Appendix D

Airfield Pavement Condition Evaluation

Appendix D

Airfield Pavement Condition Evaluation

Missoula International Airport

Prepared for

Missoula County Airport Authority

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CH2MHILL

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APPENDIX D

Airfield Pavement Evaluation

This pavement condition evaluation study was conducted as part of the ongoing Master Plan Update. The purpose of this pavement evaluation study is to assess the existing and projected condition of the airport's runways, taxiways, and apron pavements and provide recommendations for their rehabilitation in the future. As part of the pavement condition evaluation, a Pavement Condition Index (PCI) study was conducted at MSO in September 2008. The results of this study were used to identify pavement rehabilitation and maintenance needs on the airfield. A recommended pavement rehabilitation schedule has been developed for all aircraft pavements; to be incorporated into the airport's proposed short-term (0 to 5 year) and medium-term (6 to 10 year) Capital Improvement Program (CIP).

The condition of the pavements at Missoula International Airport (MSO) plays an important role in the overall performance of the airport. Daily decisions must be made regarding the timing and type of maintenance and repair (M&R) activities which must take place to ensure the airfield pavements can provide adequate load-carrying capacity and acceptable ride quality. Early detection and repair of pavement defects have a high priority within an airport's operations, because delays may later result in extensive and costly repairs to the airfield pavements. In addition, the selection of a specific rehabilitation method is important from the standpoint of both performance and economic considerations.

This study was conducted in conformance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5380-7A, *Airport Pavement Management Program*. A Pavement Management System (PMS) attempts to minimize pavement maintenance and rehabilitation costs through periodic pavement inspection ratings and measured pavement deterioration rates. A PMS is an essential system that provides guidance for daily decisions regarding the maintenance and repair policy at an airport and can better dictate rehabilitation needs.

1.1 Pavement Evaluation Criteria

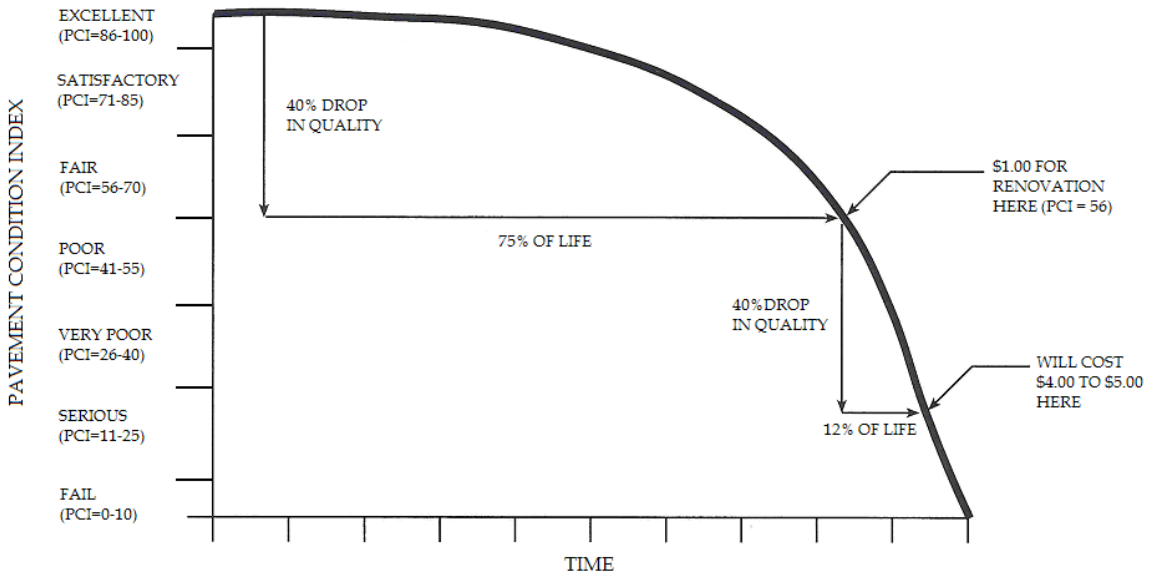
In addition to FAA AC 5380-7A, the following criteria governing pavement evaluation surveys conducted at FAA airfields were consulted when completing the PCI study at MSO:

- ASTM D 5340-04: *Standard Test Method for Airport Pavement Condition Index Surveys*, March 2005 provides information on pavement management and how it can be used to make cost-effective decisions about pavement maintenance and rehabilitation.
- FAA Advisory Circular 150/5380-6B: *Guidelines and Procedures for Maintenance of Airport Pavements*, September 28, 2007 provides guidelines and procedures for maintaining rigid and flexible airport pavements.

1.2 Pavement Condition Inspection

The PCI quantifies the various distresses measured in a pavement using seven classification ratings that range from an "excellent" rating (a maximum PCI value of 100, typically associated with new pavement construction or new overlay construction) to a "failed" rating (minimum PCI value of 0). In general, it has been observed that pavement deterioration rates and associated rehabilitation costs follow the trends presented in **Exhibit 1-1: PCI and Repair Costs**.

EXHIBIT 1-1
PCI and Repair Costs



A "fair" pavement condition rating (a PCI value of approximately 56) is typically considered the threshold, or breakpoint, for which pavement deterioration typically begins to exhibit a large loss in quality over a short period of time. Thus, to avoid increased repair costs, pavements should be repaired prior to reaching a PCI where the deterioration rate begins to markedly accelerate. In general, a pavement section with a PCI ranging from 0 to 40 is considered to be in such poor condition that reconstruction is the only feasible repair alternative. On the other hand, a pavement section with a PCI value ranging from 75 to 90 is a prime candidate for preventive maintenance techniques such as crack sealing and patching.

1.2.1 Sample Unit Identification

The first step in the pavement evaluation is to establish and map the various pavement branches and section limits in accordance with criteria. A pavement branch is an identifiable part of the pavement network which is a single entity with a distinct function. Pavement branches at MSO consist of runways, taxiways and apron areas. Pavement areas which do not service aircraft traffic, including vehicle parking lots and service roads, have not been surveyed as part of this study. In addition, pavement areas that are scheduled to be

replaced, and are currently being done, such as the shoulders on Runway 7/25, are not included in this study.

Each pavement branch was divided into pavement sections. A pavement section is a contiguous pavement area having uniform construction, maintenance, usage history and condition. A pavement section generally has the same traffic volume and load intensity throughout. The various pavement sections identified for the PCI study at MSO are shown in **Table 1-7: Pavement Section Properties** (Appendix D-1) and on **Exhibit 1-2: Sample Designation Locations** (Appendix D-2 – full-size roll plot also included). Table 1-7 shows existing pavement section properties for the runway, taxiway and apron pavements evaluated for this study (blank cells represent unknown data). It is important to note that the PCI study is a *surface* evaluation and does not evaluate the various pavement section strata or structural capacity. As such, unknown pavement section data has no affect on the PCI results. The information simply states that the pavements consist of different sections for evaluation. The information outlined in Table 1-7 is a compilation of data obtained from the following sources:

- MSO FAA Form 5320-1 *Pavement Strength* – January 20, 1996
- *Pavement Condition Index Study*, conducted by VSA Engineering and CH2M HILL in November 1999
- MSO Airport Operations staff

The individual pavement sections were further divided into sample units for individual inspection of the pavement surface distresses. A pavement sample unit is a subdivision of a pavement section that has a standard size range: 20 equal areas of concrete slabs for portland cement concrete airfield pavement (PCCP) or 5,000 contiguous square feet for asphalt pavement surfaces and porous friction courses (PFC). All sample units in the section may be inspected to determine the average PCI of the section. This is usually precluded for routine management purposes by available manpower, funds, and time. Total sampling, however, is desirable for project analysis to help estimate maintenance and repair quantities.

A minimum number of sample units (n) must be sampled within a given section in order to achieve a 95 percent or better confidence level of the PCI for the section. This number is calculated using the following formula, as outlined in ASTM D 5340-04, Section 7.5.2:

$$n = \frac{Ns^2}{\left(\left(\frac{e^2}{4}\right)(N-1)+s^2\right)}$$

n = minimum number of sample units

e = acceptable error in estimating the section PCI (e= +/- 5 PCI points)

s = standard deviation of the PCI from one sample unit to another within the section (s = 10 for AC pavements and 15 for PCCP)

N = total number of samples within the section

The minimum number of samples to be inspected for each pavement section at MSO is shown in **Table 1-1: Sample Number Calculations**. The individual sample unit numbers and locations for each pavement section are as shown on Exhibit 1-2. The random samples locations for the following airfield pavements were identified and marked on the airfield by survey, prior to commencing with the field investigation: Runway 11/29, Taxiway A, West General Aviation Apron, East General Aviation Apron, and Northstar Aviation Apron. All other sample locations were determined by the field crew at the time of inspection.

1.2.2 Field Inspection

Once the airfield had been mapped, and the individual sample units within the pavement sections were identified, the field survey commenced. Each sample unit was visually inspected and both the quantity and type of pavement distresses were logged into the *MicroPAVER*™ software program. FAA and ASTM criteria outlined the pavement distresses which were to be logged for both asphalt and concrete surfaced airfield pavements.

See **Table 1-2: Asphalt Pavement Distresses** and **Table 1-3: PCCP Distresses**, along with a description of probable causes and repair options. Although additional pavement distresses exist for asphalt and concrete pavements other than those listed in the tables, Table 1-2 and Table 1-3 summarize the unique distresses noted at MSO during the field survey.

TABLE 1-1
Sample Number Calculations

Branch	Section	Description	N	e (%)	s	n
Runway	R1-1a	RW 11/29 Blast Pad West End	8	5	10	6
	R1-1b	RW 11/29 Blast Pad East End	8	5	10	6
	R1-2	RW 11/29 Shoulders	66	5	10	14
	R1-3	Inner 9' of RW 11/29 Shoulders	36	5	10	12
	R1-4	North-West End of RW 11/29	66	5	10	14
	R1-5	South-East Portion of RW 11/29	222	5	10	15
Runway	R2-1	West End of RW 7/25	16	5	10	9
	R2-2	RW 7/25 Shoulders	67	5	10	14
	R2-3	Center Portion of RW 7/25 (between RW 11/29 and TW A)	10	5	10	7
	R2-4	Rehabilitated Portion of RW 7/25 in TW A	3	5	10	3
	R2-5	East Portion of RW 7/25	32	5	10	11
	R2-6	Rehabilitated Portion of RW 7/25 (between TW D and TW A-3)	2	5	10	2
Taxiway	A-West	West Portion of TW A	32	5	10	11
	A-Mid1	Middle Portion of TW A (1996 Rehab)	9	5	10	6
	A-Mid2	Middle Portion of TW A (1996 Rehab)	31	5	10	11
	A-Mid3	Middle Portion of TW A (2005 Rehab)	18	5	10	9
	A-East	East Portion of TW A	59	5	10	13
Taxiway	A-1	Taxiway	14	5	10	8
Taxiway	A-2	Taxiway	9	5	10	6
Taxiway	A-3a	Taxiway (between RW 11/29 and TW A)	12	5	10	8
	A-3b	Taxiway (between RW 11/29 and RW 7/25)	29	5	10	11
Taxiway	A-4a	Taxiway inner 50'	7	5	10	6
	A-4b	Taxiway 25' Expansion	4	5	10	4
Taxiway	A-5	Taxiway	9	5	10	6
Taxiway	A-6	Taxiway	10	5	10	7
Taxiway	D	Taxiway	7	5	10	6
Taxiway	E-a	Taxiway	8	5	10	6
	E-b	Taxiway (rehab 1998 connecting RW 7/25)	5	5	10	4
Taxiway	F	Taxiway	28	5	10	11
	G-a	Taxiway (between RW 7/25 and RW 11/29)	5	5	10	4

TABLE 1-1
Sample Number Calculations

Branch	Section	Description	N	e (%)	s	n
Taxiway	G-b	Taxiway (between RW 11/29 and TW A)	4	5	10	4
	G-c	Taxiway (between TW A and TL-West)	19	5	10	9
Taxilane	TL-West	Taxilane in West General Apron	23	5	10	10
Taxilane	TL-East1	Taxilane in East General Apron	5	5	10	4
	TL-East2	Taxilane in East General Apron and Connecting RW 7/25	16	5	10	9
Apron	GA-West1	North Portion of Apron	23	5	10	10
	GA-West2	Central Portion of Apron	54	5	10	13
	GA-West3	South-East Portion of Apron	27	5	10	11
Apron	ACA-1	North-East Portion Connecting to GA-West	20	5	10	10
	ACA-2	North Portion Next to Deicing Apron (Rehab 2002)	20	5	10	10
	ACA-3	North Central Portion (Rehab 2002)	20	5	10	10
	ACA-4	Central Portion (Rehab 2001)	20	5	10	10
	ACA-5	West Portion (Rehab 2001)	20	5	10	10
	ACA-6	South Central Portion (Rehab 2002)	20	5	10	10
	ACA-7	West Portion (Rehab 2002)	20	5	10	10
	ACA-8	South-East Portion (Rehab 2002)	20	5	10	10
	ACA-9	South West Portion (Rehab 2002)	20	5	10	10
	ACA-10	East Portion	20	5	10	10
Apron	GA-East1	North-East Portion of Apron	14	5	10	8
	GA-East2	North-West Portion of Apron	28	5	10	11
	GA-East3	East Portion of Apron	10	5	10	7
Apron	NSA-1	Northstar Aviation Apron West (1997)	32	5	10	11
	NSA-2	Northstar Aviation Apron Central	26	5	10	11
	NSA-3	Northstar Aviation Apron East (2000)	24	5	10	10

Source: ASTM D/5340-04, Section 7.5.2
Prepared by: CH2M HILL

TABLE 1-2

Asphalt Pavement Distresses as Noted at MSO and Possible Repair Options

Distresses	Mechanism	Options for Repair
Alligator Cracking	Alligator cracking is a series of interconnecting cracks caused by fatigue failure of the AC surface under repeated traffic loading.	L - Do nothing; Surface seal; Overlay M - Partial or full depth patch; Overlay; Reconstruct H - Partial or full depth patch; Overlay; Reconstruct
Bleeding	Bleeding is a film of bituminous material on the pavement surface that creates a shiny, glass-like, reflecting surface that usually becomes quite sticky. Bleeding is caused by excessive amounts of asphalt cement or tars in the mix and/or low air void content.	Do nothing; Apply heat, roll sand, and sweep loose material
Block Cracking	Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces that is mainly by shrinkage of the asphalt concrete and daily temperature cycling; not traffic loading.	L - Do nothing; Apply rejuvenator M - Seal cracks; Apply rejuvenator; Recycle surface; Heater scarify and overlay H - Seal cracks; Recycle surface; Heater scarify and overlay
Depression	Depressions are localized pavement surface areas having elevations slightly lower than those surrounding the pavement that can be caused by the settlement of the foundation soil or can be "built up" during construction.	L - Do nothing M - Shallow, partial or full depth patch H - Shallow, partial, or full depth patch
Longitudinal/Transverse Cracking	Longitudinal cracks are parallel to the pavement's centerline or direction of laydown. They may be caused by (1) a poorly constructed paving lane joint, (2) shrinkage of the AC surfaced due to low temperatures or hardening of the asphalt, or (3) a reflective crack caused by cracks beneath the surface course. Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. Transverse cracks may be caused by items 2 or 3 above.	L - Do nothing; Seal cracks over 1/8 inch; Apply rejuvenator; Surface seal M - Seal cracks H - Seal cracks; Partial depth patch
Oil Spillage	Oil spillage is the deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.	Do nothing; Partial or full depth patch
Patching	An area of the original pavement has been removed and replaced by an AC patch. A patch is considered a defect, no matter how well it is performing.	L - Do nothing M - Seal cracks; Repair distress in patch; Replace patch H - Replace Patch

TABLE 1-2

Asphalt Pavement Distresses as Noted at MSO and Possible Repair Options

Distresses	Mechanism	Options for Repair
Polished Aggregate	Polished aggregate is present when close examination of the pavement reveals that the portion of the aggregate extending above the asphalt is either very small, or there are no rough or angular aggregate particles to provide good skid resistance. It is caused by repeated traffic applications.	Do nothing; Overlay; Surface friction course
Weathering/Raveling	Raveling and weathering are the wearing away of the pavement surface caused by the dislodging of aggregate particles and loss of asphalt or tar binder.	L - Do nothing; Apply rejuvenator; Surface seal M - Apply rejuvenator; Surface seal H - Overlay; Recycle; Reconstruct
Rutting	A rut is a surface depression in the wheel path. Rutting stems from a permanent deformation in any of the pavement layers or subgrade, usually caused by consolidation or lateral movement of the materials due to traffic load.	L - Do nothing M - Shallow, partial or full depth patch; Partial or full depth patch and overlay H - Shallow, partial or full depth patch; Partial or full depth patch and overlay
Slippage Cracking	Slippage cracks are half-moon shaped cracks having two ends point away from the direction of traffic. They are produced when braking or turning wheels cause the pavement surface to slide and deform. They usually occur when there is a low strength surface mix or poor bond between the surface and the next layer of the pavement structure.	Do nothing; Partial or full depth patch
Swelling	Swell is characterized by an upward bulge in the pavement surface, usually caused by frost action in the subgrade or by swelling soil.	L - Do nothing M - Reconstruct H - Reconstruct

L = Low Severity Distress, M = Medium Severity Distress H = High Severity Distress

Source: Shahin, M.Y. PAVER Asphalt Surfaced Airfields, U.S. Air Force Pavement Condition Index (PCI) Field Manual
Prepared by: CH2M HILL

TABLE 1-3

PCCP Distresses as Noted at MSO and Possible Repair Options

Distresses	Mechanism	Options for Repair
Corner Breaks	Full-depth cracks that intersect adjacent slab joint within one-half slab length of the shared corner caused by load repetitions combined with loss of support and curling stresses.	L - Do nothing; Seal cracks M - Seal cracks; Full depth patch; Slab replacement H - Seal cracks; Full depth patch; Slab replacement
Durability	Durability cracking is a pattern of cracks running parallel to a joint or linear crack caused by the concrete's inability to withstand environmental factors such as freeze-thaw cycles.	L - Do nothing; Seal joints M - Full depth patch; Reconstruct joints H - Full depth patch; Reconstruct joints; Slap replacement
Joint Seal Damage	The joint seal is not resisting the entrance of water and debris as a result of stripping, extrusion, weed growth, oxidation, loss of bond, or lack of sealant material.	L - Do nothing M - Seal joints H - Seal joints
Longitudinal/Transverse Cracking	Full-depth cracks that divide a slab into two or three pieces usually caused by a combination of load repetitions, curling stresses, and shrinkage stresses.	L - Do nothing M - Seal cracks H - Seal cracks; Full depth patch; Slab replacement
Patching	An area of the original pavement has been removed and replaced by AC or PCCP patch material. A patch is considered a defect, no matter how well it is performing.	L - Do nothing M - Replace patch; Repair distressed area H - Replace patch; Slab replacement
Popouts	A popout is a small piece of pavement that breaks loose from the surface due to freeze-thaw action in combination with expansive aggregates.	Do nothing
Scaling/Map Cracking	Map cracking refers to a network of shallow, hairline cracks only through the upper surface of the concrete. Map cracking is usually caused by over finishing of the concrete and may lead to scaling of the surface, which is the breakdown of the slab surface to a depth of approximately 1/4 to 1/2 inch. Scaling may also be caused by deicing salts, improper construction, freeze thaw cycles, and poor aggregate.	L - Do nothing M - Partial depth patch; Slab replacement H - Slab replacement
Settlement/Faulting	The difference in elevation across a joint or crack caused by settlement of soft foundation, erosion of material under the slab, or curling of the slab edges due to temperature and moisture changes.	L - Do nothing M - Slab grinding H - Slab grinding; Slab replacement

TABLE 1-3

PCCP Distresses as Noted at MSO and Possible Repair Options

Distresses	Mechanism	Options for Repair
Shattered Slab	Medium or high severity cracks that break the slab into four or more pieces due to overloading and/or inadequate support.	L - Seal cracks M - Seal cracks; Full depth patch; Slab replacement H - Full depth patch; Slab replacement
Shrinkage Cracking	Hairline cracks that are only a few feet long formed during the setting and curing that do not extend through the depth of the slab.	Do nothing
Spalling (joint)	The partial-depth breakdown of the slab edge caused by excessive stresses from traffic loads, or infiltration of incompressible materials, or overworked, weak concrete at joints.	L - Do nothing M - Partial depth patch H - Partial depth patch
Spalling (corner)	The partial-depth breakdown of a slab within approximately 2 feet of the corner caused by excessive traffic load stresses, compressive stresses resulting from infiltration of incompressible materials, or overworked weaken concrete.	L - Do nothing M - Partial depth patch H - Partial depth patch

L = Low Severity Distress, M = Medium Severity Distress H = High Severity Distress

Source: Shahin, M.Y. PAVER Asphalt Surfaced Airfields, U.S. Air Force Pavement Condition Index (PCI) Field Manual
Prepared by: CH2M HILL

1.3 Existing Pavement Evaluation Results

After evaluating the MSO airfield pavement, the observed distress information was analyzed using the *MicroPAVER*™ 5.3.6 software. This program, developed by the United States Army Core of Engineers (USACE), is the industry standard for pavement evaluation surveys and is endorsed by the U.S. Army, U.S. Air Force, U.S. Navy, FAA, and the Federal Highway Administration (FHWA). The software computes the existing PCI number for each pavement section. See Appendices for the following pavement evaluation summary reports:

- Branch Condition Report: Area weighted PCI by Use Category (Appendix D-3)
- Section Condition Report: PCI value for each pavement section (Appendix D-4)
- Re-Inspection Report: Summary of noted pavement distresses (Appendix D-5)

The results of the PCI analysis have been plotted on **Exhibit 1-4: Existing Pavement Condition** (Appendix D-7). As noted earlier, the PCI number correlates to a pavement rating (see Legend on Exhibit 1-4). The pavement section classifications have been color coded and plotted on the MSO airport layout plan for easy identification.

The 2008 area-weighted PCI value for MSO is 76, indicating that the MSO pavements are, in general, in "satisfactory" condition. A summary of the existing pavement conditions for the runways, taxiways, and aprons is provided in the following sections 1.3.1, 1.3.2, and 1.3.3.

1.3.1 Runway Pavements

Examination of the area weighted average PCI values for the RUNWAY branch of pavements at MSO indicate that, as a whole, the runway pavement surfaces at MSO are in "satisfactory" condition with an area weighted PCI value of 83.

1.3.1.1 Runway 11/29

Runway 11/29 was rehabilitated in 2007, therefore the area weighted PCI value for is 87, "excellent/good" condition. Approximately two and a half to three inches were milled and replaced with a two and a half inch asphalt overlay (P-401).

The runway consists of five different pavement sections, ranging in PCI values from 63 to 100. During the 2007 rehabilitation project, only nine feet of shoulder adjacent to the full strength pavement edge were rehabilitated. The remaining 16 foot width was not rehabilitated and is in "fair" condition with a PCI value of 63. This older section of shoulder pavement showed many longitudinal cracks and low to medium weathering across the entire surface. The rehabilitated runway and shoulder portions showed little distress with only minor weathering predominately at the longitudinal joints of the paving lanes.

1.3.1.2 Runway 7/25

The area weighted PCI value for Runway 7/25 is 62, "fair" condition. The runway consists of six different pavement sections. The PCI values range between 49 and 71. The last full length rehabilitation occurred in 1984. In 1991, a portion of the runway between Runway 11/29 and Taxiway A was rehabilitated with a two inch layer of asphalt (P-401) surface course. However, this area appears to be in the same condition as the rest of the runway with a PCI value of 51. This section receives a significant amount of traffic from smaller

General Aviation aircraft causing rapid deterioration of the pavement surface. The Runway 7 end is in "fair" condition as it is not used as frequently as the Runway 25 end, which is in "poor" condition. The most common types of distresses found along the runway were low to medium severity longitudinal cracks, alligator cracking, bleeding, patching, and medium severity weathering over the entire surface. The runway shoulders, which were visibly in "poor" condition, were not evaluated since they will be replaced in 2009.

1.3.2 Taxiway Pavements

The area weighted average PCI values for the TAXIWAY branch of pavements at MSO is 68. This indicates the taxiways collectively are in "fair" condition. The surface courses of the taxiway pavements are constructed with either asphalt concrete or PFC.

1.3.2.1 Taxiway A

The surface of Taxiway A is PFC and is divided into five sections with a range of PCI values from 59 to 86. Various portions of the taxiway have been rehabilitated in four separate projects between 1993 and 2005. The older portions are in fair condition. On the west end of the taxiway, there were very few cracks and the pavement surface only showed signs of weathering and rutting. As the last rehabilitation on this portion was in 1998, the lack of cracking shows that the pavement section has a strong base structure. Overall, the main distress in Taxiway A was weathering/raveling. Polished aggregate, rutting, longitudinal cracking and a few minor depressions were other distresses found along the taxiway.

In several locations, popouts were found in the PFC caused by spalling of the surface.

Image: 1.3.2.1 PFC Popout on Taxiway A

Image: 1.3.2.2 PFC Popout on Taxiway A

1.3.2.2 Taxiways A-1 and A-4

Taxiways A-1 and A-4 were rehabilitated in 2007, during the Runway 11/29 rehabilitation project. Approximately two and a half were milled and replaced with a two and a half inch asphalt overlay (P-401). Thus, the Taxiways A-1 and A-4 had PCI values of 89 and 96, respectively, which correlate to an "excellent" rating. However, a significant amount of FOD was noted at the Taxiway A-4 filets connecting to Taxiway A. The 2007 project did not rehabilitate these filets and the deterioration of the old PFC is an issue. FOD is a major safety concern to aircraft, and this portion creates a significant amount of loose aggregate. Sweeping is constantly required to remove the loose pieces of aggregate. Other minor distresses found included low weathering and polishing.

1.3.2.3 Taxiway A-2

Taxiway A-2 was rehabilitated in 1993. A four inch layer of asphalt (P-401) surface course was added followed by one inch of PFC (P-402). Taxiway A-2 has a PCI value of 73 and is considered to be in "satisfactory" condition. The taxiway does not receive a significant amount of traffic; most landing aircraft use Taxiway A-1. The main distresses noted in Taxiway A-2 were longitudinal and transverse cracking, weathering and raveling, and several depressions. The depressions ranged from small and shallow with low severity to and much larger ones with medium severity.

1.3.2.4 Taxiway A-3

Taxiway A-3 was rehabilitated in 1993. A four inch layer of asphalt (P-401) surface course was added followed by one inch of PFC (P-402). Taxiway A-3 consists of two sections. Both are in "fair" condition with PCI ratings of 63 and 68. The southern portion, between Runway 11/29 and Taxiway A, was re-surfaced in 1993. The area north of Taxiway A-3 was constructed in 2003. The main distresses noted in Taxiway A-3 were longitudinal and transverse cracking, weathering and raveling, and several depressions similar to those found on Taxiway A-2. The northern portion of Taxiway A-3 has been milled to remove the poorly constructed PFC. This affected the existing distresses, making the entire pavement section look weathered.

1.3.2.5 Taxiways A-5 and A-6

Taxiways A-5 and A-6 are in "fair" condition with PCI values 68 and 66, respectively. Both taxiways were rehabilitated in 1998. A two and a half inch layer of asphalt (P-401) surface course is followed by three-quarter inch layer of PFC (P-402). Relatively few cracks were found and the only distresses noted in the field survey were weathering across the entire surface and small isolated areas of polished aggregate.

1.3.2.6 Taxiway D

Taxiway D was constructed in 2003 and connects Runway 7/25 to the main terminal apron. The taxiway is in fair condition with a PCI value of 70. Taxiway D was milled to remove the top layer of poorly constructed PFC. This affected the distresses, making the entire pavement section look weathered.

1.3.2.7 Taxiway E

Taxiway E is a frequently-used taxiway as it is the preferred taxiway for aircraft using the apron. It is in "very poor" condition with a PCI value of 27. Taxiway E connects Taxiway A to the main terminal apron. A small portion of the taxiway connecting to Runway 7/25 was rehabilitated in 1998. This portion received a PCI value of 62 and was in "fair" shape. However, the larger section of Taxiway E contains low to high severity weathering and raveling, patching, longitudinal and transverse cracking, depressions and bleeding.

Image 1.3.2.3 High Severity Weathering on Taxiway E

1.3.2.8 Taxiway F

Taxiway F connects Taxiway A to the west side of the main terminal apron. A two and a half inch layer of asphalt (P-401) surface course was added followed by three-quarter inches of PFC (P-402). Taxiway F was rehabilitated in 1998 and is in "fair" condition with an area weighted PCI value of 69. The predominant distresses found were weathering and raveling with low to medium severity. Two patches were also noted and were in relatively good condition.

1.3.2.9 Taxiway G

Taxiway G is a highly used taxiway connecting Runway 7/25, through Runway 11/29 and Taxiway A, to the West General Aviation Apron and Smoke Jumper Apron. The portion connecting Taxiway A to the aprons was rehabilitated in 2004 and is in "satisfactory" condition with an area weighted PCI value of 77. The main distresses found were low to medium severity weather and raveling and a couple low severity depressions.

The two connecting portions of Taxiway G were constructed in 1975. The area weighted PCI value for the sections is 61, "fair" condition. The distresses noted include: low to medium severity weathering, patching, depressions, rutting, and block, alligator, longitudinal and transverse cracking.

Image 1.3.2.4 Medium Severity (1″ depth) Depression on the Northern Portion of Taxiway G

Image 1.3.2.5 Block Cracking on the Southern Portion of Taxiway G

1.3.3 Apron Pavements

The area weighted PCI value for the APRON pavements at MSO is approximately 69, and is overall in "fair" condition. There are four main aprons which were examined in the field survey as follows: General Aviation Apron-West, Air Carrier Apron, General Aviation Apron-East, and The Northstar Aviation Apron. The aprons are made up of asphalt concrete, with exception of the Air Carrier Apron which is PCCP.

1.3.3.1 General Aviation Apron-West (GA-West)

The west apron serves as a parking area for small aircraft and has a taxilane leading to the main terminal apron. The area weighted PCI value for the apron is 75, and is in generally "satisfactory" condition. The apron was rehabilitated in 2004, with the exception of section GA-West 4 and Airborne Apron. The Airborne Apron is also in the west parking apron, and is in extremely poor condition and therefore was inventoried in its own category.

The rehabilitated portion has an average area weighted PCI value of 83. GA-West 1 was in "satisfactory" condition with a PCI value of 78. The main distress noted in this section is weathering. A couple high severity longitudinal cracking and depressions were also noted. These may have been caused by large aircraft parking in the areas designed only for smaller aircraft.

GA-West 2 is in "excellent" condition with a PCI value of 88. The only distresses found were medium to low severity weathering, oil spillage, and minor depressions.

Section GA-West-3 is in "fair" condition with an area weighted PCI value of 62. The main distress observed were depressions all over the north east portion of the apron. These are probably from a large aircraft resting on the pavement resulting in depressions from aircraft loading. Other distresses observed were alligator, longitudinal and transverse cracking, weathering and patching

The portion in front of the snow removal equipment building (GA-West 4) is affected by the large machinery which, due to their heavy loads, deteriorates the pavement. The PCI value for GA-West 4 is 69. Distresses observed include: patching, depressions, block, joint reflection, longitudinal and transverse cracking, weathering and raveling, polished aggregate, and various oil spillages. The severity level ranged from low to high for most of the distresses, due to the damage from the snow removal equipment over time.

Image 1.3.3.1 High Severity Weathering on General Aviation Apron-West (GA-West4)

The Airborne Apron was a section added to the field survey sampling areas on the General Aviation Apron-West during the field visit. The Airborne Apron was noted to be in extremely poor condition. The apron has never been rehabilitated and was built in the late 1960s. The area weighted PCI value is 36; "very poor" condition. High severity levels of weather and raveling, depressions, patching, longitudinal and transverse cracking were found on this apron.

1.3.3.2 Medium Severity Alligator Cracking on the Airborne Apron

1.3.3.3 Medium Severity Alligator Cracking and High Severity Raveling causing Excessive FOD on the Airborne Apron

The taxilane along the edge of the apron (TL-West) has an area weighted PCI value of 79, "satisfactory" condition. Noted distresses include: shoving, weather and raveling, slippage, and minor longitudinal cracking.

1.3.3.2 Air Carrier Apron (ACA)

The Air Carrier Apron is adjacent to the terminal building and is used for the commercial airlines to load/unload and park. This apron is constructed of PCCP. The pavement was re-constructed in 2002 and 2003. However, expansive aggregates which create popouts have accelerated the pavement surface deterioration. Additionally, two sections on either side of the terminal building (ACA-1 and ACA-10) have never been rehabilitated and are in serious/failed condition.

The main portion of the apron has an average area weighted PCI value of 62, "fair" condition. The aggregate used in the PCCP mix design contain light weight particles and expansive aggregate material causing popouts over the entire surface. The popouts ranged from the size of a penny to about one inch in diameter. Noted groups of popouts have also lead to severe damage to the pavement, causing large spalled areas and FOD on the apron. Shrinkage cracks were observed frequently along the pavement joints. Durability cracks ranged from low to medium severity and typically lead to joint spalling and corner spalling. Scaling was another more minor distress observed.

Sections ACA-1 and ACA-10, located on either side of the terminal building, have severe damage with area weighted PCI values of 8 and 40. Section ACA-1 is "failed" and contained almost all the distresses listed in Table 1-3. High severity durability cracks and several shattered slabs lead to extremely high severity joint spalling. The highly deteriorated condition of this apron area causes FOD and heaving forms an uneven pavement surface, making this section almost unusable to aircraft.

1.3.3.3 General Aviation Apron-East (GA-East)

The east apron area is an asphalt pavement containing hangars for small aircraft and a taxilane (TL-East 1 and 2) along the edge connecting to Runway 7/25. The pavement consists of into five different sections, including the taxilane. The west portion was rehabilitated in 2006 and is in "satisfactory" condition. The east portion was constructed in 1984 and is in "fair" condition. The two taxilane sections are in "excellent" and "fair" condition.

Sections GA-East1 and GA-East2 received an average area weighted PCI value of 81. The pavement showed only minor weathering and a few depressions in the surface. No cracks were found which indicates the pavement section is structurally sound.

Section GA-East3 has an area weighted PCI values of 66. The major distresses observed were longitudinal and transverse cracking, ranging from low to medium severity. Depressions were also found in several of the sample. Other distresses noted include: block cracking, weathering and raveling, and patching.

TL-East1 and TL-East2 received area weighted PCI values of 86 and 62. TL-East1, rehabilitated in 2006, showed minor weathering across the surface and a few small depressions. The older section (TL-East2) had several longitudinal and transverse cracks along with depressions, patching, weathering, and bleeding.

1.3.3.4 Northstar Aviation Apron (NSA)

The Northstar Aviation Apron is an asphalt pavement containing hangars for small aircraft. The apron was built in three separate years. NSA-2 was built in 1991. The apron was expanded to the west in 1997 (NSA-1). In 2000, the apron was expanded to the east (NSA-3). NSA-1 and NSA-2 are both in "fair" condition and NSA-3 is in "satisfactory" condition.

NSA-1 and NSA-2 have area weighted PCI values of 62 and 64, respectively. Both sections have an excessive amount of minor longitudinal cracking. Weather and raveling was observed across the entire pavement surface. Block and alligator cracking, patching, oil spillages, and polished aggregate were other noted distresses.

NSA-3 received a PCI value of 78, and is in "satisfactory" condition. This portion also contained numerous longitudinal and transverse cracking ranging from low to medium severity. Also observed were block cracking, minor depressions, weather and raveling, oil spillage, and polished aggregate.

1.4 Evaluation Results Summary

By conducting an examination of current pavement section PCI value ratings, pavement section types, traffic patterns, the original construction date, and subsequent maintenance data, the future condition of the various pavement sections can be estimated. The *MicroPAVER*™ software program examines this historical data, along with the current condition of the pavements, to create and extrapolate along the pavement condition index curve (Exhibit 1-1), in order to predict the future condition of the pavement section.

A calculated future PCI value is output by the software program for each pavement section. This data output is included herein as **Table 1-4: PCI Pavement Rating Projections**. Projected PCI ratings for both the short-term planning horizon (year 2013) and medium-term planning horizon (year 2018) have been estimated. The time period during which each pavement section is projected to fall below the critical PCI value of 56 is shaded in Table 1-5. It is important to understand that for forecast periods beyond 10 years, the future PCI projections become less accurate since the PCI deterioration curve is typically nonlinear. Therefore, inspection of the pavements on a periodic basis (every 3 years, at a minimum) would greatly assist the MSO staff in projecting pavement conditions and programming the required rehabilitation strategies.

1.5 Recommended Capital Improvement Program (CIP)

This section summarizes the results of the previous sections by establishing a CIP to maintain and improve the MSO airfield pavements. The program was developed after analyzing the remaining structural life to determine the future time period at which each pavement section will require rehabilitation, either in terms of functional or structural needs. Functional improvements include those necessary to cost-effectively extend the pavement life and to correct surface deformations, thus limiting the probability of damage to aircraft due to foreign object debris (FOD). Structural rehabilitation alternatives include those options that improve the structural carrying capacity of the pavement section which, if not performed, will result in failure of the pavement section within a short time period under the projected aircraft loading.

Structural failure of the pavements is of primary concern and must be addressed before evaluating the need for functional improvements. However, it is important to note that functional improvements are also required to cost-effectively maintain the pavements, because performing recommended maintenance is the only way to prevent premature failure of the pavement section.

Estimated construction costs for the recommended rehabilitation and reconstruction of the various airfield pavements are summarized in **Table 1-5: Short Term CIP Cost Estimate (0 to 5 Year Horizon)** and **Table 1-6: Medium Term CIP Cost Estimate (6 to 10 Year Horizon)**. The cost estimates do not account for engineering or construction management costs. The estimates outline costs for rehabilitation of the pavement sections in their current layout only, and do not account for associated electrical, storm drainage, utility relocation, pavement marking or any unforeseen/additional costs.

The following discussion outlines the anticipated methods for performing "maintenance," "rehabilitation," and "reconstruction" of the various airfield pavements at MSO. These are general recommendations and are used for discussion and general cost estimating purposes only. The specific needs of each pavement section should be established prior to commencing with any rehabilitation or reconstruction projects. A detailed geotechnical analysis, topographical survey, pavement design, and current/projected aircraft traffic analysis should be completed prior to commencing with construction.

Maintenance

Asphalt Surfaced Pavements: This work shall consist of crack repair, crack sealing, application of an asphalt pavement surface sealer, and new pavement marking.

Porous Friction Course Surfaced Asphalt Pavements: This work shall consist of application of a PFC rejuvenator and sealer.

PCCP: This work shall consist of minor joint sealant repairs/replacement and edge/corner joint repairs.

Rehabilitation

Asphalt Surfaced Pavements: This work shall consist of cold-milling of the pavement surface, crack repair, crack sealing, paving of a new asphalt surface course, and new pavement marking.

Porous Friction Course Surfaced Asphalt Pavements: This work shall consist of removal of the PFC overlay, cold-milling of the underlying asphalt pavement surface, paving of a new asphalt surface course, and pavement marking.

PCCP: This work shall consist of major joint sealant repairs/replacement, edge/corner joint repairs, and crack repair.

Reconstruction

Asphalt Surfaced Pavements: This work shall consist of full-depth removal of the pavement section, subgrade compaction, construction of new base material, and paving of a new asphalt bottom and surface course.

Porous Friction Course Surfaced Asphalt Pavements: This work shall consist of full-depth removal of the pavement section, subgrade compaction, construction of new base material, and paving of a new asphalt bottom and surface course.

PCCP: This work shall consist of full-depth removal of failed slabs, subgrade compaction, construction of new base material, and paving of new PCCP panels.

Asphalt pavements, in general, are less expensive to construct, although prices are increasing each year. They also are easier and cheaper to maintain. The pavement can be repeatedly rehabilitated without reconstruction if properly maintained. PCCP is more expensive to build. However, it has a life span of 50 years. Quality PCCP needs little repair work and should last 50 years with only minor repairs such as joint sealant replacement to maintain the quality.

1.5.1 Runway Pavements

1.5.1.1 Runway 11/29

PCI values for the Runway 11/29 pavement sections are currently in the upper 80 range. The PCI values are projected to fall to the mid-70s by 2013 and the mid to low-60s by 2018.

The runway is in excellent condition due to the recent rehabilitation in 2007. No repair work is scheduled in the current MSO Capital Improvement Program (2009-2014). The runway should remain in satisfactory condition, as long as recommended maintenance is performed.

1.5.1.2 Runway 07/25

PCI values for Runway 7/25 pavement sections currently range from 49 to 71 with projections to fall between 27 and 66 by 2013 and as low 3 to 61 by 2017.

Portions of the runway have been repaired over an extended period of time. Rehabilitation is essential within short-term airport improvement plan in order to avoid even more expensive repairs. Complete reconstruction will be necessary if the runway is not repaired within the next five years.

Rehabilitation of Runway 7/25 is included in the six-year (2009 - 2014) MSO Capital Improvement Program.

1.5.2 Taxiway Pavements

1.5.2.1 Taxiway A

PCI values for Taxiway A are in the 60s range, with the exception of A-Mid3 which is in the mid 80s. The older sections of Taxiway A (A-West, A-Mid1, A-Mid2, and A-East) are projected to fall to the mid 40s by 2013 and to upper 20s to low 30s by 2018. PCI values for A-Mid3 will drop to mid 70s in 2013 and to upper 50s by 2018.

A-West, A-Mid1, A-Mid2, and A-East need to be rehabilitated within the next five years as the surface is extremely weathered. The pavement section is structurally sound, and delaying rehabilitation will impact the structural capacity of the pavement and increase construction costs. A-Mid3 is in satisfactory condition and will only require maintenance.

Rehabilitation of A-West, A-Mid1, A-Mid2, and A-East is included in the six-year (2009 - 2014) MSO Capital Improvement Program.

1.5.2.2 Taxiways A-1 and A-4

PCI values for Taxiways A-1 and A-4 currently fall in the upper 80s and mid 90s range with projections to fall to the mid 70s and low 80s by 2013 and to the upper 50s and mid 60s by 2018.

Taxiways A-1 and A-4 were both part of the 2007 rehabilitation and remain in excellent condition. A few minor longitudinal cracks appeared on Taxiway A-1. These will require maintenance in order to maintain the high PCI values.

The current MSO Capital Improvement Program (2009 - 2014) has rehabilitation for Taxiway A and connectors in the scheduled, but Taxiway A-1 and A-4 will not need to be included. Both are in excellent condition and as long as the maintenance is upheld, the taxiways will remain in good condition.

1.5.2.3 Taxiway A-2

PCI values for Taxiways A-2 currently fall in the low-70 range, with projections to fall to the low-60s by 2013 and mid-50s by 2018.

The pavement does not exhibit any structural failures. However, there are six depressions in the pavement. These depressions are due to oversized aircraft being parked on the taxiway for an air show which has weakened the underlying base material. These depressions cause ponding during rainstorms, creating a hazard for aircraft. Also, these depressions affect the ride quality of aircraft. The taxiway will need maintenance work to remove these depressions within the next five years. Over the next ten years the taxiway should be rehabilitated.

The current MSO Capital Improvement Program (2009 - 2014) includes Taxiway A-2 in the rehabilitation project of Taxiway A.

1.5.2.4 Taxiway A-3

PCI values for Taxiway A-3 are currently in the low to mid-60 range, with projections to fall to the upper-50 range by 2013 and upper-40 range by 2018. The taxiway is divided into two sections, A-3a and A-3b.

Section A-3a, between Runway 11/29 and Taxiway A, is in fair condition and will need to be rehabilitated in the short-term airport improvement plan. Section A-3b, connecting Taxiway A to both Runway 7/25 and Northstar Aviation Apron, was originally constructed with a porous friction surface course. The PFC was milled shortly after construction leaving an extremely rough and uneven surface which has affected the resulting PCI values for Taxiway A-3. The surface is in poor condition due to the milling. This portion will fail faster than A-3a because of the poorly constructed PFC milling operation. Rehabilitation is essential in order to maintain the taxiway surface integrity. Reconstruction will be necessary for the north portion of the taxiway if the recommended rehabilitation is not performed within the next five years.

Rehabilitation of both the southern and northern portion of Taxiway A-3 is included in the six-year (2009 - 2014) MSO Capital Improvement Program; the southern portion of the taxiway will be completed during the Taxiway A rehabilitation project.

1.5.2.5 Taxiways A-5 and A-6

PCI values for Taxiways A-5 and A-6 currently fall in the high-60s, with projections to fall to the low-50s by 2013 and the mid-30s by 2018.

These two taxiways are currently in fair condition and maintenance over the next five years should keep them in fair condition. Rehabilitation will be necessary over the next ten years to prevent any structural failure.

The current MSO Capital Improvement Program (2009 - 2014) includes Taxiways A-5 and A-6 in the rehabilitation project of Taxiway A.

1.5.2.6 Taxiway D

PCI values for Taxiway D are currently in the low-70s range, with projections to fall to the low-40s by 2013 and between 10 and 15 by 2018.

Taxiway D does not show any signs of structural failure. However the top layer of PFC was milled and removed, which exposed low to medium weathering across the entire existing asphalt surface. Rehabilitation within the next five years will be necessary for the taxiway in order to avoid reconstruction in the long term horizon.

Rehabilitation of Taxiway D is included in the six-year (2009 – 2014) MSO Capital Improvement Program.

1.5.2.7 Taxiway E

PCI values for Taxiway E are currently at 33 with projections to fall to 21 by 2013 and 10 by 2018.

This highly used taxiway has been subjected to a significant amount of traffic, and therefore has worn out faster than the less trafficked taxiways. Longitudinal and block cracks were

prevalent on the entire taxiway and rutting from the aircraft tires has developed. This taxiway is the main taxiway used by aircraft, therefore a full reconstruction should be considered to rebuild the pavement structure. Rehabilitation would only be a temporary fix, as this taxiway is extremely distressed.

Rehabilitation of Taxiway E is included in the six-year (2009 – 2014) MSO Capital Improvement Program.

1.5.2.8 Taxiway F

The PCI value for Taxiway F is currently at 69, with projections to fall to 54 by 2013 and 39 by 2018.

Taxiway F currently has a "fair" pavement surface rating. This taxiway connects Taxiway A to the terminal apron and therefore is used frequently. The taxiway does not appear to have any structural failure; the only major distresses noted were weathering and raveling. Over the next five years, maintenance will be required. Over the next 10 years rehabilitation is recommended to prevent any structural failure from developing.

There is no current work scheduled to be done on Taxiway F on the current MSO Capital Improvement Program (2009 - 2014).

1.5.2.9 Taxiway G

PCI values for Taxiway G are currently in the upper-50 range and the upper-70 range with projections to fall to the low-50 and upper-40 range by 2013 and to the upper-40 range and low-20 range by 2018. Taxiway G is divided into three sections: G-a, G-b, and G-c.

G-a and G-b, located between Runway 7/25, Runway 11/29, up to Taxiway A, are currently in fair condition. However, these two sections do not receive a significant amount of aircraft traffic. Therefore, the cracks in these sections can be maintained with crack seal.

Section G-c, between Taxiway A and General Aviation Apron-West, receives a significant amount of aircraft traffic. This has affected the pavement structure and weakened it much faster than the other portions. This section needs attention in the short-term planning for airport maintenance.

Rehabilitation of the northern portion of Taxiway G is included in the six-year (2009 – 2014) MSO Capital Improvement Program.

1.5.3 Apron Pavements

1.5.3.1 General Aviation Apron-West (GA-West)

The asphalt surfaced apron areas in General Aviation Apron–West currently have PCI values that range from the 60 to upper-80 range with projections to fall between 50 and mid-70 range by 2013 and between 20 and mid-50 range by 2018.

Overall, the apron is in good condition. GA-West1 and both taxilanes are in satisfactory condition and will need maintenance over the short-term planning for the airport improvement program. GA-West2 is in excellent condition and will also need to undergo regular maintenance to maintain its high PCI value. GA-West3 and GA-West 4 are both in fair condition. These two sections were not included in the 2004 rehabilitation project. These

two sections will need to be rehabilitated within the next five years or completely reconstructed within the next ten years. The Airborne Apron is in the worst condition and has not been rehabilitated since its original construction in the late 1960s. This apron is rarely used and is scheduled to be completely removed during the landside parking and roadway project. Over the medium-term improvement program, GA-West1 and TL-West will need to be rehabilitated.

GA-West 4 will be removed during the construction of the Snow Removal Equipment Building. GA-West3 and Airborne Apron will both be completely removed during the access road and parking expansion project in the six year (2009-2014) MSO Capital Improvement Program.

1.5.3.2 Air Carrier Apron (ACA)

The central Air Carrier Apron pavements consist of PCCP and have PCI values in 50 to 60 range, with projections to fall between 20 and 40 by 2013 and failure by 2018.

The Air Carrier Apron is currently in fair condition but will deteriorate quickly due to the poor aggregate used in the 2001-2002 construction. The aggregate popouts weaken the pavement section causing an excessive amount of FOD. This apron will need maintenance and rehabilitation in the short-term planning. Rehabilitation can slow the deterioration of the pavement caused by the popouts.

Two sections on either side of the terminal building have not been repaired since 1978. These sections have failed and are in need of full-depth reconstruction, if aircraft are to safely utilize these pavements.

A new deicing apron is under construction on the Air Carrier Apron and therefore will have a PCI value between 95 and 100.

Rehabilitation is scheduled for this apron in the current MSO Capital Improvement Program (2009 – 2014).

1.5.3.3 General Aviation Apron-East (GA-East)

General Aviation Apron-East has PCI values in the upper-60 range to the low-80 range with predictions to fall into the 60s by 2013 and to the high-50 range by 2018.

The GA-East1, GA-East2, and the taxilane were rehabilitated in 2006 and are in satisfactory condition. The sections will need maintenance throughout the next ten years in order to keep the pavement structure in good condition.

GA-East3 has not been rehabilitated since its original construction date. The section is in fair condition and needs to be rehabilitated within the next ten years. Rehabilitation of this section is included in the six-year (2009 – 2014) MSO Capital Improvement Program.

1.5.3.4 Northstar Aviation Apron (NSA)

Northstar Aviation Apron has PCI values in the low 60 range to the upper 70 range with predictions to fall into the upper 40 to mid 60 ranges by 2013 and low 30 to low 50 ranges by 2018.

NSA-1 was built in 1997 and is in fair condition with a PCI value of 64. There are many longitudinal and transverse cracks across most of the pavement section. This portion will need to be rehabilitated within the short term Capital Improvement Program. Other distresses include weathering, raveling, polished aggregate, depressions, and block cracking.

NSA-2 received a PCI value of 62. There are also many cracks in this section, however they are less severe than those found in NSA-1. Other than general maintenance, NSA-2 does not need immediate attention, however it will need to be rehabilitated within the 6 to 10 year time frame.

NSA-3 is the most recent addition to the Northstar Aviation Apron, built in 2000. This section has a PCI value of 78. Longitudinal, transverse, and block cracking, and weathering and raveling were some of the main distresses noted in the field survey. However, these distresses were generally low severity and the pavement appeared to be in satisfactory condition. Rehabilitation will not be necessary for this section over the next ten years, however routine maintenance will need to be upheld.

Construction on a portion of NSA-1 is included in the six-year (2009 – 2014) MSO Capital Improvement Program.

1.5.4 Short Term and Medium Term Capital Improvement Programs

Exhibit 1-5: Short Term (0 to 5 year) Capital Improvement Program and **Exhibit 1-6: Medium (6-10 year) Capital Improvement Program** (Appendix D-7) outline the recommended short-term and medium-term development projects for the various pavements at MSO. Routine maintenance work has not been outlined on the exhibits or cost estimates, as this work should be performed on a routine basis as part of any airfield Pavement Management System.

TABLE 1-4
PCI Pavement Rating Projections

Network ID	Branch ID	Section ID	PCI 2008	PCI 2013	PCI 2018
MSO	RW 11/29	R1-1a	72	57	42
MSO	RW 11/29	R1-1b	100	85	70
MSO	RW 11/29	R1-2	63	48	33
MSO	RW 11/29	r1-3	93	78	66
MSO	RW 11/29	R1-4	90	75	60
MSO	RW 7/25	R2-1	57	48	34
MSO	RW 7/25	R2-2	71	66	61
MSO	RW 7/25	R2-3	51	37	22
MSO	RW 7/25	R2-4	51	27	3
MSO	RW 7/25	R2-5	49	38	28
MSO	RW 7/25	R2-6	71	43	15
MSO	GA-West	GA-West1	78	52	25
MSO	GA-West	GA West2	88	74	59
MSO	GA-West	GA West3	62	17	0
MSO	GA-West	GA West4	69	63	50
MSO	ABA	ABA	36	28	20
MSO	ACA	ACA-1	8	0	0
MSO	ACA	ACA-2	66	38	11
MSO	ACA	ACA-3	56	25	0
MSO	ACA	ACA-4	68	46	23
MSO	ACA	ACA-5	67	44	21
MSO	ACA	ACA-6	63	33	3
MSO	ACA	ACA-7	57	22	0
MSO	ACA	ACA-8	57	22	0
MSO	ACA	ACA-9	58	22	0
MSO	ACA	ACA-10	40	30	20
MSO	GA-East	GA East1	81	66	57
MSO	GA-East	GA East2	85	70	55
MSO	GA-East	GA East3	66	59	52
MSO	NSA	NSA-1	64	48	32
MSO	NSA	NSA-2	62	51	40
MSO	NSA	NSA-3	78	65	51

TABLE 1-4
PCI Pavement Rating Projections

Network ID	Branch ID	Section ID	PCI 2008	PCI 2013	PCI 2018
MSO	TWA East	A-East	61	48	35
MSO	TWA West	A-1	89	74	59
MSO	TWA East	A-2	72	63	54
MSO	TWA East	A-3a	68	57	47
MSO	TWA East	A-3b	63	27	0
MSO	TWA East	A-4	96	81	66
MSO	TWA Mid	TWA Mid1	59	42	25
MSO	TWA Mid	TWA Mid 2	61	45	29
MSO	TWA Mid	TWA Mid 3	86	64	42
MSO	TWA West	A-West	63	45	27
MSO	TWA West	A6	66	49	33
MSO	TWA West	A5	68	52	37
MSO	TWD	D	70	41	12
MSO	TWE	E	33	21	10
MSO	TWF	F	69	54	39
MSO	TWG	G-a	57	50	44
MSO	TWG	G-b	61	55	49
MSO	TWG	G-c	77	49	22
MSO	TL East	TL East1	86	71	56
MSO	TL East	TL East2	62	54	46
MSO	TL West	TL West	79	54	29

Note: The shaded cells represent the time period during which each pavement section is projected to fall below the critical PCI value of 56

Source: *MicroPAVER*™ software program.
Prepared by: CH2M HILL

1.6 Summary and Conclusions

The objective of this report is to provide recommendations pertaining to future rehabilitation and reconstruction needs based on a field investigation of the pavement surfaces conducted in September 2008. Pavement Condition Index (PCI) ratings were assigned to the designated pavement sections and projections of their future conditions were extrapolated. The current and future pavement conditions were then used to identify the recommended short-term (0 to 5 years) and medium-term (6 to 10 years) rehabilitation and reconstruction needs of the airfield pavements as part of a Capital Improvement Program (CIP) for MSO.

Overall, the airside pavements at MSO are in "good" condition and require only routine maintenance on a regular basis to maintain their structural integrity and reduce the concern of FOD affecting the safety of aircraft while taxiing on the airfield pavement surfaces. Major areas of concern on the airfield include Runway 7/25, Taxiway E, section ACA-1 and ACA-10 of Air Carrier Apron, and the Airborne Apron. All of these pavements are exhibiting signs of severe distress which will result in pavement section failure and FOD concerns in the short-term planning horizon (0 to 5 years). Rehabilitation/reconstruction of these pavements, as outlined in Section 1.5 of this report, is recommended.

Estimated construction costs for the recommended rehabilitation and reconstruction of the various airfield pavements are summarized in Table 1-5 and Table 1-6.

Consideration of available funds in the upcoming fiscal years, as compared to priority rating of the various airfield pavements, should be given when determining the specific future airfield pavement improvement projects. MSO management and operations staff should assess the condition of the pavements on a routine basis and direct funding to critical areas on the airfield. This report should be used as a tool to help identify those critical areas, along with the judgment of the MSO staff, tenants, and users.

TABLE 1-5

Short-Term CIP Cost Estimate (0 to 5 Year Horizon)*

Pavement	Improvement Recommendation	Unit Cost ($)	Quantity (SY)	Cost ($)	Contingency (%)	Total Cost ($)**
Runway 7/25	Rehabilitation	35.00	40,000	1,400,000.00	25	1,750,000.00
Taxiway A East and West	Rehabilitation	35.00	23,500	822,500.00	25	1,028,125.00
Taxiway A-3	Rehabilitation	35.00	24,700	864,500.00	25	1,080,625.00
Taxiway D	Rehabilitation	35.00	3,500	122,500.00	25	153,125.00
Taxiway E	Rehabilitation	35.00	5,800	203,000.00	25	253,750.00
Taxiway G (TWG-c)	Rehabilitation	35.00	10,400	364,000.00	25	455,000.00
GA-West (GA-West3 and 4)	Rehabilitation	35.00	19,400	679,000.00	25	848,750.00
Air Carrier Apron	Rehabilitation	35.00	62,200	2,177,000.00	25	2,721,250.00
Air Carrier Apron (ACA-1 and 10)	Reconstruction	60.00	7,100	426,000.00	25	532,500.00
Total Short-Term CIP Cost						$ 8,823,125.00

Notes:
*Estimate is provided in 2008 dollars with no consideration given for engineering and other administrative costs.
**Costs include construction cost only, and assumes no electrical, no escalation, no design fees, or construction management costs, etc.
Prepared by: CH2M HILL

TABLE 1-6

Medium-Term CIP Cost Estimate (6 to 10 Year Horizon)*

Pavement	Improvement Recommendation	Unit Cost ($)	Quantity (SY)	Cost ($)	Contingency (%)	Total Cost** ($)
Taxiway A Middle (A-Mid3)	Rehabilitation	35.00	11,800	413,000.00	25	516,250.00
Taxiway A-2	Rehabilitation	35.00	5,300	185,500.00	25	231,875.00
Taxiway A-5	Rehabilitation	35.00	5,400	189,000.00	25	236,250.00
Taxiway A-6	Rehabilitation	35.00	5,300	185,500.00	25	231,875.00
Taxiway F	Rehabilitation	35.00	16,000	560,000.00	25	700,000.00
GA-East Apron (GA-East3)	Rehabilitation	35.00	7,100	248,500.00	25	310,625.00
GA-West Apron (GA-West1)	Rehabilitation	35.00	11,000	385,000.00	25	481,250.00
TL-West	Rehabilitation	35.00	12,100	423,500.00	25	529,375.00
Northstar Aviation Apron (NSA-2)	Rehabilitation	35.00	16,200	567,000.00	25	708,750.00
Total Medium-Term CIP Cost						$ 3,430,000.00

Notes:
*Estimate is provided in 2008 dollars with no consideration given for engineering and other administrative costs.
**Costs include construction cost only, and assumes no electrical, no escalation, no design fees, or construction management costs, etc.
Prepared by: CH2M HILL

Appendix D1

Pavement Section Properties Table

TABLE 1-7

Pavement Section Properties

SECTION	SOIL CLASS	SUBGRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD SINGLE	DUAL	DUAL TAN.
Runway 11/29									
R1-1	CL	CBR 20	18“ P-208	8” P-200	3/4“ P-402 3” P-400				
R1-2	CL	CBR 20	18“ P-209	8” P-201	3/4“ P-402 3” P-401	1” P-402 (2007) 4” P-401 (2007)	90	210	300
R1-3	CL	CBR 20	18“ P-209	8” P-201	2 1/2“ P-401 3/4” P-402 3“ P-401	2 1/2“ P-401 (2007)	90	210	300
R1-4	CL	CBR 20	18” P-209	4“ P-209 4” P-201	2 1/2“ P-401 3/4” P-402 3“ P-401	2 1/2“ P-402 (2007)	90	210	300
R1-5	CL	CBR 20		10” P-209	2 1/2“ P-401 3/4” P-402 3“ P-401 12” P-201	2 1/2” P-403 (2007)	90	210	300
Runway 7/25									
R2-1	CL	CBR 20		10“ P-209	2” P-401	2“ P-401 (1984) 2” P-401 (1984)	30	35	---
R2-2	CL	CBR 20		10“ P-210	2” P-402		30	35	---
R2-3	CL	CBR 20	12“ P-154	9” P-209	3“ P-401	2”-6“ P-401 (1991) 2”-11“ P-401 (1991)	60	75	110
R2-4	CL	CBR 20		15” P-201	4“ P-401	2”-4“ P-401 (1998)	70	85	130

TABLE 1-7

Pavement Section Properties

SECTION	SOIL CLASS	SUBGRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD SINGLE	DUAL	DUAL TAN.
R2-5	CL	CBR 20		10” P-209	2“ P-401	2-4” P-401 (1984) 2“ P-401 (1984) 2” P-401 5“ P-209	55	70	---
R2-6	CL	CBR 20		10” P-210	2“ P-402	2”-6“ P-401 (2003) 2”-11“ P-401 (2003)	55	70	---
Taxiway A(East), A1, A2, A3									
A-1	24” SELECT SUBGRADE GW	CBR 20		12“ P-201 3” P-209	1“ P-402 4” P-401	2 1/2” P-401 (2007)	75	200	275
A-2	24“ SELECT SUBGRADE GW	CBR 20		12” P-201 3“ P-209	1” P-402 (1993) 4“ P-401 (1993)		75	200	275
A-3a	24” SELECT SUBGRADE GW	CBR 20		12“ P-201 3” P-209	1“ P-402 (1993) 4” P-401 (1993)		75	200	275
A-3b	24“ SELECT SUBGRADE GW	CBR 20		12” P-201 3“ P-209	1” P-402 (1993) 4“ P-401 (1993)	3/4” P-402 (2003) 2 1/2“ P-401 (2003)	75	200	275
A-East	24” SELECT SUBGRADE GW	CBR 20		12“ P-201 3” P-209	1“ P-402 (1993) 4” P-401 (1993)		75	200	275
Taxiway A (Center), A4									
A-4a	CL	CBR 20		15“ P-201	3/4” P-402 4“ P-401	2 1/2” P-401 (2007)	75	175	400
A-4b	CL	CBR 20	24” P-154	3“ P-209	1” P-402 16“P-401	2 1/2” P-401 (2007)	75	175	400

TABLE 1-7

Pavement Section Properties

SECTION	SOIL CLASS	SUBGRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD SINGLE	DUAL	DUAL TAN.
A-Mid1	CL	CBR 20	24" P-154	3" P-209	1" P-402 16"P-401	3/4" P-402 (1996) 2-4" P-401 (1996)	75	175	400
A-Mid2	CL	CBR 20		15" P-201	3/4" P-402 4" P-401	1" P-402 (1996) 10" P-401 (1996)	75	175	400
A-Mid3	CL	CBR 20		15" P-201	4" P-401	1" P-402 (1996) 10" P-401 (1996)	75	175	400
Taxiway A (West), A5, A6									
A-5	24" SELECT SUBGRADE GW	CBR 20		15" P-201	1" P-402 4" P-401	3/4" P-402 (2008) 2 1/2" P-401 (2008)	75	200	275
A-6	24" SELECT SUBGRADE GW	CBR 20		15" P-201	1" P-402 4" P-401	3/4" P-402 (2008) 2 1/2" P-401 (2008)	75	200	275
A-West	24" SELECT SUBGRADE GW	CBR 20		15" P-201	1" P-402 4" P-401	3/4" P-402 (2008) 2 1/2" P-401 (2008)	75	200	275
Taxiway G									
G-a	CL	CBR 20		6" P-201	4" P-401	5" P-401 (1975)	<12.5	---	---
G-b	CL	CBR 20		8" P-201	4" P-401	5" P-401 (1975)	45	55	100
G-c	CL	CBR 20		8" P-201	4" P-401 5" P-401 (1975)	1" P-402 (2004) 2-4" P-401 (2004)	45	55	100
Taxiway F									
F	24" SELECT SUBGRADE GW	CBR 20		12" P-201 3" P-209	1" P-402 4" P-401	3/4" P-402 (2004) 2 1/2" P-401 (2004)	75	200	275

TABLE 1-7

Pavement Section Properties

SECTION	SOIL CLASS	SUBGRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD SINGLE	DUAL	DUAL TAN.
Taxiway E									
E	CL	CBR 20		15“ P-201	4” P-401	1“ P-402 (1998) 10” P-401 (1998)	60	75	110
Taxiway D									
D	24“ SELECT SUBGRADE GW	CBR 20		12” P-201 3“ P-209	1” P-402 (2003) 4“ P-401 (2003)		75	200	275
Taxilanes									
TL-West	CL	CBR 20		13” P-201	2“ P-401	2” P-401 (2004)	40	50	---
TL-East1	CL	CBR 20		9“ P-201	3” P-401 (1984)	2“ P-401 (2006)	24	30	---
TL-East2	CL	CBR 20		9” P-201	3“ P-401 (1984)		24	30	---
Northstar Aviation Apron									
NSA-1	CL	CBR 20				(1997)			
NSA-2	CL	CBR 20	12” P-154	4“ P-209	6” P-401	(1991)	32.5	45	---
NSA-3	CL	CBR 20				(2000)			
General Aviation Apron East									
GA-East1	CL	CBR 20		12“ P-209	2” P-401 (1984)	2“ P-401 (2006)	12.5	---	---
GA-East2	CL	CBR 20		9” P-201	3“ P-401 (1984)	2” P-401 (2006)	24	30	---
GA-East-3	CL	CBR 20		6“ P-201	3” P-401 (1984)	(2000)	18	---	---

TABLE 1-7

Pavement Section Properties

SECTION	SOIL CLASS	SUBGRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD SINGLE	DUAL	DUAL TAN.
Air Carrier Apron									
ACA-1	CL	CBR 20		4“ P-201	14” P-501 (1978)		75	165	270
ACA-2	CL	CBR 20		9“ P-201	10” P-501	2-4“ P-501 (2002)	75	85	180
ACA-3	CL	CBR 20		8” P-201	11“ P-501	2-4” P-501 (2001)	75	110	200
ACA-4	CL	CBR 20		14“ P-201	10” P-501	2-4“ P-501 (2001)	75	100	200
ACA-5	CL	CBR 20		9” P-201	10“ P-501	2-4” P-501 (2001)	75	85	180
ACA-6	CL	CBR 20		14“ P-201	10” P-501	2-4“ P-501 (2002)	75	100	200
ACA-7	CL	CBR 20		9” P-201	10“ P-501	2-4” P-501 (2002)	75	85	180
ACA-8	CL	CBR 20		4“ P-201	14” P-501	2-4“ P-501 (2002)	75	165	270
ACA-9	CL	CBR 20	18” P-154	12“ P-305	14” P-501	2-4“ P-501 (2002)	75	190	425
ACA-10	CL	CBR 20		4” P-201	14“ P-501 (1978)		75	165	270

TABLE 1-7

Pavement Section Properties

SECTION	SOIL CLASS	SUBGRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD SINGLE	DUAL	DUAL TAN.
General Aviation Apron West									
GA-West1	CL	CBR 20		6" P-201		2-4" P-401 (2004)	<12.5	---	---
GA-West2	CL	CBR 20		12" P-209	3" P-401 2" P-401	2-4" P-401 (2004)	25	30	---
GA-West 3	CL	CBR 20		12" P-209	3" P-401 2" P-401	2-4" P-401 (2004)	35	50	---
GA-West4	CL	CBR 20	12" P-154	6" P-201	3" P-401 (1984)		35	50	---
ABA	CL	CBR 20	12" P-154	6" P-201	3" P-401 (1968)		35	50	---

P-154 - Subbase Course
P-201 - Bituminous Base Course
P-209 - Crushed Aggregate Base Course
P-401 - Plant Mix Bituminous Pavement (Asphalt)
P-402 - Porous Friction Course
P-501 - Portland Cement Concrete Pavement

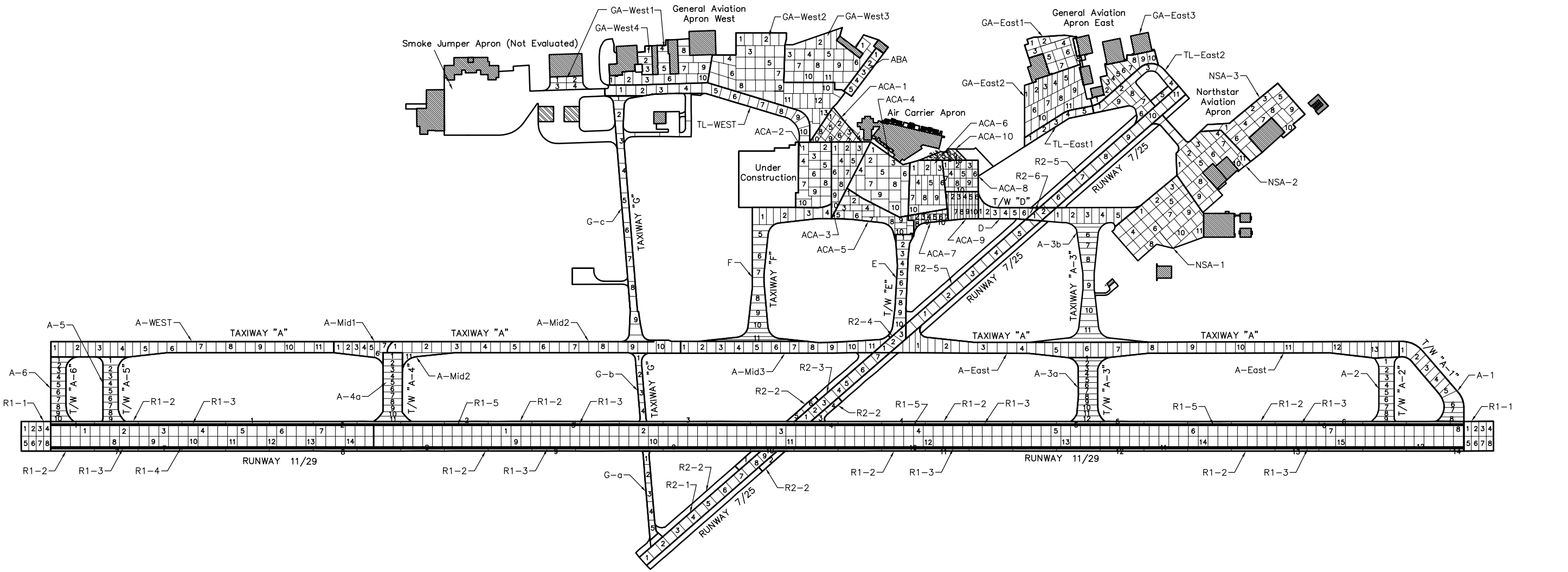
Note: Years indicate year construction was done, only listed for known projects

Source: MSO PCI Study 1999, MSO Airport Staff

Prepared by: CH2M HILL

Appendix D2

Pavement Sample Designations



CH2MHILL	MISSOULA INTERNATIONAL AIRPORT	APPENDIX D: AIRFIELD PAVEMENT CONDITION EVALUATION	EXHIBIT 1-2 - SAMPLE DESIGNATION LOCATIONS, OCTOBER 2008

Appendix D3

MicroPAVER™ Branch Condition Report

Branch Condition Report

Pavement Database: NetworkID: MSO

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
ABA (Air Born Apron)	1	500.00	50.00	25,000.00	APRON	36.00	0.00	36.00
ACA (Air Carrier Apron)	10	3,601.00	203.40	619,567.00	APRON	54.00	17.15	58.40
GA-East (General Aviation Apron East)	3	1,250.00	229.00	253,063.00	APRON	77.33	8.18	79.19
GA-West ()	4	2,560.00	225.00	523,026.00	APRON	74.25	9.76	78.88
NSA (North Star Aviation Apron)	3	1,510.00	301.67	455,984.00	APRON	68.00	7.12	67.10
RW11-29 (Runway 11/29)	6	48,900.00	125.67	3,698,000.00	RUNWAY	84.50	12.79	87.00
RW7-25 (Ruway 7/25)	6	9,219.00	74.00	695,183.00	RUNWAY	58.33	9.29	61.83
TL-East (Taxilane East)	2	1,180.00	160.00	105,666.00	TAXIWAY	74.00	12.00	67.90
TL-West (Taxilane West)	1	1,550.00	72.00	109,695.00	TAXIWAY	79.00	0.00	79.00
TWA-East (Taxiway A-East, 1, 2, 3a, 3b)	5	6,060.00	101.00	634,732.00	TAXIWAY	70.60	9.97	66.30
TWA-Mid (Taxiway A-Mid1, 2, 3, A-4a,b)	4	4,072.00	82.00	327,874.00	TAXIWAY	75.50	15.91	72.13
TWA-West (Taxiway A West, A-5, A-6)	3	2,767.00	91.67	255,973.00	TAXIWAY	65.67	2.05	64.50
TWD (Taxiway D)	1	325.00	75.00	30,978.00	TAXIWAY	70.00	0.00	70.00
TWE (Taxiway E)	1	500.00	70.00	39,077.00	TAXIWAY	33.00	0.00	33.00
TWF (Taxiway F)	1	1,500.00	100.00	145,303.00	TAXIWAY	69.00	0.00	69.00
TWG (Taxiway G)	3	2,835.00	43.33	163,726.00	TAXIWAY	65.00	8.64	72.17

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	21	1,876,640.00	62.33	17.46	68.73
RUNWAY	12	4,393,183.00	71.42	17.21	83.02
TAXIWAY	21	1,813,024.00	68.86	13.35	68.05
All	54	8,082,847.00	66.89	16.36	76.34

Appendix D4

MicroPAVER™ Section Condition Report

Section Condition Report

Pavement Database: *NetworkID: MSO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
ABA (Air Born Apron)	ABA	09/09/1968	AC	APRON	P	0	25,000.00	09/08/2008	40	36.00
ACA (Air Carrier Apron)	ACA-1	06/30/1978	PCC	APRON	P	0	47,927.00	09/02/2008	30	8.00
ACA (Air Carrier Apron)	ACA-10	06/30/1978	PCC	APRON	P	0	15,953.00	09/09/2008	30	40.00
ACA (Air Carrier Apron)	ACA-2	06/30/2002	PCC	APRON	P	0	98,182.00	09/09/2008	6	66.00
ACA (Air Carrier Apron)	ACA-3	06/30/2001	PCC	APRON	P	0	67,519.00	09/09/2008	7	56.00
ACA (Air Carrier Apron)	ACA-4	06/30/2001	PCC	APRON	P	0	130,922.00	09/09/2008	7	68.00
ACA (Air Carrier Apron)	ACA-5	06/30/2001	PCC	APRON	P	0	69,185.00	09/09/2008	7	67.00
ACA (Air Carrier Apron)	ACA-6	06/30/2002	PCC	APRON	P	0	83,299.00	09/09/2008	6	63.00
ACA (Air Carrier Apron)	ACA-7	06/30/2002	PCC	APRON	P	0	18,690.00	09/09/2008	6	57.00
ACA (Air Carrier Apron)	ACA-8	06/30/2002	PCC	APRON	P	0	48,465.00	09/09/2008	6	57.00
ACA (Air Carrier Apron)	ACA-9	06/30/2002	PCC	APRON	P	0	39,425.00	09/09/2008	6	58.00
GA-East (General Aviation Apron East)	GA-East1	06/30/2006	AC	APRON	P	0	64,023.00	09/09/2008	2	81.00
GA-East (General Aviation Apron East)	GA-East2	06/30/2006	AC	APRON	P	0	125,192.00	09/09/2008	2	85.00
GA-East (General Aviation Apron East)	GA-East3	06/30/1984	AC	APRON	P	0	63,848.00	09/09/2008	24	66.00
GA-West ()	GA-West1	06/30/2004	AC	APRON	P	0	111,881.00	09/09/2008	4	78.00
GA-West ()	GA-West2	06/30/2004	AC	APRON	P	0	266,704.00	09/09/2008	4	88.00
GA-West ()	GA-West3	06/30/2004	AC	APRON	P	0	129,441.00	09/09/2008	4	62.00
GA-West ()	GA-West4	06/30/1980	AC	APRON	P	0	15,000.00	09/08/2008	28	69.00
NSA (North Star Aviation Apron)	NSA-1	06/30/1997	AC	APRON	P	0	191,483.00	09/09/2008	11	64.00
NSA (North Star Aviation Apron)	NSA-2	06/30/1991	AC	APRON	P	0	143,000.00	09/09/2008	17	62.00
NSA (North Star Aviation Apron)	NSA-3	06/30/2000	AC	APRON	P	0	121,501.00	09/09/2008	8	78.00
RW11-29 (Runway 11/29)	R1-1a	06/30/2007	AC	RUNWAY	P	0	40,000.00	09/02/2008	1	72.00
RW11-29 (Runway 11/29)	R1-1b	06/30/2007	AC	RUNWAY	P	0	40,000.00	09/09/2008	1	100.00
RW11-29 (Runway 11/29)	R1-2	06/30/2007	AC	RUNWAY	P	0	342,000.00	09/09/2008	1	63.00
RW11-29 (Runway 11/29)	R1-3	06/30/2007	AC	RUNWAY	P	0	351,000.00	09/09/2008	1	93.00
RW11-29 (Runway 11/29)	R1-4	06/30/2007	AC	RUNWAY	P	0	325,500.00	09/09/2008	1	90.00

Section Condition Report

Pavement Database: *NetworkID: MSO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW11-29 (Runway 11/29)	R1-5	06/30/2007	AC	RUNWAY	P	0	2,599,500.00	09/09/2008	1	89.00
RW7-25 (Ruway 7/25)	R2-1	06/30/1984	AC	RUNWAY	P	0	81,724.00	09/09/2008	24	57.00
RW7-25 (Ruway 7/25)	R2-2	06/30/1978	AC	RUNWAY	P	0	360,000.00	09/09/2008	30	71.00
RW7-25 (Ruway 7/25)	R2-3	06/30/1991	AC	RUNWAY	N	0	51,492.00	09/09/2008	17	51.00
RW7-25 (Ruway 7/25)	R2-4	06/30/1998	AC	RUNWAY	P	0	16,050.00	09/09/2008	10	51.00
RW7-25 (Ruway 7/25)	R2-5	06/30/1984	AC	RUNWAY	P	0	176,291.00	09/09/2008	24	49.00
RW7-25 (Ruway 7/25)	R-6	06/30/2003	AC	RUNWAY	P	0	9,626.00	09/09/2008	5	71.00
TL-East (Taxilane East)	TL-East1	06/30/2006	AC	TAXIWAY	P	0	25,956.00	09/09/2008	2	86.00
TL-East (Taxilane East)	TL-East2	06/30/1984	AC	TAXIWAY	P	0	79,710.00	09/09/2008	24	62.00
TL-West (Taxilane West)	TL-West	06/30/2004	AC	TAXIWAY	P	0	109,695.00	09/09/2008	4	79.00
TWA-East (Taxiway A-East, 1, 2, 3a, 3b)	A-1	06/30/2007	AC	TAXIWAY	P	0	74,648.00	09/09/2008	1	89.00
TWA-East (Taxiway A-East, 1, 2, 3a, 3b)	A-2	06/30/1993	AC	TAXIWAY	P	0	47,165.00	09/09/2008	15	72.00
TWA-East (Taxiway A-East, 1, 2, 3a, 3b)	A-3a	06/30/1993	AC	TAXIWAY	P	0	62,583.00	09/09/2008	15	68.00
TWA-East (Taxiway A-East, 1, 2, 3a, 3b)	A-3b	06/30/2003	AC	TAXIWAY	P	0	159,697.00	09/09/2008	5	63.00
TWA-East (Taxiway A-East, 1, 2, 3a, 3b)	A-East	06/30/1993	AC	TAXIWAY	P	0	290,639.00	09/09/2008	15	61.00
TWA-Mid (Taxiway A-Mid1, 2, 3, A-4a,b)	A-4a	06/30/2007	AC	TAXIWAY	P	0	44,621.00	09/09/2008	1	96.00
TWA-Mid (Taxiway A-Mid1, 2, 3, A-4a,b)	A-Mid1	06/30/1996	AC	TAXIWAY	P	0	42,213.00	09/09/2008	12	59.00
TWA-Mid (Taxiway A-Mid1, 2, 3, A-4a,b)	A-Mid2	06/30/1996	AC	TAXIWAY	P	0	154,180.00	09/09/2008	12	61.00
TWA-Mid (Taxiway A-Mid1, 2, 3, A-4a,b)	A-Mid3	06/30/2005	AC	TAXIWAY	P	0	86,860.00	09/09/2008	3	86.00
TWA-West (Taxiway A West, A-5, A-6)	A-5	06/30/1998	AC	TAXIWAY	P	0	48,288.00	09/09/2008	10	68.00
TWA-West (Taxiway A West, A-5, A-6)	A-6	06/30/1998	AC	TAXIWAY	P	0	47,504.00	09/09/2008	10	66.00
TWA-West (Taxiway A West, A-5, A-6)	A-West	06/30/1998	AC	TAXIWAY	P	0	160,181.00	09/09/2008	10	63.00
TWD (Taxiway D)	D	06/30/2003	AC	TAXIWAY	P	0	30,978.00	09/09/2008	5	70.00
TWE (Taxiway E)	E	06/30/1979	AC	TAXIWAY	P	0	39,077.00	09/09/2008	29	33.00

Section Condition Report

Pavement Database: *NetworkID: MSO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TWF (Taxiway F)	F	06/30/1998	AC	TAXIWAY	P	0	145,303.00	09/09/2008	10	69.00
TWG (Taxiway G)	G-a	06/30/1975	AC	TAXIWAY	P	0	24,082.00	09/09/2008	33	57.00
TWG (Taxiway G)	G-b	06/30/1975	AC	TAXIWAY	P	0	19,344.00	09/09/2008	33	61.00
TWG (Taxiway G)	G-c	06/30/2004	AAC	TAXIWAY	P	0	120,300.00	09/09/2008	4	77.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	1.27	4,032,440.00	11	85.82	10.13	86.97
03-05	4.22	1,025,182.00	9	74.89	8.65	76.60
06-10	7.79	1,094,514.00	14	63.36	6.73	65.78
11-15	13.33	788,263.00	6	64.17	4.52	62.84
16-20	17.00	194,492.00	2	56.50	5.50	59.09
21-25	24.00	401,573.00	4	58.50	6.34	55.91
26-30	29.40	477,957.00	5	44.20	23.61	60.48
31-35	33.00	43,426.00	2	59.00	2.00	58.78
36-40	40.00	25,000.00	1	36.00	0.00	36.00
All	11.56	8,082,847.00	54	66.89	16.36	76.34

Appendix D5

MicroPAVER™ Re-Inspection Report

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW11-29 Name: Runway 11/29 Use: RUNWAY Area: 3,698,000.00SqFt

Section: R1-1a of 6 From: West Blast Pad End To: Runway 11 Threshold Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 200.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/2/2008 Total Samples: 8 Surveyed: 8
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00 Ft	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

42 BLEEDING	N	5.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	75.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

45 DEPRESSION	L	5.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	175.00 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:
42 BLEEDING	N	5.00 SqFt	Comments:
46 JET BLAST	N	5.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00 Ft	Comments:
42 BLEEDING	N	3.00 SqFt	Comments:
42 BLEEDING	N	2.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00 Ft	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00 Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

52	WEATHERING/RAVELING	L	500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	Comments:
42	BLEEDING	N	2.00	SqFt	Comments:
42	BLEEDING	N	2.00	SqFt	Comments:
45	DEPRESSION	L	5.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW11-29 Name: Runway 11/29 Use: RUNWAY Area: 3,698,000.00SqFt

Section: R1-1b of 6 From: Runway 29 Threshold To: West End of Blast Pad Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 200.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 8 Surveyed: 8
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:
52 WEATHERING/RAVELING L 20.00 SqFt Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:
52 WEATHERING/RAVELING L 20.00 SqFt Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW11-29 Name: Runway 11/29 Use: RUNWAY Area: 3,698,000.00SqFt

Section: R1-2 of 6 From: Edge of Shoulder Pavement To: Inner 9' of Shoulder Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 342,000.00SqFt Length: 9,500.00Ft Width: 36.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 14 Surveyed: 14
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,500.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	164.04	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
45 DEPRESSION	L	100.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.43	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
50 PATCHING	M	50.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	1,640.42	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
50 PATCHING	M	10.00	SqFt	Comments:
50 PATCHING	M	10.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	750.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	750.00	Ft	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

52 WEATHERING/RAVELING	H	1.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	16.40	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

52	WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	20.00 Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW11-29 Name: Runway 11/29 Use: RUNWAY Area: 3,698,000.00SqFt

Section: R1-3 of 6 From: Inner 9' of Shoulder To: Runway 11/29 Edge Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 351,000.00SqFt Length: 19,500.00Ft Width: 18.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 12 Surveyed: 12
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

51 POLISHED AGGREGATE	N	15.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:

42 BLEEDING	N	1.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

50 PATCHING	L	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW11-29 Name: Runway 11/29 Use: RUNWAY Area: 3,698,000.00SqFt

Section: R1-4 of 6 From: Runway 11 Threshold To: Taxiway A-4 Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 325,500.00SqFt Length: 2,170.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 14 Surveyed: 14
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	5.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	250.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	300.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	5.00 SqFt	Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW11-29 Name: Runway 11/29 Use: RUNWAY Area: 3,698,000.00SqFt

Section: R1-5 of 6 From: Taxiway A-4 To: Threshold 29 Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 2,599,500.00SqFt Length: 17,330.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 15 Surveyed: 15
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	200.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	M	2.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	125.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:	

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:	

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW7-25 Name: Ruway 7/25 Use: RUNWAY Area: 695,183.00SqFt

Section: R2-1 of 6 From: Runway 7 Threshold To: Runway 11/29 Intersection Last Const.: 6/30/1984
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 81,724.00SqFt Length: 1,160.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 9 Surveyed: 9
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

50 PATCHING	L	1,100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
43 BLOCK CRACKING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
43 BLOCK CRACKING	L	200.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
43	BLOCK CRACKING	L	100.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

50	PATCHING	L	150.00	SqFt	Comments:
50	PATCHING	L	300.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

50	PATCHING	L	500.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
50	PATCHING	L	100.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:
50	PATCHING	L	1,000.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
50	PATCHING	L	500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	500.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
50	PATCHING	L	100.00	SqFt	Comments:
50	PATCHING	L	30.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW7-25 Name: Ruway 7/25 Use: RUNWAY Area: 695,183.00SqFt

Section: R2-2 of 6 From: Edge of Runway To: Edge of Shoulder Last Const.: 6/30/1978
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 360,000.00SqFt Length: 4,800.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 6 Surveyed: 6
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
50 PATCHING	L	10.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
50 PATCHING	L	20.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW7-25 Name: Ruway 7/25 Use: RUNWAY Area: 695,183.00SqFt

Section: R2-3 of 6 From: Runway 11/29 Intersection To: Taxiway A Intersection Last Const.: 6/30/1991
Surface: AC Family: DEFAULT Zone: Category: Rank: N
Area: 51,492.00SqFt Length: 702.00Ft Width: 72.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 7 Surveyed: 7
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
51 POLISHED AGGREGATE	N	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
50 PATCHING	L	5,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
51 POLISHED AGGREGATE	N	200.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

50 PATCHING	L	2,000.00	SqFt	Comments:
42 BLEEDING	N	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	75.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	20.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	10.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	5.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	5.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	5.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	M	10.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	10.00	Ft	Comments:
51 POLISHED AGGREGATE	N	200.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

50 PATCHING	L	3,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
45	DEPRESSION	H	5.00	SqFt	Comments:
45	DEPRESSION	H	5.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

50	PATCHING	L	1,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

45	DEPRESSION	H	5.00	SqFt	Comments:
45	DEPRESSION	M	5.00	SqFt	Comments:
45	DEPRESSION	M	5.00	SqFt	Comments:
45	DEPRESSION	M	5.00	SqFt	Comments:
45	DEPRESSION	M	5.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	100.00	SqFt	Comments:
50	PATCHING	L	250.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
45	DEPRESSION	H	5.00	SqFt	Comments:
45	DEPRESSION	H	5.00	SqFt	Comments:
45	DEPRESSION	H	5.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW7-25 Name: Ruway 7/25 Use: RUNWAY Area: 695,183.00SqFt

Section: R2-4 of 6 From: Taxiway A To: Taxiway E Last Const.: 6/30/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 16,050.00SqFt Length: 200.00Ft Width: 72.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 3 Surveyed: 3
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:
42	BLEEDING	N	5.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	50.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	100.00	SqFt	Comments:
50	PATCHING	L	300.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	30.00	SqFt	Comments:
45	DEPRESSION	L	20.00	SqFt	Comments:
45	DEPRESSION	M	70.00	SqFt	Comments:
42	BLEEDING	N	10.00	SqFt	Comments:
42	BLEEDING	N	10.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

50 PATCHING	L	300.00 SqFt	Comments:
50 PATCHING	L	100.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW7-25 Name: Ruway 7/25 Use: RUNWAY Area: 695,183.00SqFt

Section: R2-5 of 6 From: Taxiway E To: Taxiway D Last Const.: 6/30/1984
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 176,291.00SqFt Length: 2,227.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 WEATHERING/RAVELING	M	40.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	50.00	SqFt	Comments:
50 PATCHING	L	10.00	SqFt	Comments:
50 PATCHING	L	300.00	SqFt	Comments:
42 BLEEDING	N	30.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	300.00	SqFt	Comments:
45 DEPRESSION	L	30.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	5.00	Ft	Comments:
50 PATCHING	L	50.00	SqFt	Comments:
50 PATCHING	L	100.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	100.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	50.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	300.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	30.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	300.00	SqFt	Comments:
50 PATCHING	L	200.00	SqFt	Comments:
50 PATCHING	L	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:

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52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	20.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	20.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	50.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	10.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	50.00	SqFt	Comments:
42 BLEEDING	N	5.00	SqFt	Comments:
50 PATCHING	L	300.00	SqFt	Comments:
50 PATCHING	L	10.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
50 PATCHING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

45 DEPRESSION	M	20.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:
45 DEPRESSION	L	30.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	20.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	10.00	SqFt	Comments:
50 PATCHING	L	1.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
50 PATCHING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
51 POLISHED AGGREGATE	N	75.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
55	SLIPPAGE CRACKING	N	5.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
50	PATCHING	L	30.00	SqFt	Comments:
50	PATCHING	L	300.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	50.00	Ft	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
50	PATCHING	L	500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	30.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
42	BLEEDING	N	30.00	SqFt	Comments:
43	BLOCK CRACKING	L	5,000.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	20.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: RW7-25 Name: Ruway 7/25 Use: RUNWAY Area: 695,183.00SqFt

Section: R-6 of 6 From: Taxiway D Intersection To: Taxiway D Intersection Last Const.: 6/30/2003
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 9,626.00SqFt Length: 130.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 2 Surveyed: 2
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-West Name: Taxiway A West, A-5, A-6 Use: TAXIWAY Area: 255,973.00SqFt

Section: A-West of 3 From: West End of Taxiway A To: Taxiway A-4 Last Const.: 6/30/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 160,181.00SqFt Length: 1,904.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

51	POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	20.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51	POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

51	POLISHED AGGREGATE	N	200.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51	POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51	POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

51	POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

51	POLISHED AGGREGATE	N	100.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	5.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	30.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-Mid Name: Taxiway A-Mid1, 2, 3, A-4 Use: TAXIWAY Area: 327,874.00SqFt

Section: A-Mid1 of 4 From: West of Taxiway A-4 To: Taxiway A-4 Last Const.: 6/30/1996
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 42,213.00SqFt Length: 450.00Ft Width: 95.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 7 Surveyed: 7
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
50 PATCHING	L	20.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

52 WEATHERING/RAVELING	M	300.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

53 RUTTING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-Mid Name: Taxiway A-Mid1, 2, 3, A-4 Use: TAXIWAY Area: 327,874.00SqFt

Section: A-Mid2 of 4 From: Taxiway A-4 To: Taxiway F Last Const.: 6/30/1996
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 154,180.00SqFt Length: 1,982.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

51 POLISHED AGGREGATE	N	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
53 RUTTING	L	200.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	1.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

53 RUTTING	L	200.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	200.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
53 RUTTING	M	10.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-Mid Name: Taxiway A-Mid1, 2, 3, A-4 Use: TAXIWAY Area: 327,874.00SqFt

Section: A-Mid3 of 4 From: Taxiway F To: Taxiway E Last Const.: 6/30/2005
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 86,860.00SqFt Length: 1,140.00Ft Width: 78.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

51 POLISHED AGGREGATE	N	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

45 DEPRESSION	L	30.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

49 OIL SPILLAGE	N	1.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	150.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-East Name: Taxiway A-East, 1, 2, 3a, Use: TAXIWAY Area: 634,732.00SqFt

Section: A-East of 5 From: Taxiway A-1 To: Runway 7/25 Last Const.: 6/30/1993
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 290,639.00SqFt Length: 3,290.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 13 Surveyed: 13
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 WEATHERING/RAVELING	M	20.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
45 DEPRESSION	M	25.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
52 WEATHERING/RAVELING	H	1.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
53 RUTTING	L	50.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

53 RUTTING	L	200.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

45 DEPRESSION	L	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
51 POLISHED AGGREGATE	N	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
53 RUTTING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

53	RUTTING	L	200.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52	WEATHERING/RAVELING	L	5,000.00	SqFt	Comments:
53	RUTTING	L	150.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-East Name: Taxiway A-East, 1, 2, 3a, Use: TAXIWAY Area: 634,732.00SqFt

Section: A-1 of 5 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 74,648.00SqFt Length: 750.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 9 Surveyed: 8
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	30.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
45 DEPRESSION	L	1.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATHERING/RAVELING	M	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
45 DEPRESSION	L	15.00	SqFt	Comments:
45 DEPRESSION	M	5.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-East Name: Taxiway A-East, 1, 2, 3a, Use: TAXIWAY Area: 634,732.00SqFt

Section: A-2 of 5 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/1993
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 47,165.00SqFt Length: 430.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 9 Surveyed: 9
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:
45 DEPRESSION	M	5.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
45 DEPRESSION	M	15.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00 SqFt	Comments:
45 DEPRESSION	M	5.00 SqFt	Comments:
45 DEPRESSION	L	1.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	1.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

45 DEPRESSION	M	5.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-East Name: Taxiway A-East, 1, 2, 3a, Use: TAXIWAY Area: 634,732.00SqFt

Section: A-3a of 5 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/1993
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 62,583.00SqFt Length: 430.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 12 Surveyed: 12
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

45 DEPRESSION	M	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

45 DEPRESSION	M	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	35.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

45 DEPRESSION	M	10.00	SqFt	Comments:
45 DEPRESSION	M	5.00	SqFt	Comments:
45 DEPRESSION	L	30.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
45 DEPRESSION	L	16.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	50.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	5.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

50	PATCHING	L	5.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	100.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	50.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	200.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52	WEATHERING/RAVELING	L	30.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	50.00	SqFt	Comments:
45	DEPRESSION	L	5.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-East Name: Taxiway A-East, 1, 2, 3a, Use: TAXIWAY Area: 634,732.00SqFt

Section: A-3b of 5 From: Taxiway A To: Runway 7/25 and NSA Last Const.: 6/30/2003
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 159,697.00SqFt Length: 1,160.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

45 DEPRESSION	H	2.00 SqFt	Comments:
45 DEPRESSION	L	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
45 DEPRESSION	M	2.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	400.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	30.00 SqFt	Comments:
45 DEPRESSION	L	30.00 SqFt	Comments:
45 DEPRESSION	M	30.00 SqFt	Comments:
45 DEPRESSION	L	30.00 SqFt	Comments:
45 DEPRESSION	L	30.00 SqFt	Comments:
50 PATCHING	L	100.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	20.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	1.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	75.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	5.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:
45 DEPRESSION	L	30.00 SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-Mid Name: Taxiway A-Mid1, 2, 3, A-4 Use: TAXIWAY Area: 327,874.00SqFt

Section: A-4a of 4 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/2007
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 44,621.00SqFt Length: 500.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:
45 DEPRESSION L 10.00 SqFt Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 10.00 SqFt Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:
45 DEPRESSION L 5.00 SqFt Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:
45 DEPRESSION L 5.00 SqFt Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

52	WEATHERING/RAVELING	L	100.00 SqFt	Comments:
50	PATCHING	L	50.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-West Name: Taxiway A West, A-5, A-6 Use: TAXIWAY Area: 255,973.00SqFt

Section: A-5 of 3 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 48,288.00SqFt Length: 433.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 9 Surveyed: 9
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	450.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
45 DEPRESSION	L	15.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:
49 OIL SPILLAGE	N	15.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52	WEATHERING/RAVELING	M	200.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWA-West Name: Taxiway A West, A-5, A-6 Use: TAXIWAY Area: 255,973.00SqFt

Section: A-6 of 3 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 47,504.00SqFt Length: 430.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52 WEATHERING/RAVELING	M	10.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWD Name: Taxiway D Use: TAXIWAY Area: 30,978.00SqFt

Section: D of 1 From: Air Carrier Apron To: Runway 7/25 Last Const.: 6/30/2003
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 30,978.00SqFt Length: 325.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 7 Surveyed: 7
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	75.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWE Name: Taxiway E Use: TAXIWAY Area: 39,077.00SqFt

Section: E of 1 From: Air Carrier Apron To: Runway 7/25 Last Const.: 6/30/1979
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 39,077.00SqFt Length: 500.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 24
Sample Comments:

52	WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:
52	WEATHERING/RAVELING	H	500.00 SqFt	Comments:
50	PATCHING	L	3,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
42	BLEEDING	N	10.00 SqFt	Comments:
50	PATCHING	L	75.00 SqFt	Comments:
45	DEPRESSION	M	40.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00 Ft	Comments:
43	BLOCK CRACKING	L	50.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52	WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:
52	WEATHERING/RAVELING	H	500.00 SqFt	Comments:
50	PATCHING	L	75.00 SqFt	Comments:
50	PATCHING	L	75.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
42	BLEEDING	N	30.00 SqFt	Comments:
45	DEPRESSION	L	20.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
50	PATCHING	L	75.00 SqFt	Comments:
50	PATCHING	L	75.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:
52	WEATHERING/RAVELING	H	500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00 Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

50 PATCHING	L	75.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

50 PATCHING	L	75.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	500.00	SqFt	Comments:
43 BLOCK CRACKING	M	20.00	SqFt	Comments:
50 PATCHING	L	30.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
49 OIL SPILLAGE	N	5.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	500.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	500.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	500.00	SqFt	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
50 PATCHING	L	75.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
51	POLISHED AGGREGATE	N	500.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43	BLOCK CRACKING	L	1,500.00	SqFt	Comments:
51	POLISHED AGGREGATE	N	500.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	150.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	50.00	SqFt	Comments:
50	PATCHING	L	150.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWF Name: Taxiway F Use: TAXIWAY Area: 145,303.00SqFt

Section: F of 1 From: Air Carrier Apron To: Taxiway A Last Const.: 6/30/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 145,303.00SqFt Length: 1,500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

52 WEATHERING/RAVELING	M	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
50 PATCHING	L	500.00 SqFt	Comments:
50 PATCHING	L	20.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,000.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:

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Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

52 WEATHERING/RAVELING	L	3,500.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWG Name: Taxiway G Use: TAXIWAY Area: 163,726.00SqFt

Section: G-a of 3 From: Runway 7/25 To: Runway 11/29 Last Const.: 6/30/1975
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 24,082.00SqFt Length: 575.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 5 Surveyed: 5
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
43 BLOCK CRACKING	L	100.00	SqFt	Comments:
53 RUTTING	L	150.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
53 RUTTING	L	150.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
43 BLOCK CRACKING	L	1,000.00	SqFt	Comments:
53 RUTTING	L	150.00	SqFt	Comments:
45 DEPRESSION	M	20.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	10.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

51 POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	50.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:

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50	PATCHING	L	200.00	SqFt	Comments:
50	PATCHING	L	10.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
50	PATCHING	L	50.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	30.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWG Name: Taxiway G Use: TAXIWAY Area: 163,726.00SqFt

Section: G-b of 3 From: Runway 11/29 To: Taxiway A Last Const.: 6/30/1975
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 19,344.00SqFt Length: 460.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 4 Surveyed: 4
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
51 POLISHED AGGREGATE	N	20.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

43 BLOCK CRACKING	L	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:
43 BLOCK CRACKING	L	50.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
43 BLOCK CRACKING	L	100.00	SqFt	Comments:
43 BLOCK CRACKING	M	30.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

52 WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TWG Name: Taxiway G Use: TAXIWAY Area: 163,726.00SqFt

Section: G-c of 3 From: Taxiway A To: GA-West Last Const.: 6/30/2004
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 120,300.00SqFt Length: 1,800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 9 Surveyed: 9
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:
50 PATCHING	L	100.00 SqFt	Comments:
50 PATCHING	L	50.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

45 DEPRESSION	L	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	120.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
45 DEPRESSION	L	50.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:
45 DEPRESSION	L	50.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-West Name: Use: APRON Area: 523,026.00SqFt

Section: GA-West1 of 4 From: Taxilane West End To: Center of Apron Last Const.: 6/30/2004
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 111,881.00SqFt Length: 800.00Ft Width: 260.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

50 PATCHING	L	150.00	SqFt	Comments:
45 DEPRESSION	H	75.00	SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	40.00	Ft	Comments:
43 BLOCK CRACKING	L	15.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	20.00	Ft	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	50.00	SqFt	Comments:
49 OIL SPILLAGE	N	2.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
45 DEPRESSION	L	15.00	SqFt	Comments:
49 OIL SPILLAGE	N	15.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

45 DEPRESSION	L	5.00	SqFt	Comments:
49 OIL SPILLAGE	N	5.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	30.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	30.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

51 POLISHED AGGREGATE	N	50.00	SqFt	Comments:
55 SLIPPAGE CRACKING	N	2.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
45 DEPRESSION	M	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	150.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

41 ALLIGATOR CRACKING	M	70.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	80.00	SqFt	Comments:

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52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	5.00	Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

50 PATCHING	L	280.00	SqFt	Comments:
50 PATCHING	M	100.00	SqFt	Comments:
45 DEPRESSION	H	20.00	SqFt	Comments:
45 DEPRESSION	H	10.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	60.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:
41 ALLIGATOR CRACKING	M	75.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	120.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	120.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-West Name: Use: APRON Area: 523,026.00SqFt

Section: GA-West2 of 4 From: Center of Apron To: Aviation Carrier Apron Last Const.: 6/30/2004
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 266,704.00SqFt Length: 1,000.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 13 Surveyed: 13
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

49 OIL SPILLAGE	N	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
49 OIL SPILLAGE	N	10.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:
45 DEPRESSION	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	75.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
49 OIL SPILLAGE	N	5.00 SqFt	Comments:
45 DEPRESSION	L	15.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

49 OIL SPILLAGE	N	5.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

49 OIL SPILLAGE	N	20.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

49 OIL SPILLAGE	N	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00 Ft	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

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49 OIL SPILLAGE	N	10.00 SqFt	Comments:	

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	90.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	50.00 SqFt	Comments:	
49 OIL SPILLAGE	N	25.00 SqFt	Comments:	
45 DEPRESSION	L	130.00 SqFt	Comments:	

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:	
49 OIL SPILLAGE	N	2.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:	

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	50.00 SqFt	Comments:	

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATHERING/RAVELING	L	15.00 SqFt	Comments:	
52 WEATHERING/RAVELING	M	20.00 SqFt	Comments:	
52 WEATHERING/RAVELING	M	88.00 SqFt	Comments:	
52 WEATHERING/RAVELING	M	60.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:	
51 POLISHED AGGREGATE	N	1,000.00 SqFt	Comments:	
50 PATCHING	L	1.00 SqFt	Comments:	

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-West Name: Use: APRON Area: 523,026.00SqFt

Section: GA-West3 of 4 From: East Side of Apron To: South East Side of Apron Last Const.: 6/30/2004
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 129,441.00SqFt Length: 460.00Ft Width: 340.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	L	350.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

45 DEPRESSION	H	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
52 WEATHERING/RAVELING	M	20.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	400.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

45 DEPRESSION	H	20.00	SqFt	Comments:
50 PATCHING	M	75.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	100.00	SqFt	Comments:
41 ALLIGATOR CRACKING	H	1.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	75.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

45 DEPRESSION	H	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
45 DEPRESSION	L	40.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	250.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	120.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
45 DEPRESSION	L	40.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

45 DEPRESSION	L	20.00	SqFt	Comments:
45 DEPRESSION	M	25.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:
50 PATCHING	M	10.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	15.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	15.00	SqFt	Comments:

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41 ALLIGATOR CRACKING	M	15.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

45 DEPRESSION	L	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
50 PATCHING	L	200.00	SqFt	Comments:
50 PATCHING	M	100.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

45 DEPRESSION	L	70.00	SqFt	Comments:
45 DEPRESSION	H	350.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
45 DEPRESSION	L	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	175.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-West Name: Use: APRON Area: 523,026.00SqFt

Section: GA-West4 of 4 From: Maintenance Building To: Back of Hanger Last Const.: 6/30/1980
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/8/2008 Total Samples: 4 Surveyed: 4
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 4,500.00SqFt PCI = 62
Sample Comments:

43 BLOCK CRACKING	L	150.00	SqFt	Comments:
43 BLOCK CRACKING	M	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	10.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	30.00	Ft	Comments:

Sample Number: 2 Type: R Area: 4,500.00SqFt PCI = 25
Sample Comments:

41 ALLIGATOR CRACKING	M	300.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	100.00	SqFt	Comments:
45 DEPRESSION	M	100.00	SqFt	Comments:
45 DEPRESSION	M	100.00	SqFt	Comments:
43 BLOCK CRACKING	M	250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
56 SWELLING	M	75.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
49 OIL SPILLAGE	N	20.00	SqFt	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

49 OIL SPILLAGE	N	5.00	SqFt	Comments:
49 OIL SPILLAGE	N	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ABA Name: Air Born Apron Use: APRON Area: 25,000.00SqFt

Section: ABA of 1 From: GA-West 3 To: End of airport Last Const.: 9/9/1968
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/8/2008 Total Samples: 5 Surveyed: 5
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

52 WEATHERING/RAVELING	H	5,000.00 SqFt	Comments:
45 DEPRESSION	H	100.00 SqFt	Comments:
50 PATCHING	H	15.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	15.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	30.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
45 DEPRESSION	M	20.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

43 BLOCK CRACKING	M	30.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	20.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	8.00 Ft	Comments:
41 ALLIGATOR CRACKING	M	30.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	5,000.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 24
Sample Comments:

52 WEATHERING/RAVELING	H	5,000.00 SqFt	Comments:
43 BLOCK CRACKING	M	150.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

52 WEATHERING/RAVELING	L	5,000.00 SqFt	Comments:
43 BLOCK CRACKING	M	150.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TL-West Name: Taxilane West Use: TAXIWAY Area: 109,695.00SqFt

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Section: TL-West of 1 From: Taxiway G To: Air Carrier Apron Last Const.: 6/30/2004
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 109,695.00SqFt Length: 1,550.00Ft Width: 72.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

54 SHOVING	L	160.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	80.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	120.00 SqFt	Comments:
55 SLIPPAGE CRACKING	N	2.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

51 POLISHED AGGREGATE	N	320.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	500.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	500.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
55 SLIPPAGE CRACKING	N	1.00 SqFt	Comments:
50 PATCHING	L	450.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
50 PATCHING	M	225.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	550.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	500.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	350.00 SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

52 WEATHERING/RAVELING	L	105.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	400.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-1 of 10 From: North Corner of ACA To: Terminal Building Last Const.: 6/30/1978
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 47,927.00SqFt Length: 410.00Ft Width: 227.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/2/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:8.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 6.00Slabs PCI = 16
Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
68 POPOUTS	N	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
70 SCALING/CRAZING	M	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 6.00Slabs PCI = 6
Sample Comments:

68 POPOUTS	N	5.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	M	5.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 6.00Slabs PCI = 2
Sample Comments:

68 POPOUTS	N	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	M	2.00 Slabs	Comments:
70 SCALING/CRAZING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 4 Type: R Area: 6.00Slabs PCI = 3
Sample Comments:

62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	4.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:
70 SCALING/CRAZING	H	1.00	Slabs	Comments:
70 SCALING/CRAZING	M	1.00	Slabs	Comments:
70 SCALING/CRAZING	L	3.00	Slabs	Comments:
64 DURABILITY CRACKING	H	1.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	M	2.00	Slabs	Comments:

Sample Number: 5 Type: R Area: 6.00Slabs PCI = 4
Sample Comments:

65 JOINT SEAL DAMAGE	L	6.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:
70 SCALING/CRAZING	H	1.00	Slabs	Comments:
70 SCALING/CRAZING	M	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	3.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
74 JOINT SPALLING	H	2.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	5.00	Slabs	Comments:

Sample Number: 6 Type: R Area: 6.00Slabs PCI = 0
Sample Comments:

68 POPOUTS	N	1.00	Slabs	Comments:
62 CORNER BREAK	L	2.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
64 DURABILITY CRACKING	M	3.00	Slabs	Comments:
64 DURABILITY CRACKING	H	1.00	Slabs	Comments:
64 DURABILITY CRACKING	L	3.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	3.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00	Slabs	Comments:
70 SCALING/CRAZING	M	3.00	Slabs	Comments:
71 FAULTING	L	2.00	Slabs	Comments:
72 SHATTERED SLAB	M	3.00	Slabs	Comments:
74 JOINT SPALLING	L	3.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

75 CORNER SPALLING	H	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	

Sample Number: 7 Type: R Area: 6.00Slabs PCI = 0
Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	3.00 Slabs	Comments:
64 DURABILITY CRACKING	H	4.00 Slabs	Comments:
64 DURABILITY CRACKING	L	5.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	M	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	5.00 Slabs	Comments:
71 FAULTING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 6.00Slabs PCI = 25
Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	6.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 6.00Slabs PCI = 0
Sample Comments:

62 CORNER BREAK	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	5.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	6.00 Slabs	Comments:
72 SHATTERED SLAB	H	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 6.00Slabs PCI = 20
Sample Comments:

62 CORNER BREAK	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	6.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-2 of 10 From: Deicing Aprong To: End of Taxiway F Last Const.: 6/30/2002
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 98,182.00SqFt Length: 416.00Ft Width: 221.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 12.00Slabs PCI = 51
Sample Comments:

64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
68 POPOUTS	N	4.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
64 DURABILITY CRACKING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 12.00Slabs PCI = 90
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 12.00Slabs PCI = 83
Sample Comments:

75 CORNER SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

73 SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
68 POPOUTS	N	7.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 12.00Slabs PCI = 46
Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:
64 DURABILITY CRACKING	M	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 12.00Slabs PCI = 59
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
68 POPOUTS	N	7.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

75 CORNER SPALLING	L	3.00 Slabs	Comments:	

Sample Number: 7 Type: R Area: 12.00Slabs PCI = 54
Sample Comments:

70 SCALING/CRAZING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 12.00Slabs PCI = 75
Sample Comments:

62 CORNER BREAK	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 12.00Slabs PCI = 66
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-3 of 10 From: End Taxiway F To: End of Terminal Building Last Const.: 6/30/2001
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 67,519.00SqFt Length: 515.00Ft Width: 262.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 8.00Slabs PCI = 49
Sample Comments:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 8.00Slabs PCI = 63
Sample Comments:

68 POPOUTS	N	6.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 8.00Slabs PCI = 45
Sample Comments:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 8.00Slabs PCI = 77
Sample Comments:

70 SCALING/CRAZING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 8.00Slabs PCI = 49
Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
68 POPOUTS	N	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 6 Type: R Area: 8.00Slabs PCI = 66
Sample Comments:

64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 7 Type: R Area: 8.00Slabs PCI = 63
Sample Comments:

62 CORNER BREAK	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
68 POPOUTS	N	4.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 8.00Slabs PCI = 47
Sample Comments:

68 POPOUTS	N	6.00 Slabs	Comments:
70 SCALING/CRAZING	L	7.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	5.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 8.00Slabs PCI = 49
Sample Comments:

73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 8.00Slabs PCI = 53
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-4 of 10 From: West End of Terminal Buil To: Center of Termianl Buildi Last Const.: 6/30/2001
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 130,922.00SqFt Length: 370.00Ft Width: 394.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 16.00Slabs PCI = 79
Sample Comments:

64 DURABILITY CRACKING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 16.00Slabs PCI = 73
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:
64 DURABILITY CRACKING	L	6.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 16.00Slabs PCI = 82
Sample Comments:

64 DURABILITY CRACKING	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 16.00Slabs PCI = 70
Sample Comments:

73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
64 DURABILITY CRACKING	M	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	6.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 16.00Slabs PCI = 68
Sample Comments:

73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
70 SCALING/CRAZING	L	6.00 Slabs	Comments:
74 JOINT SPALLING	L	8.00 Slabs	Comments:
64 DURABILITY CRACKING	L	8.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 16.00Slabs PCI = 83
Sample Comments:

64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:

Sample Number: 7 Type: R Area: 16.00Slabs PCI = 41
Sample Comments:

74 JOINT SPALLING	H	2.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

73 SHRINKAGE CRACKING	N	12.00 Slabs	Comments:	
64 DURABILITY CRACKING	M	5.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	5.00 Slabs	Comments:	

Sample Number: 8 Type: R Area: 16.00Slabs PCI = 68
Sample Comments:

73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:	
70 SCALING/CRAZING	L	6.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	8.00 Slabs	Comments:	
75 CORNER SPALLING	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	2.00 Slabs	Comments:	

Sample Number: 9 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	10.00 Slabs	Comments:	
64 DURABILITY CRACKING	H	1.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	

Sample Number: 10 Type: R Area: 16.00Slabs PCI = 56
Sample Comments:

64 DURABILITY CRACKING	L	6.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:	
68 POPOUTS	N	8.00 Slabs	Comments:	
66 SMALL PATCH	L	5.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	12.00 Slabs	Comments:	
70 SCALING/CRAZING	L	8.00 Slabs	Comments:	

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-5 of 10 From: End of Taxiway F To: End of Taxiway E Last Const.: 6/30/2001
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 69,185.00SqFt Length: 555.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 9.00Slabs PCI = 83
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 9.00Slabs PCI = 83
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 8.00Slabs PCI = 62
Sample Comments:

64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 8.00Slabs PCI = 58
Sample Comments:

68 POPOUTS	N	4.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 9.00Slabs PCI = 63
Sample Comments:

68 POPOUTS	N	8.00 Slabs	Comments:
66 SMALL PATCH	L	6.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 9.00Slabs PCI = 52
Sample Comments:

68 POPOUTS	N	7.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
64 DURABILITY CRACKING	L	4.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

66 SMALL PATCH	L	1.00 Slabs	Comments:	

Sample Number: 7 Type: R Area: 8.00Slabs PCI = 72
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 8.00Slabs PCI = 68
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 8.00Slabs PCI = 59
Sample Comments:

70 SCALING/CRAZING	L	3.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	4.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 8.00Slabs PCI = 70
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-6 of 10 From: Center of Terminal Buildi To: East Edge of Terminal Bui Last Const.: 6/30/2002
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 83,299.00SqFt Length: 355.00Ft Width: 240.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 10.00Slabs PCI = 70
Sample Comments:

68 POPOUTS	N	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 10.00Slabs PCI = 64
Sample Comments:

73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
68 POPOUTS	N	6.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 10.00Slabs PCI = 58
Sample Comments:

68 POPOUTS	N	7.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 10.00Slabs PCI = 78
Sample Comments:

73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 10.00Slabs PCI = 71
Sample Comments:

73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 10.00Slabs PCI = 75
Sample Comments:

68 POPOUTS	N	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

64 DURABILITY CRACKING	L	1.00 Slabs	Comments:	

Sample Number: 7 Type: R Area: 10.00Slabs PCI = 62
Sample Comments:

73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:	
68 POPOUTS	N	2.00 Slabs	Comments:	
75 CORNER SPALLING	L	3.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:	
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:	

Sample Number: 8 Type: R Area: 10.00Slabs PCI = 60
Sample Comments:

64 DURABILITY CRACKING	L	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:	
62 CORNER BREAK	L	2.00 Slabs	Comments:	
68 POPOUTS	N	5.00 Slabs	Comments:	
74 JOINT SPALLING	L	4.00 Slabs	Comments:	

Sample Number: 9 Type: R Area: 10.00Slabs PCI = 45
Sample Comments:

68 POPOUTS	N	8.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:	
70 SCALING/CRAZING	L	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	4.00 Slabs	Comments:	
64 DURABILITY CRACKING	M	2.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:	

Sample Number: 10 Type: R Area: 10.00Slabs PCI = 50
Sample Comments:

68 POPOUTS	N	6.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	10.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:	
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:	
64 DURABILITY CRACKING	H	1.00 Slabs	Comments:	

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-7 of 10 From: Taxiway E To: Taxiway D Last Const.: 6/30/2002
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 18,690.00SqFt Length: 265.00Ft Width: 72.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 2.00Slabs PCI = 51
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 2.00Slabs PCI = 43
Sample Comments:

68 POPOUTS	N	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 2.00Slabs PCI = 66
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 2.00Slabs PCI = 63
Sample Comments:

68 POPOUTS	N	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 2.00Slabs PCI = 58
Sample Comments:

68 POPOUTS	N	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 2.00Slabs PCI = 57
Sample Comments:

68 POPOUTS	N	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 7 Type: R Area: 2.00Slabs PCI = 57
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 8 Type: R Area: 2.00Slabs PCI = 66
Sample Comments:

68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 2.00Slabs PCI = 57
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 2.00Slabs PCI = 49
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-8 of 10 From: End of East Terminal Buil To: Taxiway D Last Const.: 6/30/2002
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 48,465.00SqFt Length: 210.00Ft Width: 232.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 6.00Slabs PCI = 74
Sample Comments:

73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 6.00Slabs PCI = 62
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 6.00Slabs PCI = 42
Sample Comments:

73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 6.00Slabs PCI = 75
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 6.00Slabs PCI = 53
Sample Comments:

64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 6.00Slabs PCI = 39
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

64 DURABILITY CRACKING	L	3.00 Slabs	Comments:	
68 POPOUTS	N	4.00 Slabs	Comments:	

Sample Number: 7 Type: R Area: 6.00Slabs PCI = 51
Sample Comments:

73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 6.00Slabs PCI = 59
Sample Comments:

68 POPOUTS	N	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 6.00Slabs PCI = 66
Sample Comments:

64 DURABILITY CRACKING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	4.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 6.00Slabs PCI = 53
Sample Comments:

73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
68 POPOUTS	N	5.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-9 of 10 From: South Side of East Termin To: Taxiway D Last Const.: 6/30/2002
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 39,425.00SqFt Length: 185.00Ft Width: 211.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 4.00Slabs PCI = 51
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 4.00Slabs PCI = 62
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 4.00Slabs PCI = 62
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 4.00Slabs PCI = 59
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 4.00Slabs PCI = 53
Sample Comments:

62 CORNER BREAK	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 4.00Slabs PCI = 57
Sample Comments:

66 SMALL PATCH	L	3.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 7 Type: R Area: 4.00Slabs PCI = 65
Sample Comments:

68 POPOUTS	N	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 4.00Slabs PCI = 62
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 4.00Slabs PCI = 57
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 4.00Slabs PCI = 53
Sample Comments:

64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: ACA Name: Air Carrier Apron Use: APRON Area: 619,567.00SqFt

Section: ACA-10 of 10 From: East Terminal Building Ed To: East End of Apron Pavemen Last Const.: 6/30/1978
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 15,953.00SqFt Length: 320.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 2.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:

Sample Number: 2 Type: R Area: 2.00Slabs PCI = 73
Sample Comments:

70 SCALING/CRAZING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:

Sample Number: 3 Type: R Area: 2.00Slabs PCI = 0
Sample Comments:

62 CORNER BREAK	H	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 4 Type: R Area: 2.00Slabs PCI = 41
Sample Comments:

64 DURABILITY CRACKING	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:

Sample Number: 5 Type: R Area: 2.00Slabs PCI = 15
Sample Comments:

70 SCALING/CRAZING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 6 Type: R Area: 2.00Slabs PCI = 40
Sample Comments:

70 SCALING/CRAZING	L	2.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:

Sample Number: 7 Type: R Area: 2.00Slabs PCI = 37
Sample Comments:

70 SCALING/CRAZING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

68 POPOUTS		N	1.00 Slabs	Comments:

Sample Number: 8 Type: R Area: 2.00Slabs PCI = 20
Sample Comments:

70 SCALING/CRAZING	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	1.00 Slabs	Comments:

Sample Number: 9 Type: R Area: 2.00Slabs PCI = 65
Sample Comments:

70 SCALING/CRAZING	L	2.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 2.00Slabs PCI = 25
Sample Comments:

65 JOINT SEAL DAMAGE	L	2.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
64 DURABILITY CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-East Name: General Aviation Apron Ea Use: APRON Area: 253,063.00SqFt

Section: GA-East1 of 3 From: NorthEast Section of Apro To: Center of Apron Last Const.: 6/30/2006
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 64,023.00SqFt Length: 320.00Ft Width: 247.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 14 Surveyed: 8
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

45 DEPRESSION	L	5.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	75.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

45 DEPRESSION	L	15.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-East Name: General Aviation Apron Ea Use: APRON Area: 253,063.00SqFt

Section: GA-East2 of 3 From: Edge of West Apron To: Center of Apron Last Const.: 6/30/2006
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 125,192.00SqFt Length: 400.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: GA-East Name: General Aviation Apron Ea Use: APRON Area: 253,063.00SqFt

Section: GA-East3 of 3 From: Center of Apron To: East Pavement Edge of Apr Last Const.: 6/30/1984
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 63,848.00SqFt Length: 530.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	2,500.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
50 PATCHING	L	300.00	SqFt	Comments:
45 DEPRESSION	M	30.00	SqFt	Comments:
45 DEPRESSION	M	5.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
50 PATCHING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft	Comments:
43 BLOCK CRACKING	L	100.00	SqFt	Comments:
45 DEPRESSION	M	70.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
50 PATCHING	L	400.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft	Comments:
51 POLISHED AGGREGATE	N	50.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

50 PATCHING	M	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
50 PATCHING	L	30.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

45 DEPRESSION	L	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,000.00	SqFt	Comments:
45 DEPRESSION	M	5.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
50 PATCHING	L	300.00	SqFt	Comments:
49 OIL SPILLAGE	N	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

45 DEPRESSION	L	10.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
45 DEPRESSION	M	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TL-East Name: Taxilane East Use: TAXIWAY Area: 105,666.00SqFt

Section: TL-East1 of 2 From: West Side of GA-East To: Center of GA-East Last Const.: 6/30/2006
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 25,956.00SqFt Length: 530.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 5 Surveyed: 5
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATHERING/RAVELING	L	750.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	750.00 SqFt	Comments:
45 DEPRESSION	L	1.00 SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

45 DEPRESSION	L	5.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	750.00 SqFt	Comments:
45 DEPRESSION	L	5.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	750.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	750.00 SqFt	Comments:
51 POLISHED AGGREGATE	N	100.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: TL-East Name: Taxilane East Use: TAXIWAY Area: 105,666.00SqFt

Section: TL-East2 of 2 From: Center of GA-East To: Runway 7/25 Last Const.: 6/30/1984
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 79,710.00SqFt Length: 650.00Ft Width: 270.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 9 Surveyed: 9
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
45	DEPRESSION	L	5.00 SqFt	Comments:
45	DEPRESSION	L	5.00 SqFt	Comments:
45	DEPRESSION	L	5.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
50	PATCHING	L	300.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	20.00 Ft	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

43	BLOCK CRACKING	M	50.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00 Ft	Comments:
45	DEPRESSION	L	10.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
50	PATCHING	M	100.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

42	BLEEDING	N	5.00 SqFt	Comments:
45	DEPRESSION	L	5.00 SqFt	Comments:
50	PATCHING	L	1,000.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
50	PATCHING	L	1,500.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	150.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

51	POLISHED AGGREGATE	N	100.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
45	DEPRESSION	L	5.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52	WEATHERING/RAVELING	L	4,500.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: NSA Name: North Star Aviation Apron Use: APRON Area: 455,984.00SqFt

Section: NSA-1 of 3 From: Taxiway A-3 To: Center of Apron Last Const.: 6/30/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 191,483.00SqFt Length: 600.00Ft Width: 370.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

52 WEATHERING/RAVELING	H	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	500.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	H	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

50 PATCHING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
43 BLOCK CRACKING	L	300.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52 WEATHERING/RAVELING	H	1.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
49 OIL SPILLAGE	N	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	5.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

45 DEPRESSION	H	10.00	SqFt	Comments:
56 SWELLING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	2,000.00	SqFt	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

45 DEPRESSION	L	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
50 PATCHING	M	10.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

51 POLISHED AGGREGATE	N	150.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
50 PATCHING	L	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
45 DEPRESSION	M	10.00	SqFt	Comments:
56 SWELLING	L	15.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

51 POLISHED AGGREGATE	N	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:
50 PATCHING	M	50.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

51 POLISHED AGGREGATE	N	2,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00 SqFt	Comments:
45 DEPRESSION	L	30.00 SqFt	Comments:
49 OIL SPILLAGE	N	10.00 SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: NSA Name: North Star Aviation Apron Use: APRON Area: 455,984.00SqFt

Section: NSA-2 of 3 From: Runway 7/25 To: Center of Apron Last Const.: 6/30/1991
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 143,000.00SqFt Length: 420.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 10 Surveyed: 10
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	L	3,500.00	SqFt	Comments:
43 BLOCK CRACKING	M	500.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	1,500.00	SqFt	Comments:
49 OIL SPILLAGE	N	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

41 ALLIGATOR CRACKING	L	5.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	5.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:
43 BLOCK CRACKING	M	750.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	10.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

43 BLOCK CRACKING	L	150.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
43 BLOCK CRACKING	M	150.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

49 OIL SPILLAGE	N	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
43 BLOCK CRACKING	L	150.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

41 ALLIGATOR CRACKING	L	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
49 OIL SPILLAGE	N	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	50.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
43 BLOCK CRACKING	L	100.00	SqFt	Comments:
49 OIL SPILLAGE	N	10.00	SqFt	Comments:
43 BLOCK CRACKING	L	50.00	SqFt	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	100.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

Network: MSO Name: Missoula International Airport

Branch: NSA Name: North Star Aviation Apron Use: APRON Area: 455,984.00SqFt

Section: NSA-3 of 3 From: Center of Apron To: Noorth East Edge of Apron Last Const.: 6/30/2000
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 121,501.00SqFt Length: 490.00Ft Width: 185.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date9/9/2008 Total Samples: 11 Surveyed: 11
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:
43 BLOCK CRACKING	L	500.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
45 DEPRESSION	L	1.00	SqFt	Comments:

Sample Number: 2 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

52 WEATHERING/RAVELING	H	3.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:
43 BLOCK CRACKING	L	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
49 OIL SPILLAGE	N	3.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 3 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft	Comments:
49 OIL SPILLAGE	N	4.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 4 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

43 BLOCK CRACKING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:

Sample Number: 5 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
43 BLOCK CRACKING	L	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 6 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

Re-inspection Report

MSO
Report Generated Date: 9/24/2008
Site Name:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
49 OIL SPILLAGE	N	5.00	SqFt	Comments:

Sample Number: 7 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
45 DEPRESSION	M	40.00	SqFt	Comments:
49 OIL SPILLAGE	N	6.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Sample Number: 8 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	L	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:

Sample Number: 9 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

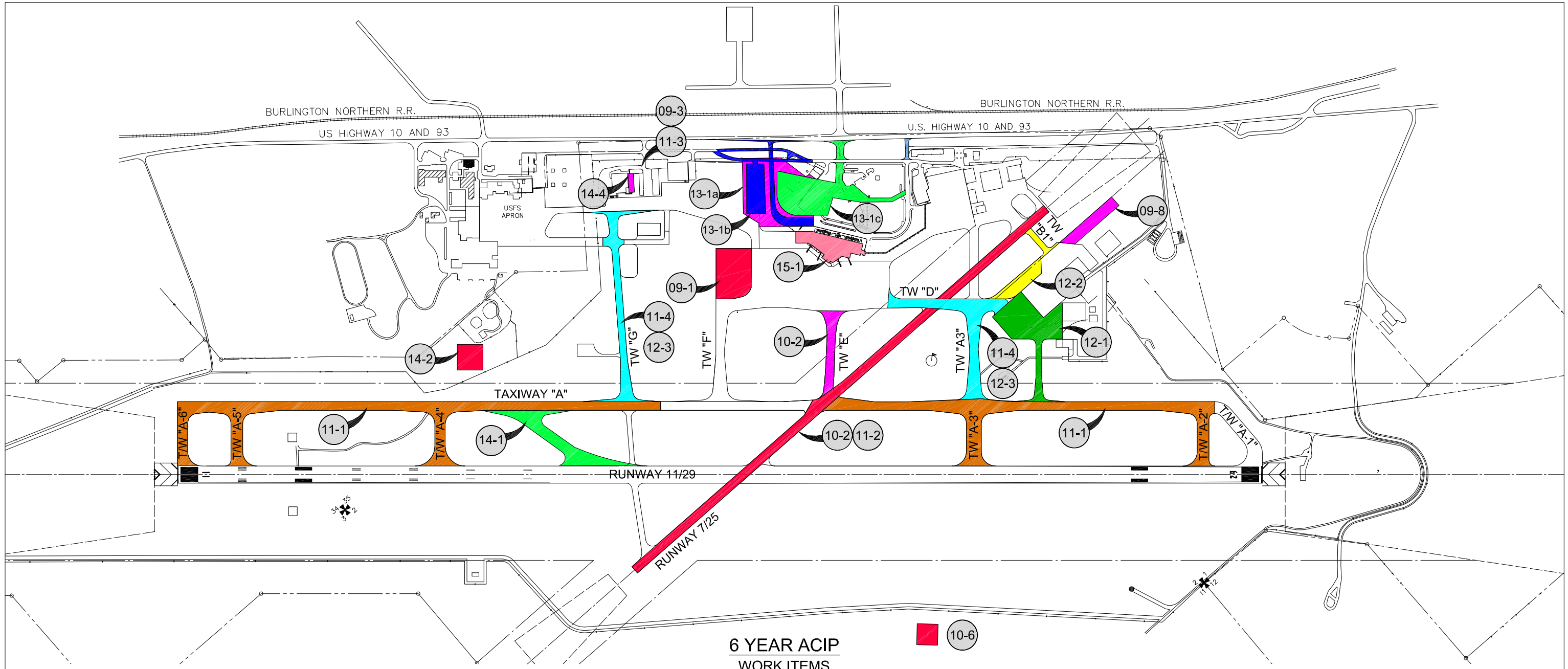
43 BLOCK CRACKING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
52 WEATHERING/RAVELING	L	300.00	SqFt	Comments:
51 POLISHED AGGREGATE	N	10.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
49 OIL SPILLAGE	N	30.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
51 POLISHED AGGREGATE	N	30.00	SqFt	Comments:

Appendix D6

MSO Airport Capital Improvement Program (2009-2014)



6 YEAR ACIP
WORK ITEMS

FY 2009

- (09-1) DEICING APRON - DESIGN AND CONSTRUCTION
- (09-2) SNOW REMOVAL EQUIPMENT (PFC 6) (NOT SHOWN)
- (09-3) SECURITY IMPROVEMENTS PHASE I (DESIGN) (PFC 6) (NOT SHOWN)
- (09-4) PASSENGER LOADING BRIDGES (PFC 6) (NOT SHOWN) PHASE I
- (09-5) RUNWAY 11/29 REHABILITATION (BALANCE) (NOT SHOWN)
- (09-6) RUNWAY SENSOR PHASE I (PFC 7) (NOT SHOWN)
- (09-7) MASTER PLAN (NOT SHOWN)
- (09-8) GA HANGAR INFRASTRUCTURE

FY 2010

- (10-1) REPAY BOZEMAN ENTITLEMENTS (NOT SHOWN)
- (10-2) REHABILITATE RUNWAY 7/25 ELECTRICAL AND TAXIWAY E
- (10-3) PASSENGER LOADING BRIDGES (2) PHASE II (PFC 6) (NOT SHOWN)
- (10-4) RUNWAY SENSOR PHASE II (PFC 7) (NOT SHOWN)
- (10-5) PUBLIC SAFETY VEHICLES (2) (PFC 7) (NOT SHOWN)
- (10-6) CONTROL TOWER (F & E)

FY 2011

- (11-1) REHABILITATE TAXIWAY "A" AND CONNECTOR TAXIWAYS, UPGRADE AIRFIELD ELECTRICAL
- (11-2) REHABILITATE RUNIWAY 7/25, UPGRADE NAVAIDS AND SIGNS
- (11-3) SECURITY IMPROVEMENTS PHASE II (PFC 7)
- (11-4) REHABILITATE TAXIWAYS A3, D, AND NORTH G - DESIGN
- (11-5) TERMINAL AREA SAFETY ENHANCEMENTS PHASE I (PFC 7) (NOT SHOWN)

FY 2012

- (12-1) EXTEND CONNECTING TAXIWAY TO EAST GA APRON
- (12-2) EXPAND NORTHSTAR RAMP AND CONSTRUCT TAXIWAY B1
- (12-3) REHABILITATE TAXIWAYS A3, D, AND NORTH G (PFC 7)
- (12-4) TERMINAL AREA SAFETY ENHANCEMENTS PHASE II (PFC 7) (NOT SHOWN)

FY 2013

- (13-1a) ACCESS ROAD AND PARKING EXPANSION PHASE I (FEDERAL)
- (13-1b) ACCESS ROAD AND PARKING EXPANSION PHASE II (FEDERAL)
- (13-1c) ACCESS ROAD AND PARKING EXPANSION PHASE II (NON-FEDERAL)
- (13-2) SECURITY IMPROVEMENTS PHASE III (PFC 7) (NOT SHOWN)
- (13-3) LIQUID DEICER VEHICLE PHASE I (PFC 7) (NOT SHOWN)

FY 2014

- (14-1) RECONSTRUCT TAXIWAY G AS HIGH SPEED EXIT TAXIWAY
- (14-2) STORMWATER DETENTION POND
- (14-3) RELOCATE GLIDESLOPE (F & E) (NOT SHOWN)
- (14-4) SRE BUILDING EXPANSION (PFC 7)

FY 2015 AND BEYOND

- (15-1) TERMINAL EXPANSION (PFC)
- (15-2) EXPAND EMERGENCY OPS CENTER (PFC 7) (NOT SHOWN)
- (15-3) INTERACTIVE TRAINING (PFC 7) (NOT SHOWN)
- (15-4) LIQUID DEICER VEHICLE PHASE II (PFC 7) (NOT SHOWN)
- (15-5) LOADER FOR SNOW REMOVAL (PFC 7) (NOT SHOWN)

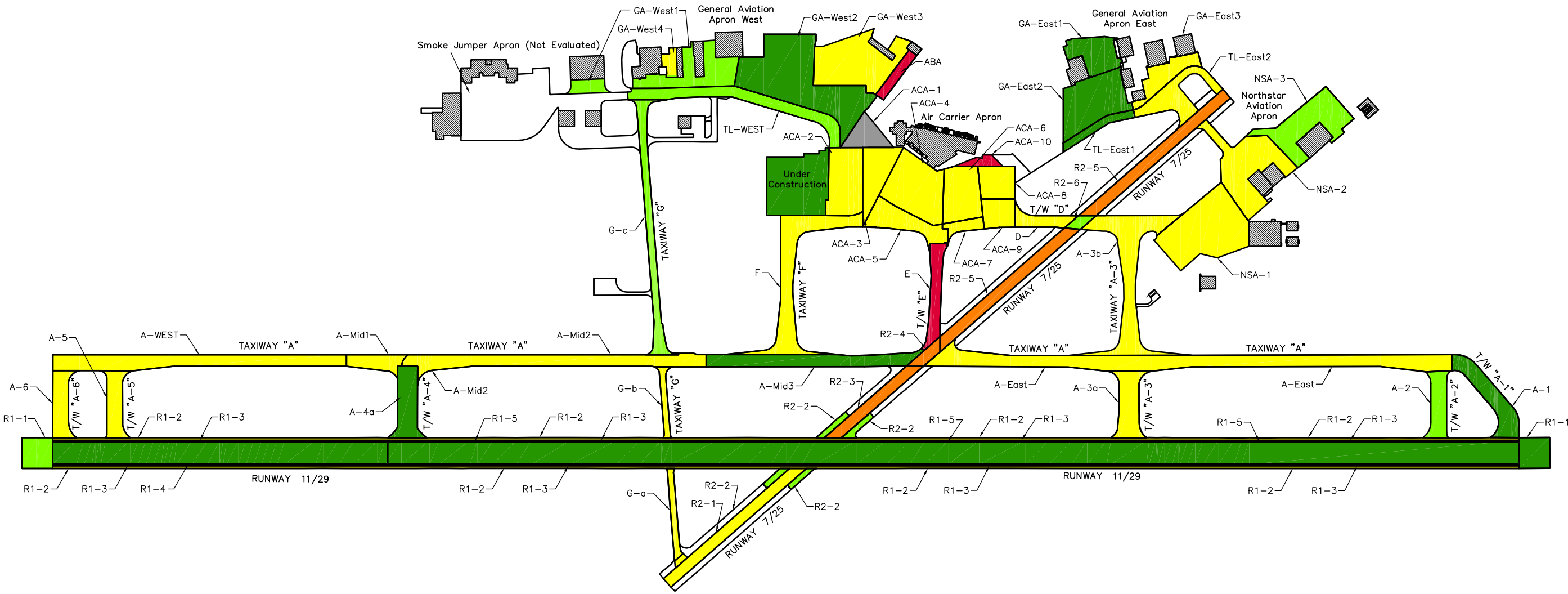
GRAPHIC SCALE
300 0 150 300 600 1200
(IN FEET)

CH2MHILL	MISSOULA INTERNATIONAL AIRPORT	APPENDIX D: AIRFIELD PAVEMENT CONDITION EVALUATION	EXHIBIT 1-3: 2009-2014 AIRPORT CAPITAL IMPROVEMENT PROGRAM

FILENAME:MSO-ACIP2008.DWG PLOT DATE: 10/10/08 PLOT TIME: 1:25pm

Appendix D7

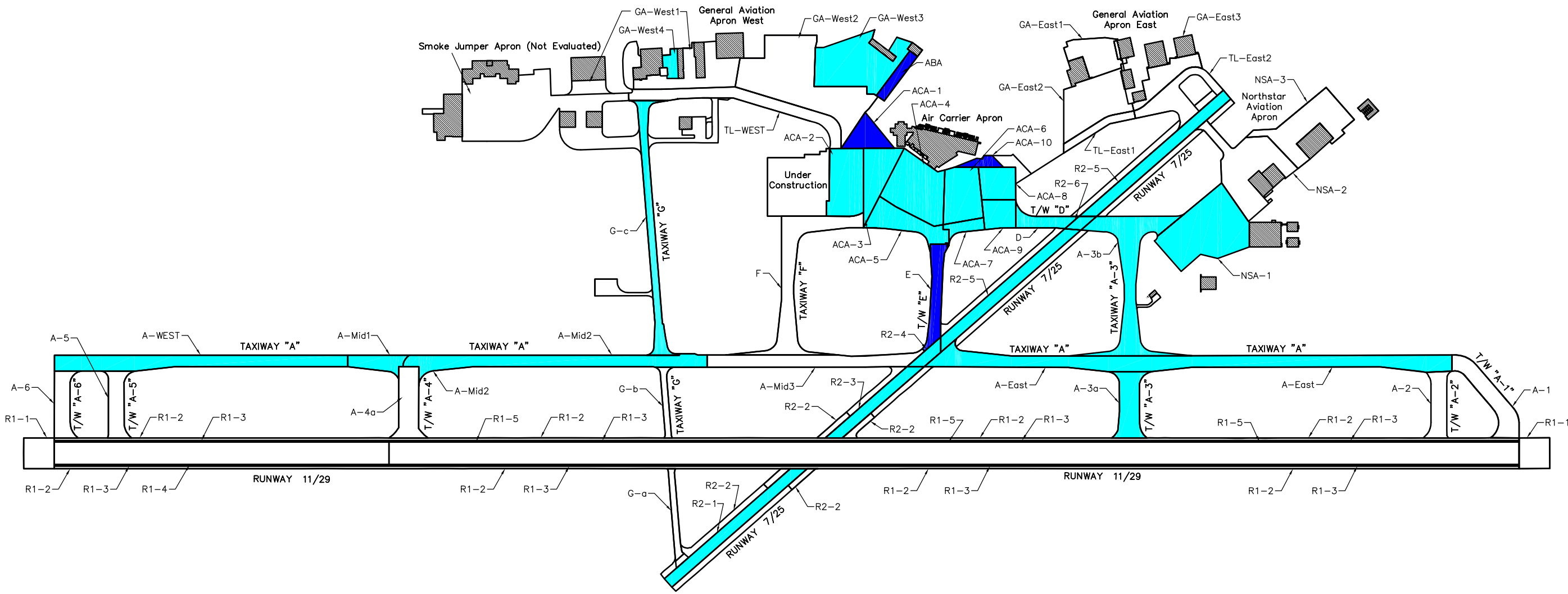
Pavement Condition Evaluation Drawings – Existing and Future



LEGEND

86–100	Excellent/Good
71–85	Satisfactory
56–70	Fair
41–55	Poor
26–40	Very Poor
11–25	Serious
0–10	Failed
	Not Evaluated

CH2MHILL	MISSOULA INTERNATIONAL AIRPORT	APPENDIX D: AIRFIELD PAVEMENT CONDITION EVALUATION	EXHIBIT 1-4: EXISTING PAVEMENT CONDITION, OCTOBER 2008 PROGRAM



LEGEND

Rehabilitate

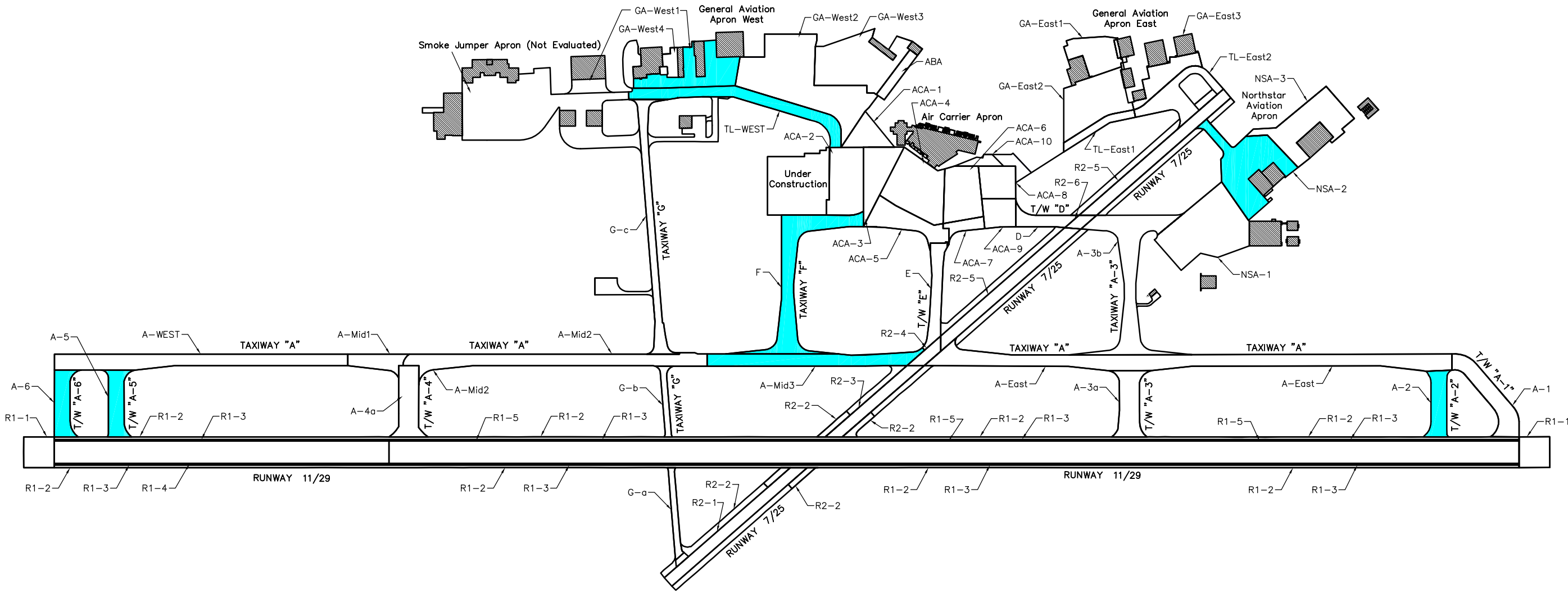
Reconstruct

GRAPHIC SCALE

350 0 175 350 700 1400

(IN FEET)

CH2MHILL	MISSOULA INTERNATIONAL AIRPORT	APPENDIX D: AIRFIELD PAVEMENT CONDITION EVALUATION	EXHIBIT 1-5: SHORT-TERM (0-5 YEARS) CAPITAL IMPROVEMENTS PROGRAM, OCTOBER 2008



LEGEND

Rehabilitate

Reconstruct

GRAPHIC SCALE

350 0 175 350 700 1400

(IN FEET)

CH2MHILL	MISSOULA INTERNATIONAL AIRPORT	APPENDIX D: AIRFIELD PAVEMENT CONDITION EVALUATION	EXHIBIT 1-6: MEDIUM-TERM (6 -10 YEARS) CAPITAL IMPROVEMENTS PROGRAM, OCTOBER 2008