

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI
					1991	1994	1997	2000	2003	2006	
Anaconda	A-1	49,140	1992	ACAM	XX	96	84		81	77	55
Anaconda	A-2	84,000	1993	ACAM	XX	94	92		74	64	55
Anaconda	R-1	450,000	1992	ACRMU	XX	97	88		82	66	60
Anaconda	R-2	271,200	1993	ACRMU	XX	99	95		80	75	60
Anaconda	T-1	108,800	1992	ACRMU	XX	99	96		87	79	60
Anaconda	T-2	21,000	1993	ACRMU	XX	100	92		84	66	60
Anaconda	T-4	8,925	1985	ACRMU	100	71	50		63	45	60
Anaconda	T-5	12,075	1993	ACRMU		97	94		88	68	60
Baker	A-2A	120,000	1992	ACAM		XX	93	83	77	79	55
Baker	A-3A	14,700	1992	ACAL			100	82	76	75	55
Baker	A-5	40,000	1997	ACAM			100	88	86	62	55
Baker	A-6	14,994	1997	PCAA			100	88	81	59	55
Baker	A-7	12,885	2001	ACAM					90	80	55
Baker	R-1	367,500	2001	ACRMU		96	70	50	85	79	60
Baker	T-1	33,750	2001	ACRMU		98	66	69	88	74	60
Baker	T-2	137,200	2001	ACRMU		97	74	55	85	75	60
Baker	T-3	53,620	2001	ACRMU		94	66	50	94	76	60
Baker	T-4	45,415	1997	ACRMU			100	88	87	79	60
Benchmark	A1A	22,500	1966	ACAH	74			54	46	34	60
Benchmark	A1B	45,000	1966	ACAH	84			45	42	22	60
Benchmark	R-1	465,000	1966	ACRH	66			59	51	35	60
Benchmark	R2A	75,000	1966	ACRH	64			56	53	33	60
Benchmark	R2B	60,000	1966	ACRH	62			54	42	27	60
Benchmark	T-1	13,500	1966	ACRH	66			56	42	34	60
Big Sandy	A-1	5,760	1986	PCAA				64	36	8	55
Big Sandy	R-1	192,000	1986	ACRL	62		67	60	60	67	55
Big Sandy	R-2	36,000	1993	ACRL		100	94	83	82	80	55
Big Sandy	T-1	26,720	1986	ACRL	52		79	82	68	56	55
Big Sandy	T-2	14,400	1993	ACRL		100	72	69	61	64	55
Big Timber	A-1	40,000	1996	ACAM	XX	XX		90	87	86	55
Big Timber	A-2	23,750	1996	ACAM				90	85	86	55
Big Timber	R-1	348,750	1996	ACRMU	XX	XX		91	87	78	60
Big Timber	R-2	47,625	1996	ACRMU				95	90	86	60
Big Timber	T-1	4,650	1996	ACRMU	XX	XX		89	75	74	60
Big Timber	T-2	39,600	1996	ACRMU	XX	XX		83	73	67	60
Big Timber	T-3	13,750	1996	ACRMU				90	85	78	60
Big Timber	T-4	85,365	2003	ACRMU						93	60
Big Timber	T-5	35,020	2003	ACRMU						89	60
Broadus	A-1	55,350	1970	ACAL							55
Broadus	R-1	147,500	1970	ACRL							55
Chester	A-2	35,415	1985	ACAM	65	56		24	22	17	55
Chester	A-3	12,150	1985	ACAL				32	24	17	55
Chester	A-4	20,000	1985	ACAL	59	55		30	22	12	55
Chester	A-5	96,824	1997	ACAM				82	76	74	55
Chester	R-3	345,000	1997	ACRML				91	81	79	50
Chester	T-2	10,850	1997	ACRML				89	77	74	50
Chester	T-3	16,825	1997	ACRML				85	79	79	50
Chinook	A-1	130,500	1991	ACAM	100		64	65	62		55
Chinook	R-1	300,000	1991	ACRMU	100		57	60	51		60
Chinook	T-1	103,075	1991	ACRMU	100		39	55	36		60
Choteau	A-1	46,336	2001	ACAM	XX	XX			91	88	55
Choteau	R-11	198,000	2001	ACRML	XX	XX			92	85	50
Choteau	R-12	24,000	2001	ACRML	XX	XX			88	88	50
Choteau	R-2	375,000	2001	ACRML					83	81	50
Choteau	T-1	38,760	2001	ACRML	XX	XX			81	84	50
Choteau	T-2	35,560	2001	ACRML					89	87	50

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Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs					Critical PCI	
					1991	1994	1997	2000	2003		2006
Circle	A-1	27,000	1989	STAA	89	76	61	60	48		55
Circle	A-2	34,860	1989	STAA	96	87	56	57	53		55
Circle	R-1	228,750	1989	ACRML	94	87	77	70	44		50
Circle	R-2	78,750	1989	ACRML	97	96	78	64	46		50
Circle	T-1	4,400	1989	ACRML	93	82	76	63	45		50
Circle	T-2	2,800	1989	STRA	73	74	60	58	39		55
Colstrip	A-1	66,000	1990	ACAM	94	87	68	64	64	30	55
Colstrip	R-1	382,500	1990	ACRMU	94	88	65	66	72	47	60
Colstrip	T-1	27,300	1990	ACRMU	87	77	70	53	53	25	60
Colstrip	T-2	19,600	1990	ACRMU	98	96	71	69	75	55	60
Columbus	A-1	77,012	1998	ACAM					79	80	55
Columbus	R-1	285,000	1998	ACRMU					85	81	60
Columbus	T-1	76,575	1998	ACRMU					92	84	60
Columbus	T-2	14,640	1998	ACRMU					90	82	60
Columbus	T-3	45,275	2001	ACRMU					88	83	60
Conrad	A-1	95,000	2002	ACAM	XX	XX	XX		77	76	55
Conrad	R-3	345,000	2002	ACRML	XX	XX	XX		95	76	50
Conrad	T-4	23,040	2002	ACRML	XX	XX	XX		86	88	50
Culbertson	A-1	47,000	1993	ACAM	XX	100	61	65	62	61	55
Culbertson	R-1	180,000	1993	ACRML	XX	100	57	70	65	58	50
Culbertson	R-2	48,000	1993	ACRML	XX	100	79	65	69	57	50
Culbertson	T-1	25,000	1993	ACRML	XX	100	39	64	60	58	50
Culbertson	T-2	25,000	1993	ACRML	XX	100	56	66	67	60	50
Cut Bank	A-1	102,000	1942	PCAA	51	28	40	49		33	55
Cut Bank	R-1	397,500	1984	ACRMU	93	89	78	61		67	60
Cut Bank	R11	397,500	1984	ACRMU	100	93	86	65		68	60
Cut Bank	T-1	34,125	1990	ACRMU	90	93	85	77		54	60
Cut Bank	T-2	92,000	1990	ACRMU	82	90	86	79		63	60
Cut Bank	T-4	156,800	1991	ACRMU	100	99	90	84		68	60
Cut Bank	T-5	104,013	2000	ACRMU				100		67	60
Deer Lodge	A-3	55,310	1996	ACAM			95	88	82		55
Deer Lodge	A-4	15,904	1996	ACAM			93	92	86		55
Deer Lodge	R-3	330,000	1996	ACRML			91	85	80		50
Deer Lodge	T-1B	5,392	1997	ACRML				90	78		50
Deer Lodge	T-2	31,000	1997	ACRML			91	81	74		50
Dillon	A-1	83,000	1988	STAA	76	65	45	42	36	45	55
Dillon	A-2	47,120	1988	ACAH	65	43	39	39	24	50	60
Dillon	A-3	92,250	1994	ACAM	XX	100	86	84	79	65	55
Dillon	A-4	78,200	2002	ACAH					95	87	60
Dillon	R-2	211,500	1988	ACRMU	84	61	63	39	69	37	60
Dillon	R-3	467,400	1998	ACRMU				91	90	81	60
Dillon	R-4	58,500	1998	ACRMU				76	84	82	60
Dillon	T-1	16,275	1988	ACRH	83	54	50	36	33	48	60
Dillon	T-2	16,510	1994	ACRMU	XX	100	88	82	76	68	60
Dillon	T-3	212,275	1998	ACRMU				84	88	85	60
Dillon	T-4	26,575	2002	ACRMU					95	88	60
Ekalaka	A-1	100,000	2004	ACAM		95	66	58	55	89	55
Ekalaka	R-1	285,000	2004	ACRML		97	73	50	48	92	50
Ekalaka	R-11	73,500	2004	ACRML		88	56	55	39	84	50
Ekalaka	T-1	73,500	2004	ACRML		88	56	55	39	92	50
Ekalaka	T-11	73,500	2004	ACRML		88	56	55	39	86	50
Ennis	A-1	112,350	1990	ACAM	89	92	93	87	84	54	55
Ennis	A-2	88,128	1992	ACAM	XX	92	89	88	78	66	55
Ennis	R-1	370,100	1990	ACRMU	98	97	84	56	78	38	60
Ennis	T-1	96,425	1990	ACRMU	97	94	96	87	85	66	60
Ennis	T-2	117,775	1992	ACRMU	XX	95	95	77	77	58	60

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					1991	1994	1997	2000	2003	2006	
Eureka	A-1	76,125	1991	ACAM		92	77	73		76	55
Eureka	R-1	315,000	1991	ACRML		96	94	73		72	50
Eureka	T-1	56,700	1991	ACRML		87	85	74		85	50
Eureka	T-2	42,000	1991	ACRML		100	87	68		65	50
Eureka	T-3	60,000	2002	ACRML						96	50
Eureka	T-4	17,500	2002	ACRML						94	50
Forsyth	A-1	89,640	1994	ACAM	XX			69	74	69	55
Forsyth	R-1	360,000	1994	ACRMU	XX			71	81	71	60
Forsyth	T-1	53,120	1994	ACRMU	XX			78	81	63	60
Forsyth	T-2	95,550	1994	ACRMU	XX			73	73	57	60
Forsyth	T-3	19,600	1994	ACRMU				80	89	72	60
Forsyth	T-4	12,600	1994	ACRMU				88	87	79	60
Fort Benton	A-1	98,784	1999	ACAM					79	79	55
Fort Benton	R-1	322,500	1999	ACRML					84	85	50
Fort Benton	T-1	45,640	1999	ACRML					81	86	50
Fort Benton	T-2	31,745	1999	ACRML					77	80	50
Fort Benton	T-3	181,300	1959	ACRML					46	26	50
Glasgow	A-3	47,400	2002	ACAM		XX	XX		81	68	55
Glasgow	A-4	5,250	1986	PCAA	80	59	58		47	43	55
Glasgow	A-6	12,800	2000	PCAA					64	57	55
Glasgow	A-7	68,675	2002	ACAM					83	79	55
Glasgow	R-2	410,000	1987	ACRH		62	94		86	76	60
Glasgow	R-3	90,000	1987	ACRH		74	84		96	88	60
Glasgow	R13	101,250	2003	ACRMU		XX	XX		100	93	60
Glasgow	R14	300,000	2003	ACRMU					100	92	60
Glasgow	T-1	58,500	1986	ACRH		69	77		78	71	60
Glasgow	T-3	70,900	1996	ACRH					71	58	60
Glasgow	T-4	29,000	1980	ACRMU					47	23	60
Glasgow	T-5	74,250	1996	ACRH		XX	77		87	85	60
Glasgow	T-7	36,750	1993	ACRMU					57	41	60
Glasgow	T-8	20,000	1995	ACRH			93		90	78	60
Glasgow	T-9	12,400	1993	ACRMU					56	45	60
Glasgow	T-10	11,200	2000	ACRH					88	79	60
Glasgow	T-11	16,000	2003	ACRMU					100	92	60
Glendive	A-1	145,700	2003	ACAH	XX	XX	XX	XX	XX	83	60
Glendive	A-2	50,000	2002	ACAM	XX	XX	XX	XX	93	81	55
Glendive	R-1	465,000	1986	ACRH	82	77	59	59	64		60
Glendive	R-2	105,400	1986	ACRH	81	79	57	59	73		60
Glendive	R-3	174,000	2003	ACRMU	XX	XX	XX	XX	XX	88	60
Glendive	T-1	31,000	1986	ACRH	71	72	51	49	60	60	60
Glendive	T-2	38,000	2002	ACRMU	XX	XX	XX	XX	94	82	60
Hamilton	A-1	57,000	1980	STAA	54	46	64	53		30	55
Hamilton	A-2	145,800	1983	STAA	82	69	76	71		44	55
Hamilton	R-1A	165,000	1992	ACRMU	XX	99	95	95		87	60
Hamilton	R-2	150,000	1992	ACRMU	XX	98	99	93		90	60
Hamilton	T-2	56,550	1994	ACRMU	XX	93	88	64		52	60
Hamilton	T-3	82,050	1983	STRA	76	60	57	55		30	55
Hamilton	T-5	53,909	2002	ACRMU						89	60
Hardin	A-1	78,100	1986	ACAL							55
Hardin	R-1	144,000	1982	STRA							55
Hardin	R-2	66,000	1982	STRA							55
Harlem	A-1	12,147	1985	STAA		52	48	49		20	55
Harlem	A-11	65,320	2003	ACAM						92	55
Harlem	R-11	288,750	2003	ACRML						90	50
Harlem	R-12	18,750	2003	ACRML						88	50
Harlem	T-11	28,173	2003	ACRML						87	50

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Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs					Critical PCI	
					1991	1994	1997	2000	2003		2006
Harlowton	A-11	50,600	1997	ACAM	XX	XX		91	81	83	55
Harlowton	R-11	273,600	1997	ACRML	XX	XX		76	71	77	50
Harlowton	T-11	17,045	1997	ACRML		XX		88	88	94	50
Havre	A-3	25,000	1987	ACAM				53	34	42	55
Havre	A-4	25,000	1987	ACAM	79	64		46	36	35	55
Havre	A-5	109,350	1994	ACAH				76	64	54	60
Havre	R-5	530,000	1993	ACRMU	XX	100		84	82	76	60
Havre	R11	21,400	1994	ACRMU	XX	96		77	66	60	60
Havre	R12	171,600	1994	ACRMU	XX	100		83	80	68	60
Havre	T-2	28,000	1994	ACRMU	XX	97		58	54	58	60
Havre	T-3	17,500	1994	ACRMU	XX	97		70	70	63	60
Havre	T-4	31,500	1993	ACRMU	XX	97		79	73	76	60
Havre	T-5	127,750	1993	ACRMU	XX	100		74	67	65	60
Jordan	A-11	50,000	2003	ACAM						90	55
Jordan	R-1	322,500	2003	ACRML	XX	76	69	67		91	50
Jordan	T-1	25,745	2003	ACRML	XX	40	50	41		94	50
Jordan	T-12	14,408	2003	ACRML						90	50
Laurel	A-3	171,360	2001	ACAM					93	84	55
Laurel	R-2	111,950	1980	ACRL	28	28			25	15	55
Laurel	R-3	25,000	1980	ACRL	48	31			15	10	55
Laurel	R-4	390,000	2000	ACRMU					93	81	60
Laurel	T-1	85,680	1988	ACRMU	89	78			66	44	60
Laurel	T-2	51,566	1988	ACRMU	91	86			66	47	60
Laurel	T-8	98,550	2000	ACRMU					91	81	60
Laurel	T-9	67,060	2001	ACRMU					95	86	60
Lewistown	A-1	100,800	1993	PCAA	XX	98	90	77	78	75	55
Lewistown	A-2	30,744	1993	ACAL	XX	97	83	79	83	65	55
Lewistown	A-3A	15,000	1983	ACAL	74	76	43	39	34	43	55
Lewistown	R-1	560,000	1983	ACRH	69	67	57	20	11	14	60
Lewistown	R-23	246,000	1996	ACRMU			95	89	77	72	60
Lewistown	R-32	327,000	1989	ACRH	86	93	87	72	66	68	60
Lewistown	R-33	205,000	1989	ACRH	87	89	89	76	72	72	60
Lewistown	R-34	78,000	1999	ACRH				98	85	89	60
Lewistown	T-1	299,000	1993	ACRH	XX	100	94	91	87	75	60
Lewistown	T-4	21,250	1989	ACRMU	86	65	66	62	40	44	60
Lewistown	T-5	88,200	1989	ACRH	93	99	93	82	81	72	60
Lewistown	T-7	183,706	1999	ACRMU				96	94	81	60
Lewistown	T-8	68,272	1999	ACRMU				92	92	66	60
Lewistown	T-9	70,000	1980	ACRMU					72	50	60
Lewistown	T-10	15,540	2006	ACRMU						96	60
Libby	A-1	18,600	2002	ACAM	XX	XX	XX		93	79	55
Libby	A-2	110,700	2002	ACAM	XX	XX	XX		91	80	55
Libby	A-3	107,040	2002	ACAH	XX	XX	XX		90	87	60
Libby	R-1	285,000	1999	ACRML	XX	XX	XX		82	67	50
Libby	R-2	90,000	1999	ACRML	XX	XX	XX		82	68	50
Libby	T-2	82,600	1987	ACRH	93	94	100		74	62	60
Libby	T-5	68,501	1999	ACRML					91	80	50
Libby	T-6	17,400	1999	ACRML					93	91	50
Lincoln	A-1	30,000	1984	ACAL	43	36	33	28			55
Lincoln	R-1	280,000	1984	ACRL	69	74	47	53			55
Livingston	A-1	69,993	1993	ACAH	XX	93	86	76	66	60	60
Livingston	A-2	55,550	1993	ACAM	XX	96	92	87	83	76	55
Livingston	R-1	318,750	1993	ACRH	XX	99	92	78	78	60	60
Livingston	R-2	108,750	1993	ACRMU	XX	99	90	77	83	63	60
Livingston	T-1	20,000	1993	ACRH	XX	100	87	75	69	65	60
Livingston	T-5	89,775	2005	ACRH						85	60

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					1991	1994	1997	2000	2003	2006	
Malta	A-1	95,800	1997	ACAM	XX				81	81	55
Malta	A-3	13,824	2003	PCAA						92	55
Malta	R-1	337,500	1997	ACRML	XX				81	81	50
Malta	T-1	37,100	1997	ACRML	XX				78	78	50
Malta	T-2	28,200	1997	ACRML	XX				73	73	50
Miles City	A-2	38,750	2001	ACAM	63	48	55	48		77	55
Miles City	A-3	60,000	1985	ACAM	68	49	56	53		49	55
Miles City	A-3A	63,950	2001	ACAM	86	66	50	40		83	55
Miles City	A-4	53,500	2001	ACAM	69	48	45	44		76	55
Miles City	A-5	2,500	1989	PCAA	79	56	41	40		19	55
Miles City	R-21	426,000	1998	ACRMU				93		76	60
Miles City	R-11	550,100	1985	ACRH	73	71	78	60		45	60
Miles City	T-1B	38,000	1985	ACRMU	72	62	63	41		31	60
Miles City	T-2A	63,000	1998	ACRMU	XX	XX	XX	84		72	60
Miles City	T-3	43,750	2001	ACRH	74	48	50	47		76	60
Miles City	T-3B	28,000	1998	ACRH	XX	XX	XX	90		70	60
Miles City	T-6	50,400	1998	ACRMU				89		80	60
Miles City	T-7	33,250	1998	ACRMU				87		76	60
Philipsburg	A-1	45,680	1983	ACAL	55	49	49				55
Philipsburg	R-1	216,000	1983	ACRL	57	54	54				55
Plentywood	A-11	73,348	2001	ACAM	XX	XX	XX	XX	81	72	55
Plentywood	R-11	292,500	2001	ACRMU	XX	XX	XX	XX	89	83	60
Plentywood	T-11	141,080	2001	ACRMU					88	85	60
Polson	A-11	199,475	1998	ACAM	XX	XX	XX		76	66	55
Polson	R-11	315,000	1998	ACRMU	XX	XX	XX		74	66	60
Polson	T-11	170,450	1999	ACRMU	XX	XX	XX		75	73	60
Polson	T-12	32,925	1999	ACRMU	XX	XX	XX		65	56	60
Polson	T-14	23,875	2003	ACRMU						92	60
Poplar	A-1	75,000	1982	ACAL				54			55
Poplar	R-1	180,000	1982	ACRL				52			55
Poplar	T-1	29,160	1982	ACRL				68			55
Poplar	T-2	23,400	1982	ACRL				55			55
Red Lodge	A-1	10,000	1980	STAA							55
Red Lodge	R-1	303,000	1980	STRA							55
Red Lodge	T-1	30,000	1980	STRA							55
Ronan	A-11	162,800	2000	ACAM					87	85	55
Ronan	A-12	41,600	2000	ACAM					89	78	55
Ronan	R-11	360,000	2000	ACRML					86	71	50
Ronan	T-11	192,675	2000	ACRML					92	74	50
Roundup	A-1	36,400	2002	ACAM	XX	XX	XX	XX	83	75	55
Roundup	A-2	15,390	2002	ACAM	XX	XX	XX	XX	88	74	55
Roundup	R-1	382,500	2002	ACRML	XX	XX	XX	XX	96	84	50
Roundup	T-1	36,720	2002	ACRML	XX	XX	XX	XX	95	84	50
Roundup	T-2	9,500	2002	ACRML	XX	XX	XX	XX	28	9	50
Roundup	T-3	15,800	2002	ACRML					97	90	50
Scobey	A-11	46,500	1998	ACAM		XX				88	55
Scobey	A-12	9,728	1998	ACAM		XX				84	55
Scobey	R-11	255,000	1998	ACRML		XX				80	50
Scobey	R-12	46,500	1998	ACRML		XX				82	50
Scobey	T-11	40,640	1998	ACRML	XX	XX				83	50
Scobey	T-12	5,750	1998	ACRML	XX	XX				85	50
Scobey	T-13	12,577	2003	ACRML						92	50

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI
					1991	1994	1997	2000	2003	2006	
Shelby	A-21	97,273	2003	ACAM						83	55
Shelby	A-22	22,193	2003	PCAA						91	55
Shelby	R-21	375,000	2004	ACRMU						83	60
Shelby	R-22	222,000	2003	ACRMU						81	60
Shelby	T-6	115,000	1994	ACRMU	XX	100	86	83		63	60
Shelby	T-21	89,250	2003	ACRMU						86	60
Shelby	T-22	64,400	2004	ACRMU						78	60
Sidney	A-3A	54,550	1984	ACAM	69	46	46	46		41	55
Sidney	A-5	2,500	1984	PCAA		80	75	71		52	55
Sidney	A-11	80,156	2005	PCAA						99	55
Sidney	A-12	21,531	2005	ACAH						97	60
Sidney	R-11	402,200	2003	ACRH						91	60
Sidney	R-12	570,500	2003	ACRH						95	60
Sidney	T-2	30,000	1997	ACRH	XX	XX	100	70		75	60
Sidney	T-3	30,000	1984	ACRMU	54	50	35	44		40	60
Sidney	T-4	338,250	1992	ACRH		100	85	80		67	60
Sidney	T-5	11,300	1997	ACRH	XX	XX	100	82		60	60
Stanford	A-2	60,000	1997	ACAM	XX	XX		93	81	81	55
Stanford	R-2	70,000	1997	ACRML	XX	XX		93	86	86	50
Stanford	R-3	262,500	1997	ACRML	XX	XX		92	81	81	50
Stanford	T-2	13,100	1997	ACRML				97	90	90	50
Stevensville	A-1	70,000	1991	STAA	XX	79	81	79	70	65	55
Stevensville	A-2	90,425	1994	ACAM		100	97	93	80	70	55
Stevensville	R-1	228,000	1991	STRA	XX	89	85	83	72	78	55
Stevensville	T-1	29,225	1991	STRA	XX	85	86	85	75	81	55
Stevensville	T-3	161,448	1994	ACRMU		100	98	96	87	89	60
Stevensville	T-4	14,018	2003	ACRMU						97	60
Superior	A-11	37,284	2004	ACAM	XX	XX	XX	XX		92	55
Superior	R-11	271,059	2004	ACRML	XX	XX	XX	XX		92	50
Superior	T-11	71,686	2004	ACRML	XX	XX	XX	XX		84	50
Terry	A-11	52,234	2001	ACAM	XX	XX	XX		94	75	55
Terry	R-11	322,500	2001	ACRML	XX	XX	XX		95	83	50
Terry	T-11	23,463	2001	ACRML	XX	XX	XX		92	71	50
Thompson Falls	A-1	26,790	1995	ACAM	74			91	82	90	55
Thompson Falls	A-2	52,490	1995	ACAM				93	88	77	55
Thompson Falls	R-1	252,000	1995	ACRMU	94			93	88	83	60
Thompson Falls	R-2	63,000	1995	ACRMU				88	82	67	60
Thompson Falls	T-4	66,300	1995	ACRMU				93	91	78	60
Thompson Falls	T-5	50,090	2000	ACRMU				99	97	90	60
Thompson Falls	T-6	15,175	2003	ACRMU					97	98	60
Three Forks	A-1	63,800	2000	ACAM	XX	XX	XX		91	82	55
Three Forks	A-2	5,400	1986	PCAA		73	75		56	36	55
Three Forks	R-1	246,000	2000	ACRMU	XX	XX	XX		89	78	60
Three Forks	R-2	60,000	2000	ACRMU	XX	XX	XX		93	87	60
Three Forks	T-1	12,975	2000	ACRMU	XX	XX	XX		83	82	60
Three Forks	T-2	74,150	2000	ACRMU	XX	XX	XX		93	87	60
Three Forks	T-3	33,300	2000	ACRMU					90	80	60
Three Forks	T-4	70,344	2000	ACRMU					97	87	60
Townsend	A-1	105,000	2002	ACAM		XX	XX	XX	94	84	55
Townsend	R-1	240,000	2002	ACRML		XX	XX	XX	91	87	50
Townsend	T-1	34,700	2002	ACRML		XX	XX	XX	93	87	50
Townsend	T-2	7,750	2002	ACRML					92	82	50

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI
					1991	1994	1997	2000	2003	2006	
Turner	A-1	33,800	1995	ACAM	XX			94	70	59	55
Turner	R-1	216,000	1995	ACRML	XX			84	79	75	50
Turner	T-2	6,360	1995	ACRML				90	70	64	50
Turner	T-3	20,000	1995	ACRML				87	74	69	50
Twin Bridges	A-1	90,000	2000	ACAM	XX	XX	XX		85	72	55
Twin Bridges	R-1	258,000	2000	ACRML	XX	XX	XX		82	70	50
Twin Bridges	T-1	67,500	2000	ACRML	XX	XX	XX		87	72	50
West Yellowstone	A-1	195,680	1980	ACAH	84	75	66	72		61	60
West Yellowstone	A-2	125,000	1980	ACAM	69	56	51	61		47	55
West Yellowstone	A-3	125,000	1980	ACAH	79	77	73	69		60	60
West Yellowstone	A-4	75,000	1980	ACAM	82	86	91	90		79	55
West Yellowstone	A-5	4,320	1988	PCAA		91	88	86		81	55
West Yellowstone	R-1	1,012,500	1980	ACRH	78	86	85	71		92	60
West Yellowstone	R-2	247,500	1980	ACRH	80	80	84	71		88	60
West Yellowstone	T-1	750,000	1980	ACRH	91	94	84	63		54	60
West Yellowstone	T-2	7,000	1993	ACRMU	XX	98	100	94		82	60
White Sulphur Springs	A-1	18,960	1992	STAA	XX	96	96	79	69	58	55
White Sulphur Springs	A-2	57,870	1992	ACAM	XX	96	96	78	73	68	55
White Sulphur Springs	R-1	276,000	1992	STRA	XX	95	95	72	65	55	55
White Sulphur Springs	R-2	102,000	1992	ACRML	XX	100	100	77	77	63	50
White Sulphur Springs	T-1	23,364	1992	STRA	XX	91	91	69	56	51	55
White Sulphur Springs	T-2	38,495	1992	ACRML	XX	99	100	70	66	62	50
Wolf Point	A-5	106,363	1994	ACAM				68	69	57	55
Wolf Point	R-1	285,000	1984	ACRH	68			66	55	39	60
Wolf Point	R-2	43,900	1984	ACRH	67			61	57	43	60
Wolf Point	R-3	42,500	1984	ACRH	79			64	61	50	60
Wolf Point	R-4	20,000	1984	ACRH	72			70	50	40	60
Wolf Point	R-5	65,000	1984	ACRH	79			67	74	60	60
Wolf Point	R-6	52,500	1984	ACRH	74			69	60	46	60
Wolf Point	T-1	9,750	1984	ACRH	75			51	55	44	60
Wolf Point	T-2	11,920	1984	ACRML	34			40	35	34	50
Wolf Point	T-3	21,875	1994	ACRML				61	55	36	50
Wolf Point	T-4	28,200	1994	ACRML				79	63	58	50

TOTAL SURFACED AREA: 40,591,093 (sq. feet)

2006 SURVEY AREA: 36,959,762 (sq. feet) =

NOTES:

1988 and 1991 PCI values shown are based on original inspection information, with PCI values recalculated using M new procedure, effective 1993.

"XX" in PCI columns indicates previous PCI values have been voided to account for new construction.

No entry in PCI columns indicates no inspection of the pavement section for the given year.

Italics indicates the airport was not inspected for this report, as such the included information is suspect. If construct has taken place it will not be reflected in this report. Families and PCI predictions are assumed from pre-2003 paven