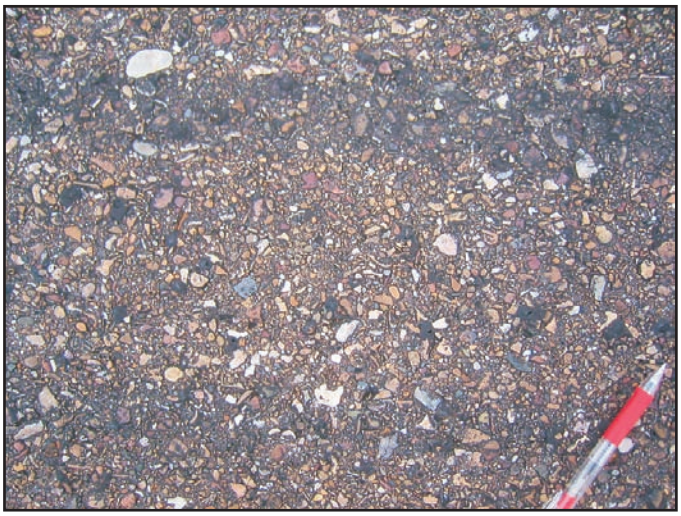
GLASGOW

7/12/06

R-3, overview

T-8, overview



R-2, surface detail with bleeding

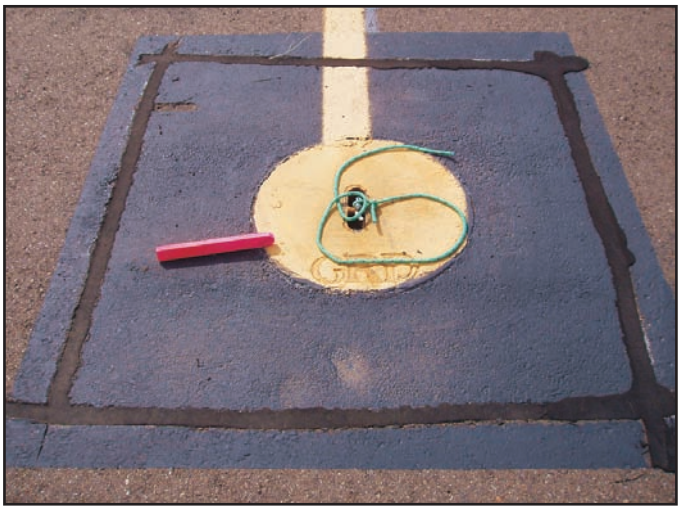
T-11, surface detail

GLASGOW

7/12/06

R-2, overview

T-5, surface detail



A-7, surface detail with tiedown & patch

T-1, overview

GLASGOW

7/12/06

T-3, surface detail with depression

A-3, overview

T-4, overview

T-7, patch & depression

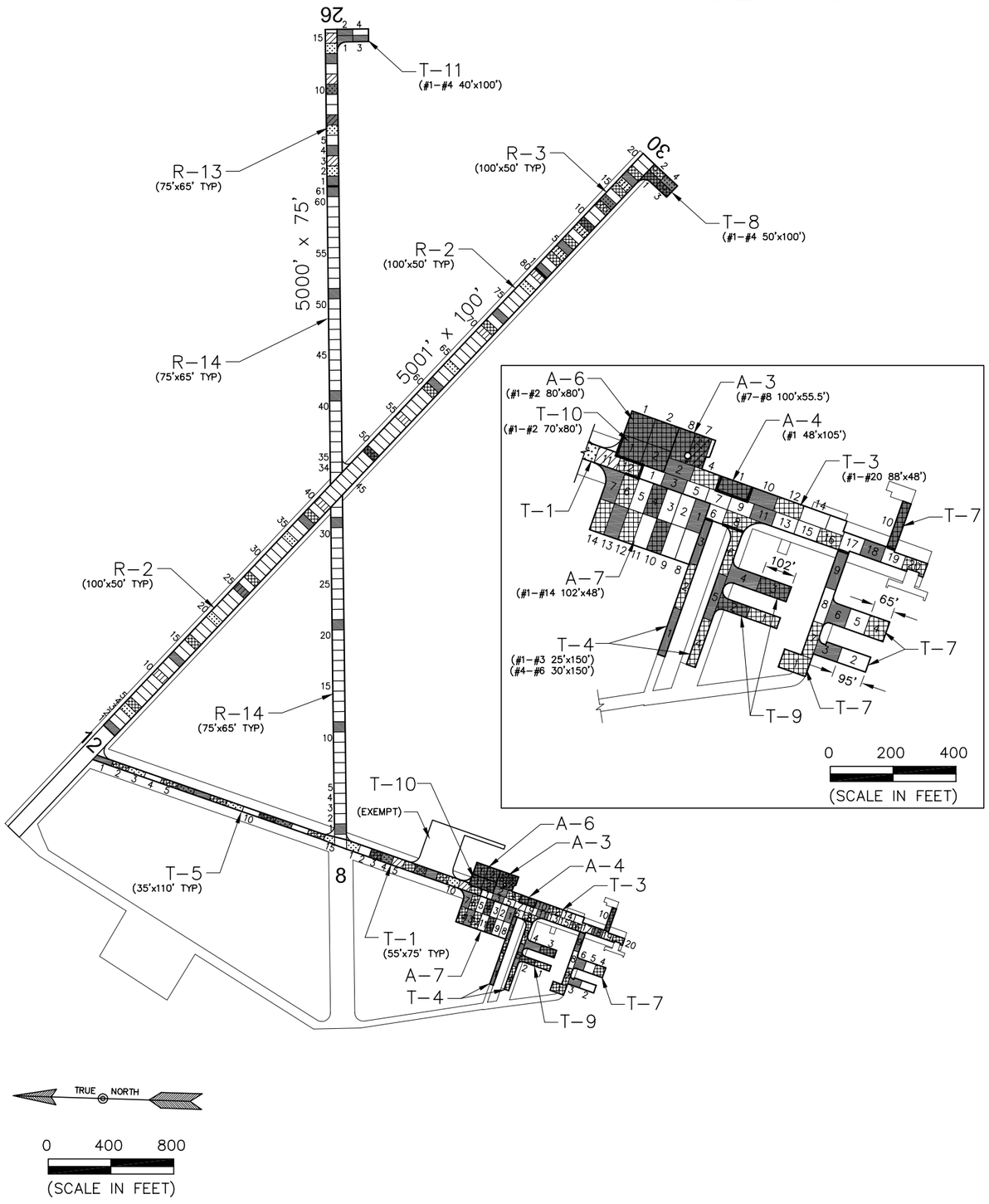
GLASGOW

7/12/06

T-10, surface detail with core hole

T-9, surface detail with crack & depression

GLASGOW



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

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-2	E-7	F7	8" GRAVEL	5" AC	4" AC		75,000	180,000	250,000	<5> <8>
R-3	E-7	F7		6" P-208	2" P-401	P-609	75,000	190,000	280,000	<5> <8>
R-13	E-7	F7	8" GRAVEL	5" AC	4" P-401		25,000	45,000	75,000	<9>
R-14		CBR=1.4	GEOGRID, FABRIC 11" P-154	4" P-208	3" P-401		25,000	45,000	75,000	<9>
TAXIWAYS										
T-1	E-7	F7	8" GRAVEL	5" AC	4" AC	2.6" P-402, 2"P-401, P-609	75,000	160,000	230,000	<2> <5> <8>
T-3	E-7	F7	8" GRAVEL	5" AC	4" AC	2.6" P-402, 2"P-401, P-609	75,000	160,000	230,000	<2> <6> <8>
T-4				UNKNOWN	UNKNOWN	P-609				<8>
T-5	E-7	F7	6" P-154	6" P-208	4" P-401	3" AC, 2"P-401, P-609	75,000	135,000	195,000	<5> <8>
T-7				10" P-208	3" P-401	P-609				<4> <8>
T-8			18" P-154	6" P-208	2" P-401	P-609	75,000			<5>
T-9				UNKNOWN	UNKNOWN	P-609				<8>
T-10		CBR=4	FABRIC 12" P-154	13" P-208	5" P-401	P-609	55,000	65,000	100,000	<7>
T-11		CBR=4	FABRIC 15" P-154	6" P-208	4" P-401		25,000	45,000	75,000	<9>
APRONS										
A-3	E-7	F7	6" P-154	3" P-208	3" P-401	2" P-401	23,000			<1> <9>
A-4	E-7	F7	UNKNOWN	UNKNOWN	8" PCC		30,000			<4>
A-6		K=75	FABRIC 12" P-154	14" P-208	9" P-501		55,000	65,000	100,000	<7>
A-7		CBR=4	FABRIC 25" P-154	5" P-208	3" P-401		12,500			<9>

REMARKS:

<A> 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).

<1> 1980

<2> AIP-01, 1986

<3> AIP-02, 1987

<4> NON-AIP, 1993, CONSTRUCTION OF HANGAR ACCESS TAXIWAYS AND CONCRETE PARKING PAD.

<5> AIP-04, 1996, REHABILITATE RUNWAY 12-30 AND TAXIWAYS, CONSTRUCT RUNWAY 30 TURNAROUND.

<6> AIP-04 (CONT'D), 1997, 45'-WIDTH, CENTERLINE ONLY 2" OVERLAY.

<7> AIP-06, 2000, CONSTRUCT HEAVY APRON AND CONNECTIONS.

<8> AIP-07, 2001, CRACK SEAL, FOG SEAL, AND REMARK.

<9> 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).

LEGEND

- 1994 SURVEY AREA
- 1997 SURVEY AREA
- 2000 SURVEY AREA (NOT SURVEYED)
- 2003 SURVEY AREA
- 2006 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 24, 1987
EVALUATED BY:	C. NEW
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	JULY 12, 2006
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2006 UPDATE - PAVEMENT CONDITION INDEXES

GLASGOW INTERNATIONAL

PREPARED FOR: MONTANA AERONAUTICS DIVISION ORO Y PLATA

GLASGOW
MONTANA

DATE: NOV. 2006

PREPARED BY: ROBERT PECCIA & ASSOCIATES

GLASGOW