BIG TIMBER AIRPORT

Branch: 25A **APRON** **A-1**

Length: 200 LF **Width:** 200 LF **Area:** 40,000 SF **Last Const:** 1996 **Family:** ACAM
From: ENTIRE APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 8/29/2012 **PCI: 78**

Sample # 2 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	N	48 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
OIL SPILLAGE	N	2 SF
WEATHERING	M	2,500 SF

Sample # 4 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	N	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
WEATHERING	M	2,000 SF

Sample # 6 **Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	L	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	71 LF
WEATHERING	M	2,000 SF

Sample # 7 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	121 LF
OIL SPILLAGE	N	5 SF
WEATHERING	M	3,500 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	M	13,000 SF	32.50%	11.97
LONGITUDINAL/TRANSVERSE CRACKING	M	242 LF	0.61%	9.02
LONGITUDINAL/TRANSVERSE CRACKING	L	274 LF	0.69%	4.36
WEATHERING	L	7,000 SF	17.50%	2.56
BLEEDING	N	116 SF	0.29%	2.02
OIL SPILLAGE	N	14 SF	0.03%	2
DEPRESSION	L	20 SF	0.05%	0.3

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 73.0 **% Climate/Durability** 27.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25A **APRON** **A-2**

Length: 0 LF **Width:** 0 LF **Area:** 23,750 SF **Last Const:** 1996 **Family:** ACAM
From: A-1 **To:** T-2 **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 8/29/2012 **PCI: 84**

Sample # 1 **Area:** 4,914 SF

Distress Description	Severity	Quantity
DEPRESSION	L	30 SF
DEPRESSION	M	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	77 LF
WEATHERING	L	2,457 SF

Sample # 3 **Area:** 5,100 SF

Distress Description	Severity	Quantity
BLEEDING	N	80 SF
WEATHERING	L	2,550 SF

Sample # 5 **Area:** 5,100 SF

Distress Description	Severity	Quantity
BLEEDING	N	60 SF
OIL SPILLAGE	N	11 SF
WEATHERING	L	4,080 SF

Extrapolated Distress Quantities*

DEPRESSION	M	16 SF	0.07%	5.2
WEATHERING	L	14,279 SF	60.12%	5.2
BLEEDING	N	220 SF	0.93%	5.03
LONGITUDINAL/TRANSVERSE CRACKING	L	121 LF	0.51%	4.08
OIL SPILLAGE	N	17 SF	0.07%	2
DEPRESSION	L	47 SF	0.20%	0.77

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 81.0 **% Climate/Durability** 19.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25R RUNWAY **R-1**

Length: 4,650 LF **Width:** 75 LF **Area:** 348,750 SF **Last Const:** 1996 **Family:** ACRMU
From: 0+00 BEGIN RWY 6-24 **To:** 46+50 END RWY 6-24 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 72 **Last Insp** 8/29/2012 **PCI: 58**

Sample # 6 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	177 LF
WEATHERING	L	975 SF

Sample # 16 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	260 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	148 LF
WEATHERING	L	975 SF

Sample # 26 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	190 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	128 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
WEATHERING	L	975 SF

Sample # 36 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	180 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	138 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
WEATHERING	L	975 SF

Sample # 45 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	461 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	80 LF
WEATHERING	L	975 SF

Sample # 56 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	270 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	200 LF
WEATHERING	L	975 SF

Sample # 66 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	304 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	168 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING	L	975 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	8,508 SqFt	2.44%	29.04
LONGITUDINAL/TRANSVERSE CRACKING	L	5,309 Ft	1.52%	6.17
LONGITUDINAL/TRANSVERSE CRACKING	M	118 Ft	0.03%	4.00
WEATHERING	L	34,875 SqFt	10.00%	1.72

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

Percent of Deduct Values Based on Distress Mechanism

71.0 **% Load** 29.0 **% Climate/Durability** 0.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25R **RUNWAY** **R-2**

Length: 635 LF **Width:** 75 LF **Area:** 47,625 SF **Last Const:** 1996 **Family:** ACRMU
From: R-1 **To:** T-3 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 9 **Last Inspection Date:** 8/29/2012 **PCI: 79**

Sample # 1 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	77 LF
WEATHERING	L	975 SF

Sample # 2 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	243 LF
WEATHERING	L	975 SF

Sample # 4 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF
WEATHERING	L	975 SF

Sample # 6 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	182 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	154 LF
WEATHERING	L	975 SF

Sample # 8 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	232 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
WEATHERING	L	975 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	10 Ft	0.02%	4.00
LONGITUDINAL/TRANSVERSE CRACKING	L	1,780 Ft	3.74%	11.89
WEATHERING	L	9,525 SqFt	20.00%	2.81
ALLIGATOR CRACKING	L	356 SqFt	0.75%	17.84

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

Percent of Deduct Values Based on Distress Mechanism

49.0 % Load 51.0 % Climate/Durability 0.0 % Other

BIG TIMBER AIRPORT

Branch: 25T **TAXIWAY** **T-1**

Length: 155 LF **Width:** 30 LF **Area:** 4,650 SF **Last Const:** 1996 **Family:** ACRMU
From: R-1 **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 8/29/2012 **PCI: 53**

Sample # 1 **Area:** 4,650 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	13 SF
ALLIGATOR CRACKING	M	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	85 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	34 LF
WEATHERING	M	930 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	13 SF	0.28%	10.36
LONGITUDINAL/TRANSVERSE CRACKING	M	34 LF	0.73%	9.79
WEATHERING	M	930 SF	20.00%	8.76
LONGITUDINAL/TRANSVERSE CRACKING	L	85 LF	1.83%	6.96
WEATHERING	L	3,720 SF	80.00%	5.71

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

Percent of Deduct Values Based on Distress Mechanism

60.0 **% Load** 40.0 **% Climate/Durability** 0.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25T **TAXIWAY** **T-2**

Length: 1,320 LF **Width:** 30 LF **Area:** 39,600 SF **Last Const:** 1996 **Family:** ACRMU
From: RUNWAY STATION 19+50 **To:** NORTH **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 7 **Last Inspection Date:** 8/29/2012 **PCI: 68**

Sample # 2 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	125 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	104 LF
WEATHERING	L	1,512 LF
WEATHERING	M	3,528 SF

Sample # 4 **Area:** 4,950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	55 LF
WEATHERING	L	1,485 SF
WEATHERING	M	3,465 SF

Sample # 6 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	135 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	103 LF
WEATHERING	L	1,512 LF
WEATHERING	M	3,528 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	M	27,720 SF	70.00%	17.87
LONGITUDINAL/TRANSVERSE CRACKING	M	690 LF	1.74%	14.64
LONGITUDINAL/TRANSVERSE CRACKING	L	843 LF	2.13%	7.75
WEATHERING	L	11,880 SF	30.00%	3.65

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25T **TAXIWAY** **T-3**

Length: 275 LF **Width:** 50 LF **Area:** 13,750 SF **Last Const:** 1996 **Family:** ACRMU
From: TURNAROUNDS **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 8/29/2012 **PCI:** 74

Sample # 1 **Area:** 3,450 SF

Distress Description	Severity	Quantity
WEATHERING	L	2,415 SF
WEATHERING	M	1,035 SF

Sample # 2 **Area:** 3,623 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
RAVELING	H	1 SF
WEATHERING	L	2,536 SF
WEATHERING	M	1,087 SF

Sample # 3 **Area:** 3,623 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF
WEATHERING	L	3,442 SF
WEATHERING	M	181 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	122 LF	0.89%	10.66
WEATHERING	M	2,961 SF	21.53%	9.2
RAVELING	H	1 SF	0.01%	6
WEATHERING	L	10,790 SF	78.48%	5.68
LONGITUDINAL/TRANSVERSE CRACKING	L	175 LF	1.27%	5.55

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25T **TAXIWAY** **T-4**

Length: 2,439 LF **Width:** 35 LF **Area:** 85,365 SF **Last Const:** 2003 **Family:** ACRMU
From: R-1 **To:** A-1 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 17 **Last Inspection Date:** 8/29/2012 **PCI: 76**

Sample # 2 **Area:** 5,040 SF

Distress Description	Severity	Quantity
RAVELING	M	25 SF
WEATHERING	L	3,024 SF
WEATHERING	M	2,016 SF

Sample # 4 **Area:** 5,040 SF

Distress Description	Severity	Quantity
RAVELING	M	25 SF
WEATHERING	L	3,024 SF
WEATHERING	M	2,016 SF

Sample # 7 **Area:** 5,040 SF

Distress Description	Severity	Quantity
RAVELING	M	13 SF
WEATHERING	L	4,032 SF
WEATHERING	M	1,008 SF

Sample # 11 **Area:** 5,040 SF

Distress Description	Severity	Quantity
RAVELING	M	50 SF
WEATHERING	L	3,024 SF
WEATHERING	M	2,016 SF

Sample # 16 **Area:** 5,040 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,032 SF
WEATHERING	M	1,008 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	13,658 SF	16.00%	12.36
WEATHERING	M	27,317 SF	32.00%	11.86
RAVELING	M	384 SF	0.45%	5.93
WEATHERING	L	44,390 SF	52.00%	4.89

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

BIG TIMBER AIRPORT

Branch: 25T **TAXIWAY** **T-5**

Length: 1,350 LF **Width:** 25 LF **Area:** 35,020 SF **Last Const:** 2003 **Family:** ACRMU
From: T-2 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/29/2012 **PCI:** 73

Sample # 2 **Area:** 5,125 SF

Distress Description	Severity	Quantity
RAVELING	M	26 SF
WEATHERING	L	512 SF
WEATHERING	M	4,613 SF

Sample # 3 **Area:** 5,125 SF

Distress Description	Severity	Quantity
RAVELING	M	26 SF
WEATHERING	L	512 SF
WEATHERING	M	4,613 SF

Sample # 4 **Area:** 5,125 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	6 SF
RAVELING	M	26 SF
WEATHERING	L	512 SF
WEATHERING	M	4,613 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	M	31,518 SF	90.00%	19.66
RAVELING	M	178 SF	0.51%	6.18
OIL SPILLAGE	N	14 SF	0.04%	2
WEATHERING	L	3,499 SF	9.99%	1.72

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 75.0 **% Climate/Durability** 25.0 **% Other**

BIG TIMBER AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: $8,512**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	L & T CR	M	242 LF	Crack Sealing - AC	242 LF	$605	PREV.
A-1	OIL SPILLAGE	N	14 SF	Patching - AC Shallow	33 SF	$661	PREV.
A-2	DEPRESSION	M	16 SF	Patching - AC Deep	36 SF	$1,427	PREV.
A-2	OIL SPILLAGE	N	17 SF	Patching - AC Shallow	38 SF	$760	PREV.
R-1	L & T CR	M	235 LF	Crack Sealing - AC	235 LF	$588	PREV.
R-2	L & T CR	M	10 LF	Crack Sealing - AC	10 LF	$24	PREV.
T-1	ALLIGATOR CR	M	20 SF	Patching - AC Deep	42 SF	$1,680	PREV.
T-1	L & T CR	M	34 LF	Crack Sealing - AC	34 LF	$85	PREV.
T-2	L & T CR	M	690 LF	Crack Sealing - AC	690 LF	$1,726	PREV.
T-3	L & T CR	M	122 LF	Crack Sealing - AC	122 LF	$305	PREV.
T-5	OIL SPILLAGE	N	14 SF	Patching - AC Shallow	33 SF	$651	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: $172,901**

Plan Year: 2013 — Estimated Cost: $1,524,423

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$981	$0	$0	$0	$981	76	77
A-2	Preventive	$187	$0	$0	$0	$187	82	82
R-1	Major Above Critical	$0	$0	$0	$1,383,843	$1,383,843	57	100
R-2	Major Above Critical	$0	$0	$0	$66,103	$66,103	78	100
T-1	Major Above Critical	$0	$0	$0	$22,092	$22,092	52	100
T-2	Global MR + Preventive	$3,144	$9,900	$0	$0	$13,044	67	70
T-3	Global MR + Preventive	$528	$3,438	$0	$0	$3,966	73	77
T-4	Global MR + Preventive	$2,629	$21,341	$0	$0	$23,970	75	79
T-5	Global MR + Preventive	$1,481	$8,755	$0	$0	$10,236	72	76

Plan Year: 2014 — Estimated Cost: $7,914

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,419	$0	$0	$0	$1,419	74	74
A-2	Preventive	$319	$0	$0	$0	$319	79	79
T-2	Preventive	$2,553	$0	$0	$0	$2,553	69	69
T-3	Preventive	$431	$0	$0	$0	$431	75	75
T-4	Preventive	$1,945	$0	$0	$0	$1,945	77	77
T-5	Preventive	$1,247	$0	$0	$0	$1,247	74	74

Plan Year: 2015 — Estimated Cost: $10,537

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,855	$0	$0	$0	$1,855	72	72
A-2	Preventive	$597	$0	$0	$0	$597	77	77
T-2	Preventive	$3,268	$0	$0	$0	$3,268	67	67
T-3	Preventive	$551	$0	$0	$0	$551	73	73
T-4	Preventive	$2,720	$0	$0	$0	$2,720	75	75
T-5	Preventive	$1,546	$0	$0	$0	$1,546	72	72

Plan Year: 2016 — Estimated Cost: $13,851

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$2,456	$0	$0	$0	$2,456	69	70
A-2	Preventive	$874	$0	$0	$0	$874	74	74
R-1	Preventive	$432	$0	$0	$0	$432	89	89
R-2	Preventive	$59	$0	$0	$0	$59	89	89
T-1	Preventive	$6	$0	$0	$0	$6	89	89
T-2	Preventive	$4,016	$0	$0	$0	$4,016	66	66
T-3	Preventive	$670	$0	$0	$0	$670	71	71
T-4	Preventive	$3,492	$0	$0	$0	$3,492	73	73
T-5	Preventive	$1,846	$0	$0	$0	$1,846	70	71

Plan Year: 2017 — Estimated Cost: $18,738

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$3,453	$0	$0	$0	$3,453	67	67
A-2	Preventive	$1,150	$0	$0	$0	$1,150	72	72
R-1	Preventive	$1,605	$0	$0	$0	$1,605	86	86
R-2	Preventive	$219	$0	$0	$0	$219	86	86
T-1	Preventive	$21	$0	$0	$0	$21	86	86
T-2	Preventive	$4,800	$0	$0	$0	$4,800	64	64
T-3	Preventive	$816	$0	$0	$0	$816	70	70
T-4	Preventive	$4,254	$0	$0	$0	$4,254	71	72
T-5	Preventive	$2,420	$0	$0	$0	$2,420	69	69

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Plan Year: 2018 — Estimated Cost: $74,466

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$4,466	$0	$0	$0	$4,466	65	65
A-2	Preventive	$1,498	$0	$0	$0	$1,498	70	70
R-1	Preventive	$2,749	$0	$0	$0	$2,749	83	83
R-2	Preventive	$375	$0	$0	$0	$375	83	83
T-1	Preventive	$37	$0	$0	$0	$37	83	83
T-2	Global MR + Preventive	$5,642	$11,477	$0	$0	$17,119	63	66
T-3	Global MR + Preventive	$1,087	$3,985	$0	$0	$5,072	68	72
T-4	Global MR + Preventive	$5,146	$24,741	$0	$0	$29,886	70	73
T-5	Global MR + Preventive	$3,114	$10,150	$0	$0	$13,263	67	71

Plan Year: 2019 — Estimated Cost: $24,868

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$5,493	$0	$0	$0	$5,493	64	64
A-2	Preventive	$2,130	$0	$0	$0	$2,130	67	68
R-1	Preventive	$3,865	$0	$0	$0	$3,865	81	81
R-2	Preventive	$528	$0	$0	$0	$528	81	81
T-1	Preventive	$52	$0	$0	$0	$52	81	81
T-2	Preventive	$5,017	$0	$0	$0	$5,017	64	64
T-3	Preventive	$841	$0	$0	$0	$841	70	70
T-4	Preventive	$4,444	$0	$0	$0	$4,444	72	72
T-5	Preventive	$2,500	$0	$0	$0	$2,500	69	69

Plan Year: 2020 — Estimated Cost: $32,903

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$6,548	$0	$0	$0	$6,548	62	62
A-2	Preventive	$2,769	$0	$0	$0	$2,769	66	66
R-1	Preventive	$6,981	$0	$0	$0	$6,981	78	79
R-2	Preventive	$953	$0	$0	$0	$953	78	79
T-1	Preventive	$93	$0	$0	$0	$93	78	79
T-2	Preventive	$5,903	$0	$0	$0	$5,903	63	63
T-3	Preventive	$1,130	$0	$0	$0	$1,130	68	68
T-4	Preventive	$5,291	$0	$0	$0	$5,291	70	70
T-5	Preventive	$3,235	$0	$0	$0	$3,235	67	68

Plan Year: 2021 — Estimated Cost: $43,030

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$7,654	$0	$0	$0	$7,654	60	60
A-2	Preventive	$3,418	$0	$0	$0	$3,418	64	64
R-1	Preventive	$10,901	$0	$0	$0	$10,901	76	76
R-2	Preventive	$1,489	$0	$0	$0	$1,489	76	76
T-1	Preventive	$145	$0	$0	$0	$145	76	76
T-2	Preventive	$6,862	$0	$0	$0	$6,862	61	61
T-3	Preventive	$1,427	$0	$0	$0	$1,427	67	67
T-4	Preventive	$7,137	$0	$0	$0	$7,137	68	68
T-5	Preventive	$3,997	$0	$0	$0	$3,997	66	66

Plan Year: 2022 — Estimated Cost: $53,825

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$9,230	$0	$0	$0	$9,230	58	58
A-2	Preventive	$4,081	$0	$0	$0	$4,081	62	62
R-1	Preventive	$14,745	$0	$0	$0	$14,745	74	75
R-2	Preventive	$2,014	$0	$0	$0	$2,014	74	75
T-1	Preventive	$197	$0	$0	$0	$197	74	75
T-2	Preventive	$7,991	$0	$0	$0	$7,991	60	60
T-3	Preventive	$1,737	$0	$0	$0	$1,737	65	65
T-4	Preventive	$9,033	$0	$0	$0	$9,033	67	67
T-5	Preventive	$4,798	$0	$0	$0	$4,798	65	65

Plan Year: 2023 — Estimated Cost: $123,711

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$10,894	$0	$0	$0	$10,894	56	57
A-2	Preventive	$4,766	$0	$0	$0	$4,766	60	60
R-1	Preventive	$18,558	$0	$0	$0	$18,558	73	73
R-2	Preventive	$2,534	$0	$0	$0	$2,534	73	73
T-1	Preventive	$247	$0	$0	$0	$247	73	73
T-2	Global MR + Preventive	$9,603	$13,305	$0	$0	$22,908	58	62
T-3	Global MR + Preventive	$2,066	$4,620	$0	$0	$6,686	64	67
T-4	Global MR + Preventive	$11,014	$28,681	$0	$0	$39,695	65	69
T-5	Global MR + Preventive	$5,657	$11,766	$0	$0	$17,424	63	66

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Plan Year: 2024					Estimated Cost: $68,712		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$12,649	$0	$0	$0	$12,649	55	55
A-2	Preventive	$5,750	$0	$0	$0	$5,750	58	58
R-1	Preventive	$22,380	$0	$0	$0	$22,380	71	71
R-2	Preventive	$3,056	$0	$0	$0	$3,056	71	71
T-1	Preventive	$298	$0	$0	$0	$298	71	71
T-2	Preventive	$8,329	$0	$0	$0	$8,329	60	60
T-3	Preventive	$1,814	$0	$0	$0	$1,814	65	66
T-4	Preventive	$9,418	$0	$0	$0	$9,418	67	67
T-5	Preventive	$5,017	$0	$0	$0	$5,017	65	65

Plan Year: 2025					Estimated Cost: $83,467		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$14,526	$0	$0	$0	$14,526	53	53
A-2	Preventive	$6,791	$0	$0	$0	$6,791	57	57
R-1	Preventive	$28,290	$0	$0	$0	$28,290	69	69
R-2	Preventive	$3,863	$0	$0	$0	$3,863	69	69
T-1	Preventive	$377	$0	$0	$0	$377	69	69
T-2	Preventive	$10,027	$0	$0	$0	$10,027	58	58
T-3	Preventive	$2,162	$0	$0	$0	$2,162	64	64
T-4	Preventive	$11,514	$0	$0	$0	$11,514	66	66
T-5	Preventive	$5,917	$0	$0	$0	$5,917	63	63

Plan Year: 2026					Estimated Cost: $102,015		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$16,530	$0	$0	$0	$16,530	51	51
A-2	Preventive	$7,895	$0	$0	$0	$7,895	55	55
R-1	Preventive	$36,979	$0	$0	$0	$36,979	68	68
R-2	Preventive	$5,050	$0	$0	$0	$5,050	68	68
T-1	Preventive	$493	$0	$0	$0	$493	68	68
T-2	Preventive	$11,916	$0	$0	$0	$11,916	56	56
T-3	Preventive	$2,534	$0	$0	$0	$2,534	62	63
T-4	Preventive	$13,727	$0	$0	$0	$13,727	64	64
T-5	Preventive	$6,892	$0	$0	$0	$6,892	62	62

Plan Year: 2027					Estimated Cost: $411,048		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Major Below Critical	$0	$0	$308,054	$0	$308,054	49	100
A-2	Preventive	$9,069	$0	$0	$0	$9,069	53	53
R-1	Preventive	$45,999	$0	$0	$0	$45,999	66	66
R-2	Preventive	$6,282	$0	$0	$0	$6,282	66	66
T-1	Preventive	$613	$0	$0	$0	$613	66	66
T-2	Preventive	$14,017	$0	$0	$0	$14,017	54	55
T-3	Preventive	$2,939	$0	$0	$0	$2,939	61	61
T-4	Preventive	$16,114	$0	$0	$0	$16,114	63	63
T-5	Preventive	$7,961	$0	$0	$0	$7,961	60	60

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A-2, Surface detail with depression

A-2, Surface detail with oil spillage

R-1, Overview

R-1, Surface detail with crack

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R-1, Surface detail with cracking

R-2, Overview

R-2, Surface detail with crack

T-1, Overview

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T-1, Surface detail with crack

T-2, Overview

T-2, Surface detail with crack

T-3, Overview

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T-3, Surface detail with raveling

T-4, Overview

T-4, Surface detail with raveling

T-5, Overview

BIG TIMBER AIRPORT

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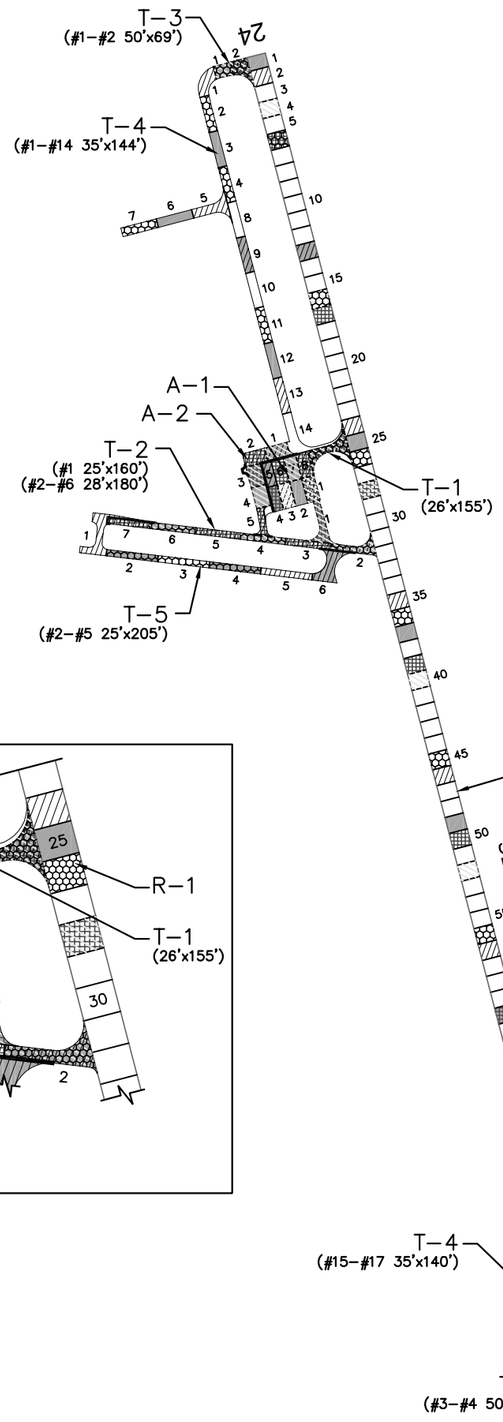
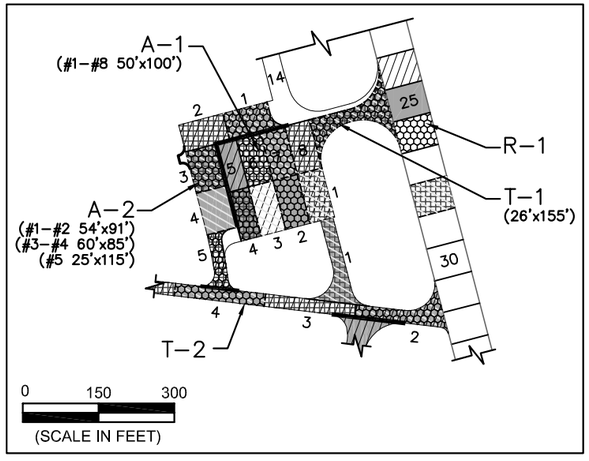
T-5, Surface detail with oil spillage

BIG TIMBER





NORTH

0 300 600
(SCALE IN FEET)

PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE	DUAL	DUAL TAN.	REMARKS
RUNWAYS										
R-1	E-7	F5	6" COMP. SUBGRADE	6" P-208, 3.5" P-207	2.5" P-401	P-609	12,500			1 2 3
R-2			P-154	4" P-208	2.5" P-401	P-609	12,500			1 2 3
TAXIWAYS										
T-1	E-7	F5	6" COMP. SUBGRADE	4" P-208	2.5" P-401	P-609	12,500			1 2 3
T-2					UNKNOWN	2"P-401,P-609	12,500			1 2 3
T-3			P-154	4" P-208	2.5" P-401	P-609	12,500			1 2 3
T-4	CBR=12		30" P-154	6" P-208	4" P-401		12,500			1 2 3
T-5	CBR=12		30" P-154	6" P-208	4" P-401		12,500			1 2 3
APRONS										
A-1	E-7	F5	6" COMP. SUBGRADE	4" P-208	2.5" P-401	P-609	12,500			1 2 3
A-2			P-154	4" P-208	2.5" P-401	P-609	12,500			1 2 3

REMARKS:

FROST, POOR DRAINAGE

AIP-001, 1984

1 AIP-002, 1996 RECONSTRUCT AND EXTEND RUNWAY 6-24, RECONSTRUCT TAXIWAY (T-1), CONSTRUCT CONNECTING TAXIWAY, OVERLAY TAXIWAY (T-2), AND RECONSTRUCT APRON.

2 AIP-003, 2003, CONSTRUCT PARTIAL PARALLEL TAXIWAY, JUGHANDLE TURNAROUND (T-4), AND HANGAR ACCESS TAXIWAYS (T-5). SEAL COAT AND REMARK REMAINING PAVEMENTS.

3 AIP-004, 2010, SEAL COAT, CRACK SEAL AND REMARK ALL PAVEMENTS.

LEGEND

- 1997 SURVEY AREA (NOT SURVEYED)
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 22, 1987
EVALUATED BY:	C. NEW
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 29, 2012
EVALUATED BY:	S. BROWN

MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES

BIG TIMBER AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION

BIG TIMBER
MONTANA

DATE: DEC. 2012

PREPARED BY: SE Engineering Planning Consulting

BIG TIMBER