

SHELBY AIRPORT

Branch: 14A

APRON

A-21

Length: 697 LF

Width: 143 LF

Area: 97,273 SF

Last Const: 2003

Family: ACAM

From: T-22

To: TERMINAL

Surface: AC

Inspections

Samples Surveyed: 5

Total Samples: 20

Last Inspection Date: 11/16/2012

PCI: 85

Sample # 3

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING

Severity

L
L

Quantity

41 LF
5,005 SF

Area: 5,005 SF

Sample # 7

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING

Severity

L
L

Quantity

106 LF
2,808 SF

Area: 2,808 SF

Sample # 11

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING

Severity

L
L

Quantity

130 LF
4,726 SF

Area: 4,726 SF

Sample # 14

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
SWELLING
WEATHERING

Severity

L
L
L

Quantity

115 LF
300 SF
4,726 SF

Area: 4,726 SF

Sample # 19

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING

Severity

L
L

Quantity

81 LF
4,726 SF

Area: 4,726 SF

Extrapolated Distress Quantities*

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
SWELLING
WEATHERING

Severity

L
L
L

Quantity

2,092 LF
1,327 SF
97,273 SF

Density

2.15%
1.36%
100.00%

Deduct

7.81
3.83
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

78.0 % Climate/Durability

22.0 % Other

SHELBY AIRPORT

Branch: 14A

APRON

A-22

Length: 265 105 Width: 105 LF

Area: 22,193 SF

Last Const: 2003

Family: PCAA

From: A-21

To: TERMINAL

Surface: PCC

Inspections

Samples Surveyed: 3

Total Samples: 6

Last Inspection Date: 11/16/2012

PCI: 75

Sample # 2

Area: 27 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	27 SLABS
SMALL PATCH	L	1 SLABS
POPOUTS	N	1 SLABS
FAULTING	L	5 SLABS
JOINT SPALLING	L	18 SLABS

Sample # 4

Area: 24 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	24 SLABS
JOINT SPALLING	L	15 SLABS
JOINT SPALLING	M	2 SLABS
CORNER SPALLING	L	3 SLABS

Sample # 5

Area: 24 SLABS

Distress Description	Severity	Quantity
CORNER BREAK	L	2 SLABS
JOINT SEAL DAMAGE	L	24 SLABS
JOINT SPALLING	L	19 SLABS
JOINT SPALLING	M	1 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
CORNER BREAK	L	4 SLABS	2.67%	2.15
JOINT SEAL DAMAGE	L	150 SLABS	100.00%	2.00
SMALL PATCH	L	2 SLABS	1.33%	0.32
POPOUTS	N	2 SLABS	1.33%	1.27
FAULTING	L	10 SLABS	6.67%	5.97
JOINT SPALLING	L	104 SLABS	69.33%	12.82
JOINT SPALLING	M	6 SLABS	4.00%	3.12
CORNER SPALLING	L	6 SLABS	4.00%	1.73

* 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

7.0 % Load

7.0 % Climate/Durability

86.0 % Other

SHELBY AIRPORT

Branch: 14R1 RUNWAY

R-21

Length: 5,000 LF Width: 75 LF Area: 375,000 SF Last Const: 2004 Family: ACRMU
 From: 12+00 R/W 5-23 To: 62+00 R/W 5-23 Surface: AC

Inspections

Samples Surveyed: 7 Total Samples: 77 Last Inspection Date: 11/16/2012 **PCI: 89**

Sample #	Distress Description	Severity	Quantity	Area:
3	LONGITUDINAL/TRANSVERSE CRACKING	L	75 LF	4,875 SF
	WEATHERING	L	1,219 SF	
14	LONGITUDINAL/TRANSVERSE CRACKING	L	112 LF	4,875 SF
	WEATHERING	L	1,219 SF	
25	LONGITUDINAL/TRANSVERSE CRACKING	L	29 LF	4,875 SF
	WEATHERING	L	1,219 SF	
36	LONGITUDINAL/TRANSVERSE CRACKING	L	89 LF	4,875 SF
	WEATHERING	L	1,219 SF	
43	LONGITUDINAL/TRANSVERSE CRACKING	L	167 LF	4,875 SF
	WEATHERING	L	1,219 SF	
58	LONGITUDINAL/TRANSVERSE CRACKING	L	156 LF	4,875 SF
	WEATHERING	L	1,219 SF	
69	LONGITUDINAL/TRANSVERSE CRACKING	L	83 LF	4,875 SF
	WEATHERING	L	1,219 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	7,813 LF	2.08%	7.63
WEATHERING	L	93,769 SF	25.01%	3.26

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

SHELBY AIRPORT

Branch: 14R2 RUNWAY

R-22

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

Inspections

Samples Surveyed: 4 4 Total Samples: 44 Last Inspection Date: 11/16/2012 **PCI: 83**

Sample # 3 Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	137 LF
RAVELING	L	30 SF
WEATHERING	L	2,400 SF

Sample # 9 Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	175 LF
WEATHERING	L	2,400 SF

Sample # 15 Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	147 LF
WEATHERING	L	2,400 SF

Sample # 21 Area: 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF
WEATHERING	L	2,400 SF

Sample # 27 Area: 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	122 LF
RAVELING	L	30 SF
WEATHERING	L	2,400 SF

Sample # 33 Area: 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	99 LF
WEATHERING	L	2,400 SF

Sample # 39 Area: 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	54 LF
RAVELING	L	48 SF
WEATHERING	L	2,400 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	330 SF	0.15%	4.61
LONGITUDINAL/TRANSVERSE CRACKING	L	5,524 LF	2.49%	8.71
RAVELING	L	714 SF	0.32%	1.44
WEATHERING	L	111,000 SF	50.00%	4.81

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load

100.0 % Climate/Durability

0.0 % Other

SHELBY AIRPORT

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

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

Inspections

Samples Surveyed: Total Samples: Last Inspection Date: **PCI: 100**

Sample #	Distress Description	Severity	Quantity	Area:	SF
	NONE				

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

SHELBY AIRPORT

Branch: 14T

TAXIWAY

T-17

Length: 2,038 LF

Width: 35 LF

Area: 71,330 SF

Last Const: 2012

Family: ACRMU

From: T-6

To: HANGARS

Surface: AC

Inspections

Samples Surveyed:

Total Samples:

Last Inspr

PCI: 100

Sample #

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

SHELBY AIRPORT

Branch: 14T TAXIWAY

T-21

Length: 2,550 LF Width: 35 LF Area: 89,250 SF Last Const: 2003 Family: ACRMU
 From: R-21 To: R-22 Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 18 Last Inspection Date: 11/16/2012 **PCI: 88**

Sample #	Distress Description	Severity	Quantity	Area:
Sample # 1	LONGITUDINAL/TRANSVERSE CRACKING	L	186 LF	5,005 SF
	RAVELING	M	15 SF	
	WEATHERING	L	5,005 SF	
Sample # 5	LONGITUDINAL/TRANSVERSE CRACKING	L	50 LF	5,005 SF
	RAVELING	M	15 SF	
	WEATHERING	L	3,754 SF	
Sample # 9	LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF	4,970 SF
	RAVELING	M	15 SF	
	WEATHERING	L	3,754 SF	
Sample # 13	LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF	4,970 SF
	RAVELING	M	15 SF	
	WEATHERING	L	3,754 SF	
Sample # 17	LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF	4,970 SF
	RAVELING	M	15 SF	
	WEATHERING	L	2,503 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1,110 LF	1.24%	5.49
RAVELING	M	54 SF	0.06%	4.00
WEATHERING	L	67,224 SF	75.32%	5.62

* 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

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

SHELBY AIRPORT

FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$3,423

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-22	JOINT SPALL	M	6 SLABS	Patching - PCC Partial Depth	39 SF	\$3,294	PREV.
T-22	BLOCK CR	M	32 SF	Crack Sealing - AC	10 LF	\$25	PREV.
T-22	L & T CR	H	10 LF	Crack Sealing - AC	10 LF	\$24	PREV.
T-22	L & T CR	M	32 LF	Crack Sealing - AC	32 LF	\$81	PREV.

FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$90,941

Plan Year: 2013		Estimated Cost: \$217,831					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Global MR + Preventive	\$606	\$24,318	\$0	\$0	\$24,925	84	91
A-22	Preventive	\$742	\$0	\$0	\$0	\$742	74	74
R-21	Global MR + Preventive	\$822	\$93,751	\$0	\$0	\$94,573	88	95
R-22	Global MR + Preventive	\$1,774	\$55,500	\$0	\$0	\$57,274	82	88
T-21	Global MR + Preventive	\$282	\$22,313	\$0	\$0	\$22,595	87	94
T-22	Global MR + Preventive	\$1,623	\$16,100	\$0	\$0	\$17,723	76	81

Plan Year: 2014		Estimated Cost: \$3,459					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$267	\$0	\$0	\$0	\$267	87	88
A-22	Preventive	\$958	\$0	\$0	\$0	\$958	72	72
R-22	Preventive	\$1,173	\$0	\$0	\$0	\$1,173	85	85
T-22	Preventive	\$1,061	\$0	\$0	\$0	\$1,061	79	79

Plan Year: 2015		Estimated Cost: \$6,372					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$609	\$0	\$0	\$0	\$609	84	84
A-22	Preventive	\$1,168	\$0	\$0	\$0	\$1,168	70	70
R-21	Preventive	\$817	\$0	\$0	\$0	\$817	88	88
R-22	Preventive	\$1,825	\$0	\$0	\$0	\$1,825	82	82
T-21	Preventive	\$287	\$0	\$0	\$0	\$287	87	87
T-22	Preventive	\$1,667	\$0	\$0	\$0	\$1,667	76	77

Plan Year: 2016		Estimated Cost: \$10,526					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$946	\$0	\$0	\$0	\$946	81	81
A-22	Preventive	\$1,610	\$0	\$0	\$0	\$1,610	68	68
R-21	Preventive	\$2,029	\$0	\$0	\$0	\$2,029	85	85
R-22	Preventive	\$2,580	\$0	\$0	\$0	\$2,580	80	80
T-17	Preventive	\$236	\$0	\$0	\$0	\$236	87	87
T-21	Preventive	\$569	\$0	\$0	\$0	\$569	84	84
T-22	Preventive	\$2,263	\$0	\$0	\$0	\$2,263	74	75
T-6	Preventive	\$292	\$0	\$0	\$0	\$292	88	88

Plan Year: 2017		Estimated Cost: \$16,796					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$1,839	\$0	\$0	\$0	\$1,839	78	78
A-22	Preventive	\$2,053	\$0	\$0	\$0	\$2,053	67	67
R-21	Preventive	\$3,204	\$0	\$0	\$0	\$3,204	82	83
R-22	Preventive	\$4,865	\$0	\$0	\$0	\$4,865	78	78
T-17	Preventive	\$468	\$0	\$0	\$0	\$468	84	84
T-21	Preventive	\$844	\$0	\$0	\$0	\$844	82	82
T-22	Preventive	\$2,853	\$0	\$0	\$0	\$2,853	73	73
T-6	Preventive	\$670	\$0	\$0	\$0	\$670	85	85

Plan Year: 2018		Estimated Cost: \$269,284					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Global MR + Preventive	\$3,072	\$28,192	\$0	\$0	\$31,263	76	82
A-22	Preventive	\$2,483	\$0	\$0	\$0	\$2,483	65	65
R-21	Global MR + Preventive	\$4,362	\$108,683	\$0	\$0	\$113,045	80	85
R-22	Global MR + Preventive	\$7,101	\$64,340	\$0	\$0	\$71,441	76	80
T-17	Preventive	\$694	\$0	\$0	\$0	\$694	82	82
T-21	Global MR + Preventive	\$1,345	\$25,867	\$0	\$0	\$27,211	79	85
T-22	Global MR + Preventive	\$3,443	\$18,664	\$0	\$0	\$22,107	71	75
T-6	Preventive	\$1,039	\$0	\$0	\$0	\$1,039	82	82

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Plan Year: 2019		Estimated Cost: \$19,393				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$1,816	\$0	\$0	\$0	\$1,816	79	79
A-22	Preventive	\$2,907	\$0	\$0	\$0	\$2,907	64	64
R-21	Preventive	\$3,286	\$0	\$0	\$0	\$3,286	83	83
R-22	Preventive	\$4,950	\$0	\$0	\$0	\$4,950	78	78
T-17	Preventive	\$1,107	\$0	\$0	\$0	\$1,107	79	79
T-21	Preventive	\$870	\$0	\$0	\$0	\$870	82	82
T-22	Preventive	\$2,974	\$0	\$0	\$0	\$2,974	73	73
T-6	Preventive	\$1,482	\$0	\$0	\$0	\$1,482	80	80

Plan Year: 2020		Estimated Cost: \$27,936				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$3,129	\$0	\$0	\$0	\$3,129	76	76
A-22	Preventive	\$3,327	\$0	\$0	\$0	\$3,327	63	63
R-21	Preventive	\$4,512	\$0	\$0	\$0	\$4,512	80	80
R-22	Preventive	\$7,348	\$0	\$0	\$0	\$7,348	76	76
T-17	Preventive	\$1,898	\$0	\$0	\$0	\$1,898	77	77
T-21	Preventive	\$1,339	\$0	\$0	\$0	\$1,339	79	80
T-22	Preventive	\$3,605	\$0	\$0	\$0	\$3,605	71	71
T-6	Preventive	\$2,778	\$0	\$0	\$0	\$2,778	78	78

Plan Year: 2021		Estimated Cost: \$40,029				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$4,431	\$0	\$0	\$0	\$4,431	74	74
A-22	Preventive	\$3,742	\$0	\$0	\$0	\$3,742	62	62
R-21	Preventive	\$8,606	\$0	\$0	\$0	\$8,606	78	78
R-22	Preventive	\$9,698	\$0	\$0	\$0	\$9,698	74	74
T-17	Preventive	\$2,678	\$0	\$0	\$0	\$2,678	75	75
T-21	Preventive	\$2,360	\$0	\$0	\$0	\$2,360	77	77
T-22	Preventive	\$4,470	\$0	\$0	\$0	\$4,470	70	70
T-6	Preventive	\$4,044	\$0	\$0	\$0	\$4,044	76	76

Plan Year: 2022		Estimated Cost: \$52,823				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$5,732	\$0	\$0	\$0	\$5,732	71	71
A-22	Preventive	\$4,156	\$0	\$0	\$0	\$4,156	61	61
R-21	Preventive	\$12,896	\$0	\$0	\$0	\$12,896	76	76
R-22	Preventive	\$12,026	\$0	\$0	\$0	\$12,026	72	72
T-17	Preventive	\$3,444	\$0	\$0	\$0	\$3,444	73	73
T-21	Preventive	\$3,368	\$0	\$0	\$0	\$3,368	75	75
T-22	Preventive	\$5,907	\$0	\$0	\$0	\$5,907	68	68
T-6	Preventive	\$5,294	\$0	\$0	\$0	\$5,294	74	74

Plan Year: 2023		Estimated Cost: \$351,248				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Global MR + Preventive	\$7,778	\$32,682	\$0	\$0	\$40,460	69	74
A-22	Preventive	\$4,613	\$0	\$0	\$0	\$4,613	60	60
R-21	Global MR + Preventive	\$17,117	\$125,993	\$0	\$0	\$143,110	74	78
R-22	Global MR + Preventive	\$14,369	\$74,588	\$0	\$0	\$88,957	70	74
T-17	Preventive	\$4,206	\$0	\$0	\$0	\$4,206	72	72
T-21	Global MR + Preventive	\$4,361	\$29,986	\$0	\$0	\$34,347	73	78
T-22	Global MR + Preventive	\$7,383	\$21,637	\$0	\$0	\$29,020	66	70
T-6	Preventive	\$6,534	\$0	\$0	\$0	\$6,534	72	72

Plan Year: 2024		Estimated Cost: \$59,401				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$5,946	\$0	\$0	\$0	\$5,946	71	72
A-22	Preventive	\$5,166	\$0	\$0	\$0	\$5,166	59	59
R-21	Preventive	\$13,286	\$0	\$0	\$0	\$13,286	76	76
R-22	Preventive	\$12,562	\$0	\$0	\$0	\$12,562	72	72
T-17	Preventive	\$5,045	\$0	\$0	\$0	\$5,045	70	70
T-21	Preventive	\$3,483	\$0	\$0	\$0	\$3,483	75	76
T-22	Preventive	\$6,134	\$0	\$0	\$0	\$6,134	68	68
T-6	Preventive	\$7,780	\$0	\$0	\$0	\$7,780	70	70

Plan Year: 2025		Estimated Cost: \$75,832				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-21	Preventive	\$7,933	\$0	\$0	\$0	\$7,933	69	69
A-22	Preventive	\$5,724	\$0	\$0	\$0	\$5,724	58	58
R-21	Preventive	\$17,792	\$0	\$0	\$0	\$17,792	74	74
R-22	Preventive	\$15,053	\$0	\$0	\$0	\$15,053	71	71
T-17	Preventive	\$6,773	\$0	\$0	\$0	\$6,773	68	68
T-21	Preventive	\$4,541	\$0	\$0	\$0	\$4,541	74	74
T-22	Preventive	\$7,704	\$0	\$0	\$0	\$7,704	67	67
T-6	Preventive	\$10,312	\$0	\$0	\$0	\$10,312	69	69

SHELBY AIRPORT

Plan Year: 2026		Estimated Cost: \$95,772					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-21	Preventive	\$11,100	\$0	\$0	\$0	\$11,100	67	67	
A-22	Preventive	\$6,277	\$0	\$0	\$0	\$6,277	57	57	
R-21	Preventive	\$22,250	\$0	\$0	\$0	\$22,250	72	72	
R-22	Preventive	\$19,463	\$0	\$0	\$0	\$19,463	69	69	
T-17	Preventive	\$8,558	\$0	\$0	\$0	\$8,558	67	67	
T-21	Preventive	\$5,589	\$0	\$0	\$0	\$5,589	72	72	
T-22	Preventive	\$9,344	\$0	\$0	\$0	\$9,344	65	65	
T-6	Preventive	\$13,190	\$0	\$0	\$0	\$13,190	67	67	

Plan Year: 2027		Estimated Cost: \$117,409					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-21	Preventive	\$14,302	\$0	\$0	\$0	\$14,302	65	65	
A-22	Preventive	\$6,838	\$0	\$0	\$0	\$6,838	56	56	
R-21	Preventive	\$26,728	\$0	\$0	\$0	\$26,728	71	71	
R-22	Preventive	\$25,185	\$0	\$0	\$0	\$25,185	68	68	
T-17	Preventive	\$10,434	\$0	\$0	\$0	\$10,434	65	65	
T-21	Preventive	\$6,642	\$0	\$0	\$0	\$6,642	70	70	
T-22	Preventive	\$11,085	\$0	\$0	\$0	\$11,085	64	64	
T-6	Preventive	\$16,196	\$0	\$0	\$0	\$16,196	66	66	

SHELBY AIRPORT

11/16/2012



A-21, Overview



A-21, Surface detail with cracking



A-22, Overview



A-22, Surface detail with joint spalling and seal damage

SHELBY AIRPORT

11/16/2012



R-21, Overview



R-21, Surface detail



R-22, Overview



R-22, Surface detail with block cracking

SHELBY AIRPORT

11/16/2012



R-22, Surface detail



T-6, Overview



T-17, Overview



T-12, Overview

SHELBY AIRPORT

11/16/2012



T-21, Surface detail with alligator cracking



T-22, Overview



T-22, Surface detail with block cracking



T-22, Surface detail with cracking

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PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

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PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
RUNWAYS										
R-21	E-7	CBR=1.9	18" P-154	14"P-207/208	3" P-401		12,500			▲▲▲
R-22	E-7	CBR=1.9	18" P-154	14"P-207/208	3" P-401		12,500			▲▲▲
TAXIWAYS										
T-6	E-7	CBR=1.9	FABRIC, 18" P-154	4" P-208	3" P-401	2" P-401	12,500			▲▲▲
T-21	E-7	CBR=1.9	FABRIC, 18" P-154	6"P-207/208	3" P-401		12,500			▲▲▲
T-22	E-7	CBR=1.9	FABRIC, 18" P-154	6"P-207/208	3" P-401		12,500			▲▲▲
T-17	E-7	CBR=1.9	FABRIC, 18" P-154	4" P-209	3" P-401		12,500			▲▲▲
APRONS										
A-21	E-7	CBR=1.9	18" P-154	6"P-207/208	3" P-401		12,500			▲▲▲
A-22	E-7	CBR=1.9	GEOGRID, FABRIC, 18" P-154	4" P-208	6" P-501		12,500			▲▲▲

REMARKS:

AIP-001, 1984, EXPAND APRON
 AIP-002, 1986, RUNWAY 5-23 OVERLAY; DRAINAGE IMPROVEMENTS.
 AIP-003, 1989, RUNWAY 11-29, TAXIWAY, AND APRON OVERLAY; DRAINAGE IMPROVEMENTS.
 ▲ AIP-004, 1994-95 EXTEND RUNWAY 5-23, CONSTRUCT TAXIWAY T-6 AND EXPAND APRON.
 ▲ AIP-005, 2004, CONSTRUCT APRON (A-22); CRACK SEAL, FOG SEAL, AND REMARK T-6; PULVERIZE AND RECONSTRUCT REMAINING PAVEMENTS.
 ▲ AIP-010, 2009, CRACK SEAL, FOG SEAL AND REMARK ALL PAVEMENTS.
 ▲ AIP-011, 2012, CRACK SEAL, OVERLAY TAXIWAY T-6 AND RECONSTRUCT TAXIWAYS AT T-HANGARS, T-17.

LEGEND [Pattern] 1997 SURVEY AREA [Pattern] 2000 SURVEY AREA [Pattern] 2003 SURVEY AREA (NOT SURVEYED) [Pattern] 2006 SURVEY AREA [Pattern] 2009 SURVEY AREA [Pattern] 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	DEC. 15, 1988	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:	J. STYBA	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	NOV. 16, 2012	SHELBY AIRPORT
	EVALUATED BY:	M. BECKHOFF	
			PREPARED FOR:  SHELBY MONTANA
			PREPARED BY:  DATE: NOV. 2012

