64
T-4	Basic Prev.	$7,769				$7,769	64	64
T-5	Basic Prev.	$205				$205	89	89
T-5	Basic Prev.	$205				$205	89	89
T-6	Basic Prev.	$123				$123	86	86
T-6	Basic Prev.	$123				$123	86	86

PLAN YEAR: 2014 ESTIMATED COST: $84,146

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$985				$985	84	84
A-1	Basic Prev.	$985				$985	84	84
R-1	Basic Prev.	$18,897				$18,897	65	65
R-1	Basic Prev.	$18,897				$18,897	65	65
R-21	Basic Prev.	$5,687				$5,687	82	82
R-21	Basic Prev.	$5,687				$5,687	82	82
T-1	Basic Prev.	$2,361				$2,361	55	55
T-1	Basic Prev.	$2,361				$2,361	55	55
T-2	Basic Prev.	$5,000				$5,000	60	60
T-2	Basic Prev.	$5,000				$5,000	60	60
T-4	Basic Prev.	$8,305				$8,305	61	61
T-4	Basic Prev.	$8,305				$8,305	61	61
T-5	Basic Prev.	$642				$642	86	86
T-5	Basic Prev.	$642				$642	86	86
T-6	Basic Prev.	$198				$198	84	84
T-6	Basic Prev.	$198				$198	84	84

PLAN YEAR: 2015 ESTIMATED COST: $137,211

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$1,558				$1,558	81	81
A-1	Basic Prev.	$1,558				$1,558	81	81
R-1	Basic Prev.	$20,278				$20,278	63	63
R-1	Basic Prev.	$20,278				$20,278	63	63
R-21	Basic Prev.	$7,334				$7,334	80	80
R-21	Basic Prev.	$7,334				$7,334	80	80
T-1	Basic Prev.	$2,556				$2,556	53	53
T-1	Basic Prev.	$2,556				$2,556	53	53
T-2	Basic Prev.	$5,621				$5,621	58	58
T-2	Basic Prev.	$5,621				$5,621	58	58
T-4	Basic Prev.	$9,145				$9,145	59	59
T-4	Basic Prev.	$9,145				$9,145	59	59
T-5	Prev. & Fog Seal	$1,042	$20,803			$21,844	84	89
T-5	Prev. & Fog Seal	$1,042	$20,803			$21,844	84	89
T-6	Basic Prev.	$270				$270	82	82
T-6	Basic Prev.	$270				$270	82	82

CUT BANK AIRPORT

PLAN YEAR: 2016 ESTIMATED COST: $107,650

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,301				$2,301	78	78
A-1	Basic Prev.	$2,301				$2,301	78	78
R-1	Basic Prev.	$21,615				$21,615	60	60
R-1	Basic Prev.	$21,615				$21,615	60	60
R-21	Basic Prev.	$9,799				$9,799	78	78
R-21	Basic Prev.	$9,799				$9,799	78	78
T-1	Basic Prev.	$2,732				$2,732	51	51
T-1	Basic Prev.	$2,732				$2,732	51	51
T-2	Basic Prev.	$6,208				$6,208	55	55
T-2	Basic Prev.	$6,208				$6,208	55	55
T-4	Basic Prev.	$10,177				$10,177	56	56
T-4	Basic Prev.	$10,177				$10,177	56	56
T-5	Basic Prev.	$642				$642	86	86
T-5	Basic Prev.	$642				$642	86	86
T-6	Basic Prev.	$352				$352	79	79
T-6	Basic Prev.	$352				$352	79	79

PLAN YEAR: 2017 ESTIMATED COST: $1,725,103

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$3,048				$3,048	75	75
A-1	Basic Prev.	$3,048				$3,048	75	75
R-1	Basic Prev.	$24,318				$24,318	58	58
R-1	Basic Prev.	$24,318				$24,318	58	58
R-21	Prev. & Thin AC	$12,386	$700,562			$712,948	75	87
R-21	Prev. & Thin AC	$12,386	$700,562			$712,948	75	87
T-1	Reconstruct			$71,496		$71,496	49	100
T-1	Reconstruct			$71,496		$71,496	49	100
T-2	Basic Prev.	$6,746				$6,746	53	53
T-2	Basic Prev.	$6,746				$6,746	53	53
T-4	Basic Prev.	$11,129				$11,129	54	54
T-4	Basic Prev.	$11,129				$11,129	54	54
T-5	Basic Prev.	$1,042				$1,042	84	84
T-5	Basic Prev.	$1,042				$1,042	84	84
T-6	Prev. & Thin AC	$464	$31,360			$31,824	77	89
T-6	Prev. & Thin AC	$464	$31,360			$31,824	77	89

PLAN YEAR: 2018 ESTIMATED COST: $110,886

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$3,741				$3,741	72	72
A-1	Basic Prev.	$3,741				$3,741	72	72
R-1	Basic Prev.	$26,855				$26,855	55	55
R-1	Basic Prev.	$26,855				$26,855	55	55
R-21	Basic Prev.	$4,068				$4,068	84	84
R-21	Basic Prev.	$4,068				$4,068	84	84
T-2	Basic Prev.	$7,235				$7,235	51	51
T-2	Basic Prev.	$7,235				$7,235	51	51
T-4	Basic Prev.	$11,998				$11,998	52	52
T-4	Basic Prev.	$11,998				$11,998	52	52
T-5	Basic Prev.	$1,424				$1,424	82	82
T-5	Basic Prev.	$1,424				$1,424	82	82
T-6	Basic Prev.	$123				$123	86	86
T-6	Basic Prev.	$123				$123	86	86

PLAN YEAR: 2019 ESTIMATED COST: $489,920

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$4,296				$4,296	69	69
A-1	Basic Prev.	$4,296				$4,296	69	69
R-1	Basic Prev.	$29,170				$29,170	53	53
R-1	Basic Prev.	$29,170				$29,170	53	53
R-21	Basic Prev.	$5,687				$5,687	82	82
R-21	Basic Prev.	$5,687				$5,687	82	82
T-2	Reconstruct			$190,969		$190,969	50	100
T-2	Reconstruct			$190,969		$190,969	50	100
T-4	Basic Prev.	$12,784				$12,784	50	50
T-4	Basic Prev.	$12,784				$12,784	50	50
T-5	Basic Prev.	$1,855				$1,855	79	79
T-5	Basic Prev.	$1,855				$1,855	79	79
T-6	Basic Prev.	$198				$198	84	84
T-6	Basic Prev.	$198				$198	84	84

CUT BANK AIRPORT

PLAN YEAR: 2020 ESTIMATED COST: $2,068,835

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$4,610				$4,610	67	67
A-1	Basic Prev.	$4,610				$4,610	67	67
R-1	Prev. & Thin AC	$31,283	$636,002			$667,284	51	63
R-1	Prev. & Thin AC	$31,283	$636,002			$667,284	51	63
R-21	Basic Prev.	$7,322				$7,322	80	80
R-21	Basic Prev.	$7,322				$7,322	80	80
T-1	Basic Prev.	$67				$67	89	89
T-1	Basic Prev.	$67				$67	89	89
T-4	Reconstruct			$331,616		$331,616	49	100
T-4	Reconstruct			$331,616		$331,616	49	100
T-5	Prev. & Fog Seal	$2,446	$20,803			$23,249	77	82
T-5	Prev. & Fog Seal	$2,446	$20,803			$23,249	77	82
T-6	Basic Prev.	$270				$270	82	82
T-6	Basic Prev.	$270				$270	82	82

PLAN YEAR: 2021 ESTIMATED COST: $77,472

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$4,897				$4,897	65	65
A-1	Basic Prev.	$4,897				$4,897	65	65
R-1	Basic Prev.	$21,622				$21,622	60	60
R-1	Basic Prev.	$21,622				$21,622	60	60
R-21	Basic Prev.	$9,799				$9,799	78	78
R-21	Basic Prev.	$9,799				$9,799	78	78
T-1	Basic Prev.	$211				$211	86	86
T-1	Basic Prev.	$211				$211	86	86
T-5	Basic Prev.	$1,855				$1,855	79	79
T-5	Basic Prev.	$1,855				$1,855	79	79
T-6	Basic Prev.	$352				$352	79	79
T-6	Basic Prev.	$352				$352	79	79

PLAN YEAR: 2022 ESTIMATED COST: $104,216

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$5,159				$5,159	63	63
A-1	Basic Prev.	$5,159				$5,159	63	63
R-1	Basic Prev.	$24,318				$24,318	58	58
R-1	Basic Prev.	$24,318				$24,318	58	58
R-21	Basic Prev.	$12,374				$12,374	75	75
R-21	Basic Prev.	$12,374				$12,374	75	75
T-1	Prev. & Fog Seal	$342	$6,825			$7,167	84	89
T-1	Prev. & Fog Seal	$342	$6,825			$7,167	84	89
T-2	Basic Prev.	$181				$181	89	89
T-2	Basic Prev.	$181				$181	89	89
T-5	Basic Prev.	$2,446				$2,446	77	77
T-5	Basic Prev.	$2,446				$2,446	77	77
T-6	Basic Prev.	$463				$463	77	77
T-6	Basic Prev.	$463				$463	77	77

PLAN YEAR: 2023 ESTIMATED COST: $104,072

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$5,398				$5,398	61	61
A-1	Basic Prev.	$5,398				$5,398	61	61
R-1	Basic Prev.	$26,855				$26,855	55	55
R-1	Basic Prev.	$26,855				$26,855	55	55
R-21	Basic Prev.	$15,055				$15,055	73	73
R-21	Basic Prev.	$15,055				$15,055	73	73
T-1	Basic Prev.	$210				$210	86	86
T-1	Basic Prev.	$210				$210	86	86
T-2	Basic Prev.	$568				$568	86	86
T-2	Basic Prev.	$568				$568	86	86
T-4	Basic Prev.	$309				$309	89	89
T-4	Basic Prev.	$309				$309	89	89
T-5	Basic Prev.	$3,063				$3,063	75	75
T-5	Basic Prev.	$3,063				$3,063	75	75
T-6	Basic Prev.	$580				$580	75	75
T-6	Basic Prev.	$580				$580	75	75

CUT BANK AIRPORT

PLAN YEAR: 2024 ESTIMATED COST: $155,443

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$5,683				$5,683	60	60
A-1	Basic Prev.	$5,683				$5,683	60	60
R-1	Basic Prev.	$29,170				$29,170	53	53
R-1	Basic Prev.	$29,170				$29,170	53	53
R-21	Basic Prev.	$17,833				$17,833	70	70
R-21	Basic Prev.	$17,833				$17,833	70	70
T-1	Basic Prev.	$341				$341	84	84
T-1	Basic Prev.	$341				$341	84	84
T-2	Prev. & Fog Seal	$921	$18,400			$19,322	84	89
T-2	Prev. & Fog Seal	$921	$18,400			$19,322	84	89
T-4	Basic Prev.	$967				$967	86	86
T-4	Basic Prev.	$967				$967	86	86
T-5	Basic Prev.	$3,705				$3,705	72	72
T-5	Basic Prev.	$3,705				$3,705	72	72
T-6	Basic Prev.	$701				$701	72	72
T-6	Basic Prev.	$701				$701	72	72

CUT BANK AIRPORT

11/6/2009

A-1, overview with joint spall

A-1, surface detail with joint spall

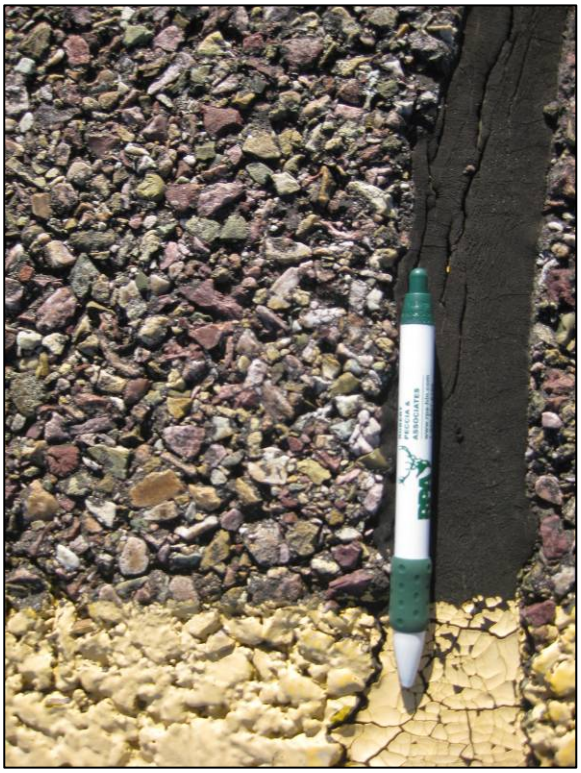
T-1, surface detail with crack

T-1, overview

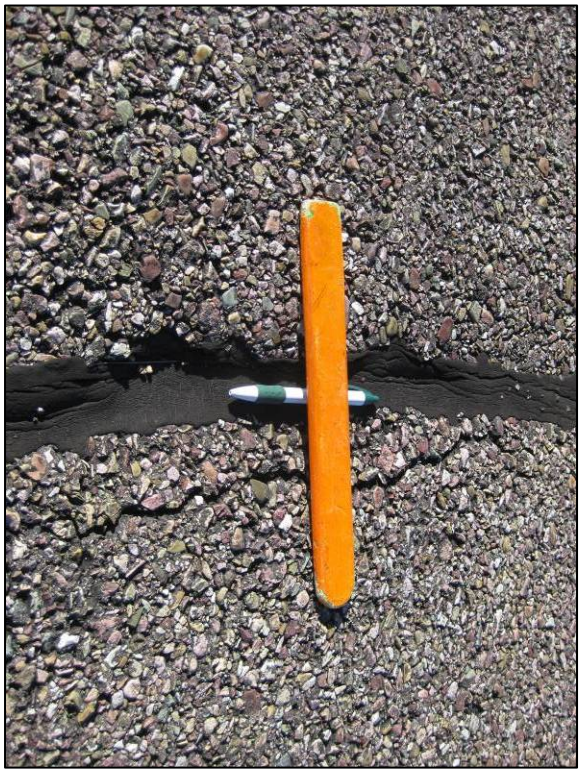
CUT BANK AIRPORT

11/6/2009

T-2, overview



T-2, surface detail with crack



T-4, surface detail with cracks

T-4, overview

CUT BANK AIRPORT

11/6/2009

T-5, overview

T-5, surface detail with cracks

R-1, surface detail with crack and scrape

R-1, overview

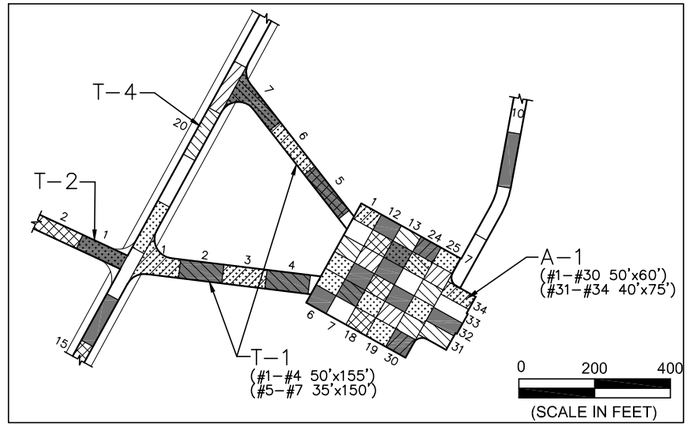
CUT BANK AIRPORT

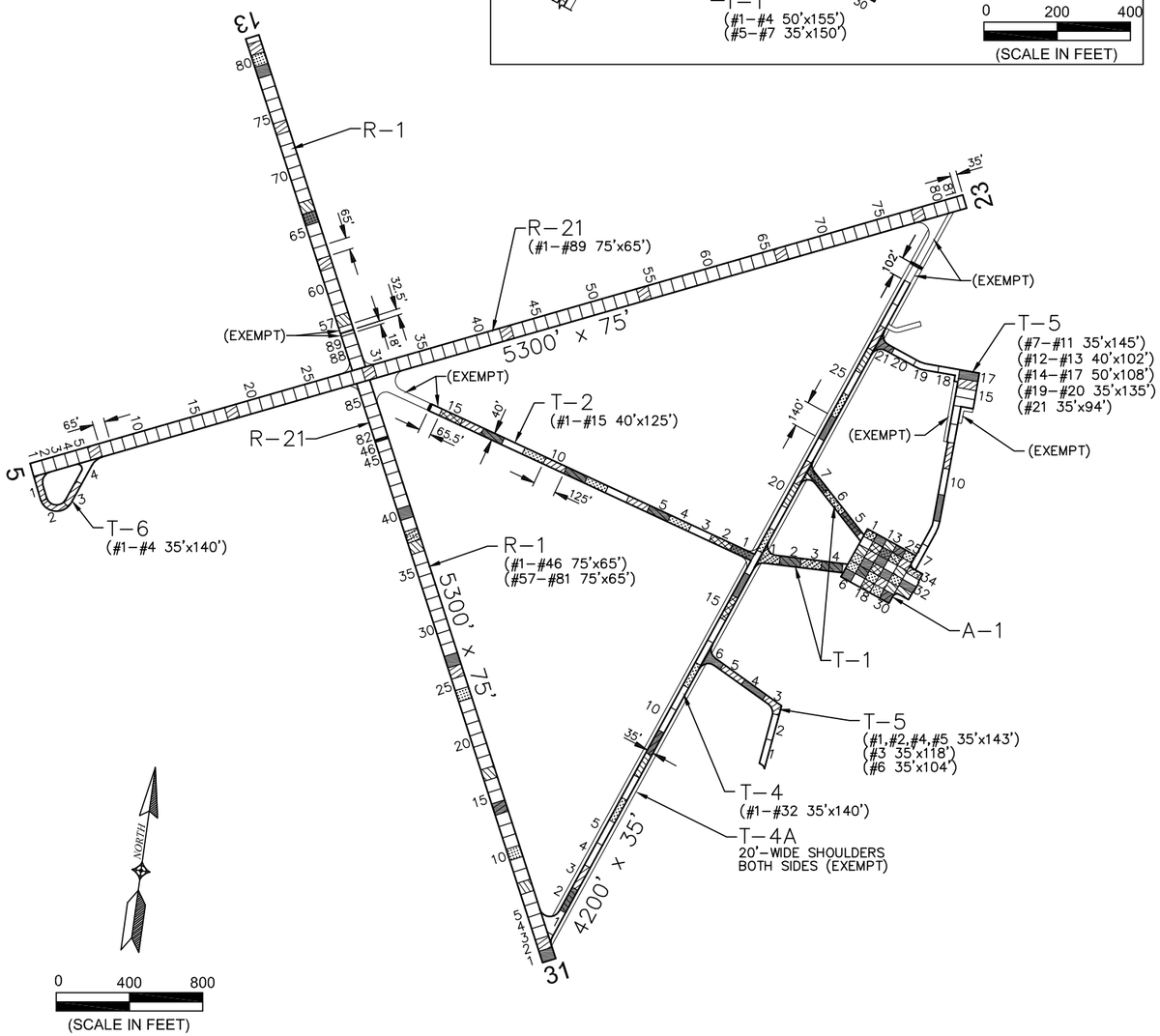
11/6/2009

R-11, overview

R-11, surface detail with paving joint

CUT BANK





PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

CUT BANK

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-1	E-5	F5	–	12" Agg.	5.5" AC	3"P-401,1"P-402	12,500			<2<3<6<7
R-21		CBR=3	8" GRAVEL	12" P-208 W/P-669 FABRIC	3" P-401		28,000	40,000	60,000	<2<6<7
TAXIWAYS										
T-1	E-5	F-5		8" AGG.	5" AC		12,500			<1<6<7
T-2	E-5	F-5		6" PULV. ASP.	2" P-401	1" P-402	12,500			<3<6<7
T-4			6" PULV. ASP.	3" P-208	3" P-401	1" P-402	12,500			<4<6<7
T-4A					6.5" AC	P-609	12,500			<4
T-5		CBR=5	6" COMP. P-152 W/P-669 FABRIC	7" P-207, 4" P-208	3" P-401		12,500			<5<7
T-6		CBR=3		12" P-208 W/P-669 FABRIC	3" P-401		20,000	22,000	34,000	<7
APRONS										
A-1	E-5	Rb			7" TO 10" PCC		4,000			<A<5<6

REMARKS:

5" A.C. WAS NOT UPGRADED 1½ TO 1 BECAUSE OF ITS AGE.

A> NTL'S REPORT JULY, 1969 SHOWS THAT THE ASPHALTIC CONCRETE HAS COMPLETELY DETERIORATED AND THE BASE IS 'G-1' DUE TO PUMPING ACTION WITH CLAY SUBGRADE ON RUNWAY 4-22. ASSUME THE SAME HOLDS TRUE FOR THE OTHER RUNWAYS AS WELL AS THE APRON.

1> ADAP-01, 1980, REHABILITATE RUNWAY 4-22 AND TAXIWAY.

2> AIP-01, 1984, REHABILITATE RUNWAY 13-31, OVERLAY RUNWAY 4-22.

3> AIP-02, 1990, REMOVED AND ABANDONDED 75'-WIDE OLD PAVEMENT ALONG SIDE RUNWAY 13-31.

4> AIP-03, 1991, CONVERT RUNWAY 18-36 TO TAXIWAY-C 35' WIDE WITH 20' WIDE SHOULDERS.

5> AIP-04, 2000, CONSTRUCT HANGAR ACCESS TAXIWAY, REPLACE SELECT CONCRETE APRON PANELS.

6> AIP-005-2003, CRACK SEAL, FOG SEAL, AND REMARK (R-1,R-11,T-1,T-2,T-4), REPLACE SELECT CONCRETE PANELS (A-1).

7> AIP-008-2007, RECONSTRUCT RUNWAY 5-23 AND TRANSITIONS (R-21), CONSTRUCT TURNAROUND (T-6), CRACK SEAL OTHER PAVEMENTS.

LEGEND

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

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 22, 1987
EVALUATED BY:	C. NEW
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	NOV. 6, 2009
EVALUATED BY:	R. DONALDSON

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

CUT BANK MUNICIPAL

PREPARED FOR: MONTANA AERONAUTICS DIVISION

CUT BANK
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA