

FORSYTH AIRPORT

Branch: 43A **APRON**

A-1

Length: 332 LF **Width:** 270 LF **Area:** 89,640 SF **Last Const:** 1994 **Family:** ACAM
From: ENTIRE APRON **To:** **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 8/24/2012 **PCI:** 26

Sample # 2 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	990 SF
BLOCK CRACKING	L	4,950 SF
RAVELING	L	2,475 SF
RAVELING	M	1,015 SF
WEATHERING	M	4,455 SF
WEATHERING	H	495 SF

Sample # 6 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	990 SF
BLOCK CRACKING	L	4,950 SF
RAVELING	L	2,475 SF
RAVELING	M	51 SF
WEATHERING	M	4,950 SF

Sample # 10 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	990 SF
BLOCK CRACKING	L	4,950 SF
RAVELING	L	3,475 SF
RAVELING	M	495 SF
WEATHERING	L	4,950 SF

Sample # 14 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	990 SF
BLOCK CRACKING	L	4,950 SF
RAVELING	L	2,475 SF
RAVELING	M	495 SF
WEATHERING	L	4,950 SF

Sample # 18 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	990 SF
BLOCK CRACKING	L	4,950 SF
RAVELING	L	2,970 SF
RAVELING	M	495 SF
WEATHERING	M	4,950 SF

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Branch: 43A

APRON

A-1

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	17,928 SF	20.00%	50.84
BLOCK CRACKING	L	89,640 SF	100.00%	35.60
RAVELING	L	50,235 SF	56.04%	21.20
RAVELING	M	9,239 SF	10.31%	20.96
WEATHERING	L	35,856 SF	40.00%	4.30
WEATHERING	M	51,991 SF	58.00%	16.42
WEATHERING	H	1,793 SF	2.00%	11.00

* 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

32.0 % Load

68.0 % Climate/Durability

0.0 % Other

FORSYTH AIRPORT

Branch: 43R RUNWAY

R-1

Length: 4,800 LF Width: 75 LF Area: 360,000 SF Last Const: 1994 Family: ACRMU
 From: RWY 26-8 STA 0+00 To: RWY 26-8 STA 48+00 Surface: AC

Inspections

Samples Surveyed: 7 Total Samples: 74 Last Inspection Date: 8/24/2012 **PCI: 54**

Sample #	Distress Description	Severity	Quantity	Area:
Sample # 1	BLOCK CRACKING	L	225 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	350 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF	
	RAVELING	L	270 SF	
	RAVELING	M	244 SF	
	WEATHERING	L	4,388 SF	
	WEATHERING	M	487 SF	
Sample # 12	BLOCK CRACKING	L	33 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	394 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF	
	RAVELING	L	244 SF	
	RAVELING	M	244 SF	
	WEATHERING	L	4,875 SF	
Sample # 23	BLOCK CRACKING	L	1,365 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	263 LF	
	RAVELING	L	244 SF	
	RAVELING	M	244 SF	
	WEATHERING	L	4,875 SF	
Sample # 34	BLOCK CRACKING	L	15 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	390 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF	
	RAVELING	L	244 SF	
	RAVELING	M	244 SF	
	WEATHERING	L	4,875 SF	
Sample # 45	BLOCK CRACKING	L	1,858 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	228 LF	
	RAVELING	L	244 SF	
	RAVELING	M	244 SF	
	WEATHERING	L	4,875 SF	
Sample # 56	BLOCK CRACKING	L	626 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	412 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF	
	RAVELING	L	244 SF	
	RAVELING	M	244 SF	
	WEATHERING	L	4,875 SF	

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Branch: 43R RUNWAY

R-1

Sample # 67

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	1,885 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	111 LF
RAVELING	L	244 SF
RAVELING	M	244 SF
WEATHERING	L	4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	63,371 SF	17.60%	20.39
LONGITUDINAL/TRANSVERSE CRACKING	L	22,660 LF	6.29%	17.37
LONGITUDINAL/TRANSVERSE CRACKING	M	918 LF	0.25%	5.92
RAVELING	L	18,293 SF	5.08%	6.86
RAVELING	M	18,018 SF	5.01%	15.24
WEATHERING	L	354,862 SF	98.57%	5.95
WEATHERING	M	5,138 SF	1.43%	2.00

* 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

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Branch: 43T TAXIWAY

T-1

Length: 1,280 LF Width: 42 LF Area: 53,120 SF Last Const: 1994 Family: ACRMU
 From: RWY 26-8 STA 0+00/APRON To: T-2/RWY 26-8 STA 19+25 Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 10 Last Inspection Date: 8/24/2012 **PCI: 42**

Sample # 1			Area: 4,375 SF
	Distress Description	Severity	Quantity
	ALLIGATOR CRACKING	L	25 SF
	ALLIGATOR CRACKING	L	250 SF
	BLOCK CRACKING	L	150 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	325 LF
	LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
	RAVELING	L	150 SF
	WEATHERING	L	4,375 SF

Sample # 4			Area: 4,375 SF
	Distress Description	Severity	Quantity
	BLOCK CRACKING	L	100 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	392 LF
	LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
	RAVELING	L	125 SF
	WEATHERING	L	4,375 SF

Sample # 7			Area: 4,375 SF
	Distress Description	Severity	Quantity
	ALLIGATOR CRACKING	L	3,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	62 LF
	WEATHERING	L	3,281 SF
	WEATHERING	M	1,094 SF

Sample # 9			Area: 4,375 SF
	Distress Description	Severity	Quantity
	BLEEDING	N	3 SF
	BLOCK CRACKING	L	3,938 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	165 LF
	WEATHERING	L	4,375 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	11,459 SF	21.57%	51.72
BLEEDING	N	9 SF	0.02%	0.00
BLOCK CRACKING	L	12,712 SF	23.93%	22.50
LONGITUDINAL/TRANSVERSE CRACKING	L	2,865 LF	5.39%	15.60
LONGITUDINAL/TRANSVERSE CRACKING	M	121 LF	0.23%	5.56
RAVELING	L	834.74 SF	1.57%	3.44
WEATHERING	L	49799.2 SF	93.75	5.91
WEATHERING	M	3320.76 SF	6.25	3.97

* 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

48.0 % Load

52.0 % Climate/Durability

0.0 % Other

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Branch: 43T TAXIWAY **T-2**

Length: 1,950 LF Width: 49 LF Area: 95,550 SF Last Const: 1994 Family: ACRMU
 From: T-1 To: APRON/T-1 Surface: AAC

Inspections

Samples Surveyed: 5 Total Samples: 19 Last Inspection Date: 8/24/2012 **PCI: 45**

Sample # 4 **Area:** 3,500 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	25 SF
BLEEDING	N	30 SF
BLOCK CRACKING	L	960 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	488 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
RAVELING	L	350 SF
RAVELING	M	175 SF
WEATHERING	L	3,500 SF

Sample # 8 **Area:** 3,500 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	20 SF
BLEEDING	N	85 SF
BLOCK CRACKING	L	44 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	393 LF
RAVELING	L	350 SF
RAVELING	M	175 SF
WEATHERING	L	3,500 SF

Sample # 12 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2,800 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
RAVELING	L	360 SF
RAVELING	L	10 SF
RAVELING	M	175 SF
WEATHERING	L	3,500 SF

Sample # 16 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2,800 SF
RAVELING	L	350 SF
RAVELING	M	175 SF
WEATHERING	L	3,500 SF

Sample # 19 **Area:** 3,500 SF

Distress Description	Severity	Quantity
BLEEDING	N	84 SF
BLOCK CRACKING	L	3,150 SF
RAVELING	L	474 SF
RAVELING	M	175 SF
WEATHERING	L	3,500 SF

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Branch: 43T TAXIWAY

T-2

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	246 SF	0.26%	9.87
BLEEDING	N	1,087 SF	1.14%	6.10
BLOCK CRACKING	L	53,257 SF	55.74%	29.49
LONGITUDINAL/TRANSVERSE CRACKING	L	5,154 LF	5.39%	15.60
LONGITUDINAL/TRANSVERSE CRACKING	M	180 LF	0.19%	4.97
RAVELING	L	10,341 SF	10.82%	10.22
RAVELING	M	4,778 SF	5.00%	15.24
WEATHERING	L	95,550 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

10.0 % Load

84.0 % Climate/Durability

6.0 % Other

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Branch: 43T TAXIWAY **T-3**

Length: 560 LF Width: 35 LF Area: 19,600 SF Last Const: 1994 Family: ACRMU
 From: TURNAROUNDS To: Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 8/24/2012 **PCI: 52**

Sample # 1 Area: 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	339 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	51 LF
RAVELING	L	490 SF
RAVELING	M	49 SF
WEATHERING	L	4,900 SF

Sample # 3 Area: 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	90 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	447 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	447 LF
RAVELING	L	490 SF
RAVELING	M	49 SF
WEATHERING	L	4,900 SF

Sample # 4 Area: 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	140 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	324 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
RAVELING	L	515 SF
RAVELING	M	49 SF
WEATHERING	L	4,520 SF
WEATHERING	M	380 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	400 SF	2.04%	10.07
LONGITUDINAL/TRANSVERSE CRACKING	L	2,076 LF	10.59%	24.05
LONGITUDINAL/TRANSVERSE CRACKING	M	99 LF	0.50%	8.32
RAVELING	L	1,993 SF	10.17%	9.91
RAVELING	M	196 SF	1.00%	7.88
WEATHERING	L	19093.3 SF	97.41%	5.94
WEATHERING	M	506.67 SF	2.59	2.49

* 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

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Branch: 43T TAXIWAY

T-4

Length: 504 LF Width: 25 LF Area: 12,600 SF Last Const: 1994 Family: ACRMU
 From: T-2 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 8/24/2012 **PCI: 53**

Sample # 1 Area: 4,200 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	3,150 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	23 LF
RAVELING	L	420 SF
WEATHERING	L	4,200 SF

Sample # 2 Area: 4,200 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	3,360 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
RAVELING	L	420 SF
WEATHERING	L	4,200 SF

Sample # 3 Area: 4,200 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	3,150 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	108 LF
RAVELING	L	420 SF
WEATHERING	L	4,200 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	9,660 SF	76.67%	32.68
LONGITUDINAL/TRANSVERSE CRACKING	L	176 LF	1.40%	5.85
RAVELING	L	1,260 SF	10.00%	9.83
WEATHERING	L	12,600 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

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FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$2,541**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Poliev
R-1	L & T CR	M	918 LF	Crack Sealing - AC	918 LF	\$2,295	PREV.
T-3	L & T CR	M	99 LF	Crack Sealing - AC	99 LF	\$247	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$188,547**

Plan Year: 2013		Estimated Cost: \$479,552					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Stopgap	\$12,234	\$0	\$0	\$0	\$12,234	24	24	
R-1	Global MR + Preventive	\$93,583	\$90,001	\$0	\$0	\$183,583	53	57	
T-1	Major Below Critical	\$0	\$0	\$264,899	\$0	\$264,899	40	100	
T-2	Stopgap	\$1,601	\$0	\$0	\$0	\$1,601	43	43	
T-3	Global MR + Preventive	\$5,709	\$4,900	\$0	\$0	\$10,609	51	55	
T-4	Global MR + Preventive	\$3,474	\$3,150	\$0	\$0	\$6,624	52	56	
Plan Year: 2014		Estimated Cost: \$599,593					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Stopgap	\$17,432	\$0	\$0	\$0	\$17,432	21	21	
R-1	Preventive	\$83,596	\$0	\$0	\$0	\$83,596	55	55	
T-2	Major Below Critical	\$0	\$0	\$490,311	\$0	\$490,311	40	100	
T-3	Preventive	\$5,139	\$0	\$0	\$0	\$5,139	53	53	
T-4	Preventive	\$3,115	\$0	\$0	\$0	\$3,115	54	54	
Plan Year: 2015		Estimated Cost: \$725,602					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Major Below Critical	\$0	\$0	\$618,144	\$0	\$618,144	17	100	
R-1	Preventive	\$97,848	\$0	\$0	\$0	\$97,848	53	53	
T-3	Preventive	\$5,976	\$0	\$0	\$0	\$5,976	51	51	
T-4	Preventive	\$3,633	\$0	\$0	\$0	\$3,633	52	52	
Plan Year: 2016		Estimated Cost: \$252,231					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
R-1	Preventive	\$113,824	\$0	\$0	\$0	\$113,824	51	51	
T-1	Preventive	\$66	\$0	\$0	\$0	\$66	89	89	
T-3	Major Below Critical	\$0	\$0	\$85,344	\$0	\$85,344	48	100	
T-4	Major Below Critical	\$0	\$0	\$52,997	\$0	\$52,997	50	100	
Plan Year: 2017		Estimated Cost: \$5,094					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
R-1	Stopgap	\$4,728	\$0	\$0	\$0	\$4,728	48	48	
T-1	Preventive	\$244	\$0	\$0	\$0	\$244	86	86	
T-2	Preventive	\$122	\$0	\$0	\$0	\$122	89	89	
Plan Year: 2018		Estimated Cost: \$7,089					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$219	\$0	\$0	\$0	\$219	88	88	
R-1	Stopgap	\$5,998	\$0	\$0	\$0	\$5,998	46	46	
T-1	Preventive	\$419	\$0	\$0	\$0	\$419	83	83	
T-2	Preventive	\$453	\$0	\$0	\$0	\$453	86	86	
Plan Year: 2019		Estimated Cost: \$9,411					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$576	\$0	\$0	\$0	\$576	85	85	
R-1	Stopgap	\$7,428	\$0	\$0	\$0	\$7,428	43	43	
T-1	Preventive	\$589	\$0	\$0	\$0	\$589	81	81	
T-2	Preventive	\$776	\$0	\$0	\$0	\$776	83	83	
T-3	Preventive	\$26	\$0	\$0	\$0	\$26	89	89	
T-4	Preventive	\$17	\$0	\$0	\$0	\$17	89	89	
Plan Year: 2020		Estimated Cost: \$12,470					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$928	\$0	\$0	\$0	\$928	82	82	
R-1	Stopgap	\$9,226	\$0	\$0	\$0	\$9,226	40	40	
T-1	Preventive	\$1,063	\$0	\$0	\$0	\$1,063	78	79	
T-2	Preventive	\$1,091	\$0	\$0	\$0	\$1,091	81	81	
T-3	Preventive	\$99	\$0	\$0	\$0	\$99	86	86	
T-4	Preventive	\$63	\$0	\$0	\$0	\$63	86	86	

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Plan Year: 2021		Estimated Cost: \$18,174					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,704	\$0	\$0	\$0	\$1,704	79	79	
R-1	Stopgap	\$12,562	\$0	\$0	\$0	\$12,562	36	36	
T-1	Preventive	\$1,660	\$0	\$0	\$0	\$1,660	76	76	
T-2	Preventive	\$1,970	\$0	\$0	\$0	\$1,970	78	79	
T-3	Preventive	\$169	\$0	\$0	\$0	\$169	83	83	
T-4	Preventive	\$109	\$0	\$0	\$0	\$109	83	83	

Plan Year: 2022		Estimated Cost: \$24,992					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,989	\$0	\$0	\$0	\$2,989	76	76	
R-1	Stopgap	\$16,290	\$0	\$0	\$0	\$16,290	33	33	
T-1	Preventive	\$2,246	\$0	\$0	\$0	\$2,246	74	75	
T-2	Preventive	\$3,076	\$0	\$0	\$0	\$3,076	76	76	
T-3	Preventive	\$237	\$0	\$0	\$0	\$237	81	81	
T-4	Preventive	\$153	\$0	\$0	\$0	\$153	81	81	

Plan Year: 2023		Estimated Cost: \$40,057					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,264	\$0	\$0	\$0	\$4,264	74	74	
R-1	Stopgap	\$28,101	\$0	\$0	\$0	\$28,101	29	29	
T-1	Preventive	\$2,827	\$0	\$0	\$0	\$2,827	73	73	
T-2	Preventive	\$4,161	\$0	\$0	\$0	\$4,161	74	75	
T-3	Preventive	\$429	\$0	\$0	\$0	\$429	78	79	
T-4	Preventive	\$276	\$0	\$0	\$0	\$276	78	79	

Plan Year: 2024		Estimated Cost: \$76,122					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$5,539	\$0	\$0	\$0	\$5,539	71	71	
R-1	Stopgap	\$60,837	\$0	\$0	\$0	\$60,837	25	25	
T-1	Preventive	\$3,409	\$0	\$0	\$0	\$3,409	71	71	
T-2	Preventive	\$5,237	\$0	\$0	\$0	\$5,237	73	73	
T-3	Preventive	\$669	\$0	\$0	\$0	\$669	76	76	
T-4	Preventive	\$430	\$0	\$0	\$0	\$430	76	76	

Plan Year: 2025		Estimated Cost: \$116,553					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,451	\$0	\$0	\$0	\$7,451	69	69	
R-1	Stopgap	\$96,991	\$0	\$0	\$0	\$96,991	21	21	
T-1	Preventive	\$4,309	\$0	\$0	\$0	\$4,309	69	69	
T-2	Preventive	\$6,316	\$0	\$0	\$0	\$6,316	71	71	
T-3	Preventive	\$906	\$0	\$0	\$0	\$906	74	75	
T-4	Preventive	\$582	\$0	\$0	\$0	\$582	74	75	

Plan Year: 2026		Estimated Cost: \$189,633					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$10,360	\$0	\$0	\$0	\$10,360	67	67	
R-1	Stopgap	\$163,785	\$0	\$0	\$0	\$163,785	16	16	
T-1	Preventive	\$5,633	\$0	\$0	\$0	\$5,633	68	68	
T-2	Preventive	\$7,983	\$0	\$0	\$0	\$7,983	69	69	
T-3	Preventive	\$1,140	\$0	\$0	\$0	\$1,140	73	73	
T-4	Preventive	\$733	\$0	\$0	\$0	\$733	73	73	

Plan Year: 2027		Estimated Cost: \$271,629					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$13,315	\$0	\$0	\$0	\$13,315	65	65	
R-1	Stopgap	\$238,617	\$0	\$0	\$0	\$238,617	12	12	
T-1	Preventive	\$7,006	\$0	\$0	\$0	\$7,006	66	66	
T-2	Preventive	\$10,436	\$0	\$0	\$0	\$10,436	68	68	
T-3	Preventive	\$1,373	\$0	\$0	\$0	\$1,373	71	71	
T-4	Preventive	\$883	\$0	\$0	\$0	\$883	71	71	

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A-1, Overview



A-1, Surface detail with raveling and cracking



R-1, Overview



R-1, Surface detail with cracking

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T-1, Overview



T-2, Overview



T-2, Surface detail with cracking and bleeding



T-3, Overview

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T-3, Surface detail

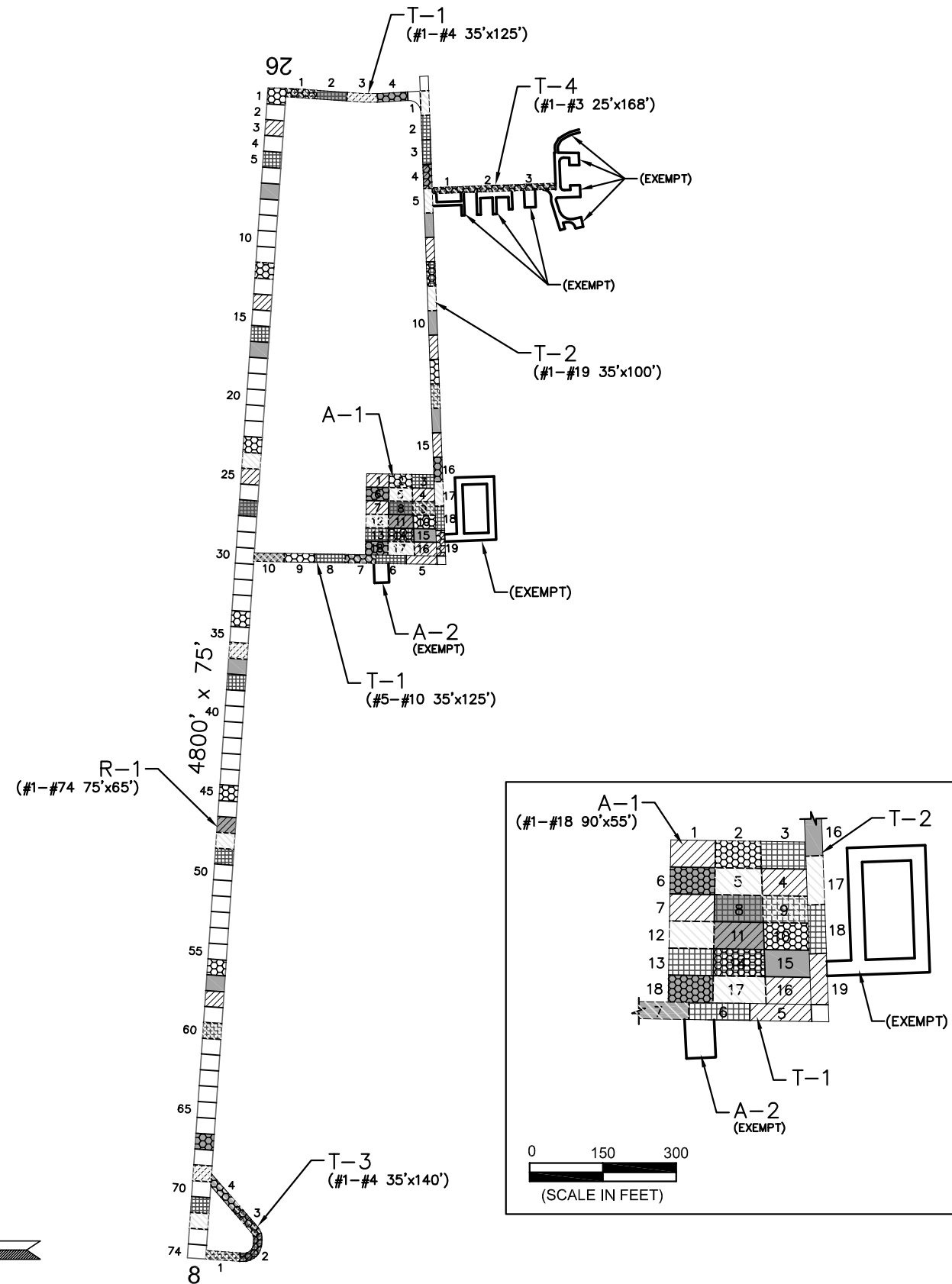


T-3, Turnaround overview



T-4, Overview

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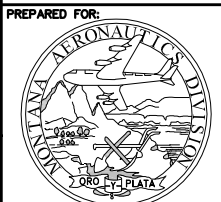

PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
RUNWAYS										
R-1	E-7	F7, CBR=7	P-152	7" P-208	3" P-401	P-609	12,500			◁▷▷▷
TAXIWAYS										
T-1	E-7	F7, CBR=7	P-152	7" P-208	3" P-401	P-609	12,500			◁▷▷▷
T-2	E-7	F7, CBR=7		3" GRAVEL	P-609, 6" ROAD MIX	2.5" P-401, P-609	12,500			◁▷▷▷
T-3	E-7	F7	P-152	7" P-208	3" P-401	P-609	12,500			◁▷▷▷
T-4	E-7	F7, CBR=7	P-152	7" P-208	3" P-401	P-609	12,500			◁▷▷▷
APRONS										
A-1	E-7	F7, CBR=7		4" AGG.	3" AC	2.5" P-401, P-609	12,500			◁▷▷▷

REMARKS:

R-1, T-1 & A-1 ALL CONSTRUCTED OVER 12" COMPACTED SUBGRADE AT 95% COMPACTION
 POOR DRAINAGE, FROST
 RUNWAY DESIGN BASED ON F-7 SUBGRADE. CBR = 7 ASSUMED
 P-402 USED IN DETERMINING MAXIMUM GROSS LOADS

▷ AIP-001, 1985, POROUS FRICTION COURSE OVERLAY - ALL PAVEMENTS.
 ▷ AIP-002, 1994, RECONSTRUCT RUNWAY 8-26 AND TAXIWAY (T-1), REHABILITATE TAXIWAY (T-2) AND APRON (A-1), AND CONSTRUCT RUNWAY 8 TURNAROUND.
 ▷ AIP-003, 2001, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
 ▷ AIP-007, 2009, CRACK SEAL ALL PAVEMENTS.

LEGEND ◻ 1997 SURVEY AREA (NOT SURVEYED) ◻ 2000 SURVEY AREA (NOT SURVEYED) ◻ 2003 SURVEY AREA ◻ 2006 SURVEY AREA ◻ 2009 SURVEY AREA ◻ 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 23, 1987	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 24, 2012	TILLITT FIELD
	EVALUATED BY:	M. BECKHOFF	
			PREPARED FOR:  FORSYTH MONTANA
			PREPARED BY:  DATE: NOV. 2012

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