

**SCOBEY AIRPORT**

Branch: 35A      APRON      **A-11**

Length: 310 LF    Width: 150 LF    Area: 46,500 SF    Last Const: 1998    Family: ACAM  
 From: MAIN APRON    To:    Surface: AC

**Inspections**

Samples Surveyed: 4      Total Samples: 9      Last Inspection Date: 8/22/2012      **PCI: 69**

<b>Sample # 3</b>	<table border="0"> <tr><td><b>Distress Description</b></td><td style="text-align: center;"><b>Severity</b></td><td style="text-align: center;"><b>Quantity</b></td></tr> <tr><td>BLOCK CRACKING</td><td style="text-align: center;">L</td><td style="text-align: center;">60 SF</td></tr> <tr><td>LONGITUDINAL/TRANSVERSE CRACKING</td><td style="text-align: center;">L</td><td style="text-align: center;">357 LF</td></tr> <tr><td>RAVELING</td><td style="text-align: center;">L</td><td style="text-align: center;">101 SF</td></tr> <tr><td>WEATHERING</td><td style="text-align: center;">L</td><td style="text-align: center;">510 SF</td></tr> </table>	<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	BLOCK CRACKING	L	60 SF	LONGITUDINAL/TRANSVERSE CRACKING	L	357 LF	RAVELING	L	101 SF	WEATHERING	L	510 SF	<b>Area:</b> 4,307 SF						
<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>																					
BLOCK CRACKING	L	60 SF																					
LONGITUDINAL/TRANSVERSE CRACKING	L	357 LF																					
RAVELING	L	101 SF																					
WEATHERING	L	510 SF																					
<b>Sample # 5</b>	<table border="0"> <tr><td><b>Distress Description</b></td><td style="text-align: center;"><b>Severity</b></td><td style="text-align: center;"><b>Quantity</b></td></tr> <tr><td>LONGITUDINAL/TRANSVERSE CRACKING</td><td style="text-align: center;">L</td><td style="text-align: center;">501 LF</td></tr> <tr><td>RAVELING</td><td style="text-align: center;">L</td><td style="text-align: center;">101 SF</td></tr> <tr><td>WEATHERING</td><td style="text-align: center;">L</td><td style="text-align: center;">1275 SF</td></tr> </table>	<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	LONGITUDINAL/TRANSVERSE CRACKING	L	501 LF	RAVELING	L	101 SF	WEATHERING	L	1275 SF	<b>Area:</b> 5,049 SF									
<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>																					
LONGITUDINAL/TRANSVERSE CRACKING	L	501 LF																					
RAVELING	L	101 SF																					
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<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>																					
LONGITUDINAL/TRANSVERSE CRACKING	L	406 LF																					
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<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>																					
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**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	137 LF	0.29%	5.31
LONGITUDINAL/TRANSVERS CRACKING	L	3,763 SF	4.20%	21.60
OIL SPILLAGE	N	23 SF	0.05%	2.00
SWELLING	L	2 SF	0.00%	1.00
RAVELING	L	921 SF	1.98%	3.96
RAVELING	M	11 SF	0.02%	4.00
ALLIGATOR CRACKING	L	23 SF	0.05%	7.00
WEATHERING	L	8,138 SF	17.50%	2.56

\* 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**

15.0 % Load                      92.0 % Climate/Durability                      6.0 % Other

**SCOBEY AIRPORT**

Branch: 35A

APRON

**A-12**

Length: 128 LF Width: 76 LF

Area: 9,728 SF

Last Const: 1998

Family: ACAM

From: EAST APRON

To:

Surface: AC

**Inspections**

Samples Surveyed: 2

Total Samples: 2

Last Inspection Date: 8/22/2012

**PCI: 75**

**Sample # 1**

Area: 4,480 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	288 LF
RAVELING	L	102 SF
WEATHERING	L	1,120 SF
PATCHING	L	48 SF

**Sample # 2**

Area: 4,480 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF
OIL SPILLAGE	N	10 SF
RAVELING	L	102 SF
WEATHERING	L	1,120 SF
PATCHING	L	4 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	455 SF	76.67%	14.06
OIL SPILLAGE	N	11 SF	97.41%	1.99
RAVELING	L	221 SF	2.28%	4.31
WEATHERING	L	2,432 SF	25.00%	3.26
PATCHING	L	56 SF	0.58%	2.63

\* 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

92.0 % Climate/Durability

8.0 % Other

**SCOBEY AIRPORT**

Branch: 35R RUNWAY

**R-11**

Length: 3,400 LF    Width: 75 LF    Area: 255,000 SF    Last Const: 1998    Family: ACRML  
 From: 26+00    To: 60+00    Surface: AC

**Inspections**

Samples Surveyed: 7    Total Samples: 52    Last Inspection Date: 8/22/2012    **PCI: 78**

Sample # 7	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L H	Quantity 160 LF 75 LF	Area: 4,875 SF
Sample # 14	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 226 LF	Area: 4,875 SF
Sample # 21	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L M	Quantity 161 LF 65 LF	Area: 4,875 SF
Sample # 28	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 122 LF 75 LF	Area: 4,875 SF
Sample # 35	Distress Description LONGITUDINAL/TRANVERSE CRACKING LONGITUDINAL/TRANVERSE CRACKING	Severity L H	Quantity 141 LF 75 LF	Area: 4,875 SF
Sample # 42	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L H	Quantity 144 LF 75 LF	Area: 4,875 SF
Sample # 49	Distress Description BLOCK CRACKING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L H	Quantity 11 SF 182 LF 22 LF	Area: 4,875 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	82 SF	1.00%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	9,049 SF	10.17%	11.43
LONGITUDINAL/TRANSVERSE CRACKING	M	486 SF	2.59%	5.00
LONGITUDINAL/TRANSVERSE CRACKING	H	1,846 LF	0.50%	16.29

\* 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

**SCOBEY AIRPORT**

Branch: 35R RUNWAY

**R-12**

Length: 620 LF

Width: 75 LF

Area: 46,500 SF

Last Const: 1998

Family: ACRML

From: 19+80

To: 26+00

Surface: AC

**Inspections**

Samples Surveyed: 5

Total Samples: 12

Last Inspection Date: 8/22/2012

**PCI: 81**

Sample # 1

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING  
PATCHING

**Severity**

L

L

**Quantity**

245 LF

1,125 SF

Area: 4,875 SF

Sample # 3

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING

**Severity**

L

**Quantity**

314 LF

Area: 4,875 SF

Sample # 5

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING

**Severity**

L

**Quantity**

293 LF

Area: 4,875 SF

Sample # 7

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING

**Severity**

L

**Quantity**

268 LF

Area: 4,875 SF

Sample # 9

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING

**Severity**

L

**Quantity**

274 LF

Area: 4,875 SF

**Extrapolated Distress Quantities\***

**Distress Description**

LONGITUDINAL/TRANSVERSE CRACKING  
PATCHING

**Severity**

L

L

**Quantity**

2,659 LF

2,146 SF

**Density**

10.59%

2.04%

**Deduct**

16.25

9.44

\* 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

**SCOBEY AIRPORT**

Branch: 35T TAXIWAY

**T-11**

Length: 1,214 LF Width: 35 LF Area: 40,640 SF Last Const: 1998 Family: ACRML  
 From: R-11 To: T-12 A-11 & A-12 Surface: AC

**Inspections**

Samples Surveyed: 4 Total Samples: 8 Last Inspection Date: 8/21/2012 **PCI: 67**

Sample # 1	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING                  WEATHERING</p>	<p><b>Severity</b>                  L                  M                  H                  L                  L</p>	<p><b>Quantity</b>                  450 LF                  6 LF                  153 LF                  514 SF                  60 SF</p>	Area: 5,145 SF
Sample # 3	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING</p>	<p><b>Severity</b>                  L                  H                  L</p>	<p><b>Quantity</b>                  40 LF                  43 LF                  514 SF</p>	Area: 5,145 SF
Sample # 5	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKINGH                  RAVELING</p>	<p><b>Severity</b>                  L                  H                  L</p>	<p><b>Quantity</b>                  134 LF                  47 LF                  514 SF</p>	Area: 5,145 SF
Sample # 7	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  L</p>	<p><b>Quantity</b>                  268 LF</p>	Area: 5,145 SF
Sample # 9	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING</p>	<p><b>Severity</b>                  L                  H                  L</p>	<p><b>Quantity</b>                  250 LF                  35 LF                  514 SF</p>	Area: 5,145 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1,726 SF	93.75%	13.09
LONGITUDINAL/TRANSVERSE CRACKING	M	12 SF	21.57%	4.00
LONGITUDINAL/TRANSVERSE CRACKING	H	549 SF	0.02%	22.57
RAVELING	L	4,060 SF	23.93%	9.82
WEATHERING	L	118 SF	5.39%	0.19

\* 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



**SCOBEY AIRPORT**

Branch: 35T TAXIWAY

**T-13**

Length: 374 LF Width: 25 LF Area: 12,577 SF Last Const: 2003 Family: ACRML  
 From: T-11 To: HANGARS Surface: AC

**Inspections**

Samples Surveyed: 2 Total Samples: 2 Last Inspection Date: 8/21/2012 **PCI: 85**

Sample # 1 Area: 4,025 SF

Distress Description	Severity	Quantity
PATCHING	L	2 SF
PATCHING	M	40 SF
RAVELING	L	40 SF

Sample # 2 Area: 4,025 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
PATCHING	L	5 SF
RAVELING	L	67 SF
RAVELING	M	40 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF	0.19%	3.36
PATCHING	L	8 LF	5.39%	2.00
PATCHING	M	47 SF	1.14%	7.69
RAVELING	L	125 SF	55.74%	2.61
RAVELING	M	47 SF	100.00%	5.58

\* 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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# SCOBEY AIRPORT

## FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$11,970

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	OIL SPILLAGE	N	23 SF	Patching - AC Shallow	46 SF	\$920	PREV.
A-12	OIL SPILLAGE	N	11 SF	Patching - AC Shallow	28 SF	\$562	PREV.
R-11	L & T CR	H	1,846 LF	Crack Sealing - AC	1,846 LF	\$4,614	PREV.
R-11	L & T CR	M	486 LF	Crack Sealing - AC	486 LF	\$1,214	PREV.
T-11	L & T CR	H	549 LF	Crack Sealing - AC	549 LF	\$1,372	PREV.
T-11	L & T CR	M	12 LF	Crack Sealing - AC	12 LF	\$30	PREV.
T-12	L & T CR	H	47 LF	Crack Sealing - AC	47 LF	\$118	PREV.
T-13	PATCHING	M	47 SF	Patching - AC Deep	79 SF	\$3,139	PREV.

## FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$63,701

Plan Year: 2013		Estimated Cost: \$118,234					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$3,404	\$11,625	\$0	\$0	\$15,029	68	72	
A-12	Global MR + Preventive	\$353	\$2,432	\$0	\$0	\$2,785	73	79	
R-11	Global MR + Preventive	\$5,956	\$63,751	\$0	\$0	\$69,706	77	82	
R-12	Global MR + Preventive	\$577	\$11,625	\$0	\$0	\$12,202	79	85	
T-11	Global MR + Preventive	\$3,446	\$10,160	\$0	\$0	\$13,606	67	68	
T-12	Global MR + Preventive	\$238	\$1,438	\$0	\$0	\$1,676	72	75	
T-13	Global MR + Preventive	\$87	\$3,144	\$0	\$0	\$3,231	83	90	

Plan Year: 2014		Estimated Cost: \$10,137					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,400	\$0	\$0	\$0	\$2,400	70	70	
A-12	Preventive	\$253	\$0	\$0	\$0	\$253	76	76	
R-11	Preventive	\$3,646	\$0	\$0	\$0	\$3,646	79	79	
R-12	Preventive	\$372	\$0	\$0	\$0	\$372	82	82	
T-11	Preventive	\$3,211	\$0	\$0	\$0	\$3,211	67	67	
T-12	Preventive	\$209	\$0	\$0	\$0	\$209	74	74	
T-13	Preventive	\$46	\$0	\$0	\$0	\$46	86	87	

Plan Year: 2015		Estimated Cost: \$14,498					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$3,503	\$0	\$0	\$0	\$3,503	68	68	
A-12	Preventive	\$363	\$0	\$0	\$0	\$363	74	74	
R-11	Preventive	\$6,115	\$0	\$0	\$0	\$6,115	77	77	
R-12	Preventive	\$562	\$0	\$0	\$0	\$562	80	80	
T-11	Preventive	\$3,617	\$0	\$0	\$0	\$3,617	67	67	
T-12	Preventive	\$250	\$0	\$0	\$0	\$250	72	72	
T-13	Preventive	\$88	\$0	\$0	\$0	\$88	83	84	

Plan Year: 2016		Estimated Cost: \$19,046					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,619	\$0	\$0	\$0	\$4,619	66	66	
A-12	Preventive	\$472	\$0	\$0	\$0	\$472	71	72	
R-11	Preventive	\$8,393	\$0	\$0	\$0	\$8,393	75	75	
R-12	Preventive	\$1,040	\$0	\$0	\$0	\$1,040	77	78	
T-11	Preventive	\$4,108	\$0	\$0	\$0	\$4,108	66	66	
T-12	Preventive	\$286	\$0	\$0	\$0	\$286	71	71	
T-13	Preventive	\$128	\$0	\$0	\$0	\$128	81	81	

Plan Year: 2017		Estimated Cost: \$23,623					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,746	\$0	\$0	\$0	\$5,746	64	64	
A-12	Preventive	\$632	\$0	\$0	\$0	\$632	69	69	
R-11	Preventive	\$10,481	\$0	\$0	\$0	\$10,481	73	73	
R-12	Preventive	\$1,480	\$0	\$0	\$0	\$1,480	75	76	
T-11	Preventive	\$4,725	\$0	\$0	\$0	\$4,725	65	65	
T-12	Preventive	\$320	\$0	\$0	\$0	\$320	70	70	
T-13	Preventive	\$239	\$0	\$0	\$0	\$239	78	78	

Plan Year: 2018		Estimated Cost: \$149,075					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$6,900	\$13,477	\$0	\$0	\$20,377	62	66	
A-12	Global MR + Preventive	\$882	\$2,819	\$0	\$0	\$3,701	67	72	
R-11	Global MR + Preventive	\$12,381	\$73,904	\$0	\$0	\$86,285	72	75	
R-12	Global MR + Preventive	\$1,885	\$13,477	\$0	\$0	\$15,361	74	78	
T-11	Global MR + Preventive	\$5,517	\$11,778	\$0	\$0	\$17,295	63	66	
T-12	Global MR + Preventive	\$377	\$1,666	\$0	\$0	\$2,043	69	71	
T-13	Global MR + Preventive	\$367	\$3,645	\$0	\$0	\$4,012	76	81	



# SCOBEY AIRPORT

Plan Year: 2019		Estimated Cost: \$24,622					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,985	\$0	\$0	\$0	\$5,985	64	64	
A-12	Preventive	\$645	\$0	\$0	\$0	\$645	69	70	
R-11	Preventive	\$10,950	\$0	\$0	\$0	\$10,950	74	74	
R-12	Preventive	\$1,535	\$0	\$0	\$0	\$1,535	76	76	
T-11	Preventive	\$4,930	\$0	\$0	\$0	\$4,930	65	65	
T-12	Preventive	\$337	\$0	\$0	\$0	\$337	70	70	
T-13	Preventive	\$240	\$0	\$0	\$0	\$240	79	79	

Plan Year: 2020		Estimated Cost: \$29,609					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$7,211	\$0	\$0	\$0	\$7,211	62	62	
A-12	Preventive	\$910	\$0	\$0	\$0	\$910	67	68	
R-11	Preventive	\$12,998	\$0	\$0	\$0	\$12,998	72	72	
R-12	Preventive	\$1,967	\$0	\$0	\$0	\$1,967	74	74	
T-11	Preventive	\$5,748	\$0	\$0	\$0	\$5,748	64	64	
T-12	Preventive	\$395	\$0	\$0	\$0	\$395	69	69	
T-13	Preventive	\$379	\$0	\$0	\$0	\$379	76	76	

Plan Year: 2021		Estimated Cost: \$34,623					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$8,471	\$0	\$0	\$0	\$8,471	61	61	
A-12	Preventive	\$1,179	\$0	\$0	\$0	\$1,179	65	66	
R-11	Preventive	\$14,846	\$0	\$0	\$0	\$14,846	71	71	
R-12	Preventive	\$2,363	\$0	\$0	\$0	\$2,363	72	73	
T-11	Preventive	\$6,801	\$0	\$0	\$0	\$6,801	62	62	
T-12	Preventive	\$458	\$0	\$0	\$0	\$458	69	69	
T-13	Preventive	\$505	\$0	\$0	\$0	\$505	75	75	

Plan Year: 2022		Estimated Cost: \$220,687					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$10,121	\$0	\$0	\$0	\$10,121	59	59	
A-12	Preventive	\$1,453	\$0	\$0	\$0	\$1,453	64	64	
R-11	Preventive	\$16,556	\$0	\$0	\$0	\$16,556	70	70	
R-12	Preventive	\$2,723	\$0	\$0	\$0	\$2,723	71	71	
T-11	Major Below Critical	\$0	\$0	\$188,693	\$0	\$188,693	60	100	
T-12	Preventive	\$521	\$0	\$0	\$0	\$521	68	68	
T-13	Preventive	\$621	\$0	\$0	\$0	\$621	73	73	

Plan Year: 2023		Estimated Cost: \$164,115					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$12,036	\$15,623	\$0	\$0	\$27,660	57	61	
A-12	Global MR + Preventive	\$1,732	\$3,268	\$0	\$0	\$5,001	62	66	
R-11	Global MR + Preventive	\$19,634	\$85,675	\$0	\$0	\$105,310	69	71	
R-12	Global MR + Preventive	\$3,052	\$15,623	\$0	\$0	\$18,675	70	73	
T-12	Global MR + Preventive	\$586	\$1,932	\$0	\$0	\$2,518	67	69	
T-13	Global MR + Preventive	\$727	\$4,226	\$0	\$0	\$4,953	72	75	

Plan Year: 2024		Estimated Cost: \$33,571					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$10,544	\$0	\$0	\$0	\$10,544	59	59	
A-12	Preventive	\$1,515	\$0	\$0	\$0	\$1,515	64	64	
R-11	Preventive	\$17,452	\$0	\$0	\$0	\$17,452	70	70	
R-12	Preventive	\$2,863	\$0	\$0	\$0	\$2,863	71	71	
T-12	Preventive	\$547	\$0	\$0	\$0	\$547	68	68	
T-13	Preventive	\$650	\$0	\$0	\$0	\$650	73	73	

Plan Year: 2025		Estimated Cost: \$39,678					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$12,570	\$0	\$0	\$0	\$12,570	57	57	
A-12	Preventive	\$1,811	\$0	\$0	\$0	\$1,811	62	62	
R-11	Preventive	\$20,577	\$0	\$0	\$0	\$20,577	69	69	
R-12	Preventive	\$3,217	\$0	\$0	\$0	\$3,217	70	70	
T-11	Preventive	\$123	\$0	\$0	\$0	\$123	88	88	
T-12	Preventive	\$616	\$0	\$0	\$0	\$616	67	68	
T-13	Preventive	\$763	\$0	\$0	\$0	\$763	72	72	

Plan Year: 2026		Estimated Cost: \$20,868					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$14,699	\$0	\$0	\$0	\$14,699	56	56	
A-12	Preventive	\$2,117	\$0	\$0	\$0	\$2,117	60	60	
R-12	Preventive	\$3,735	\$0	\$0	\$0	\$3,735	70	70	
T-11	Preventive	\$317	\$0	\$0	\$0	\$317	85	85	

## SCOBEY AIRPORT

Plan Year: 2027		Estimated Cost: \$53,124					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$16,965	\$0	\$0	\$0	\$16,965	54	54	
A-12	Preventive	\$2,549	\$0	\$0	\$0	\$2,549	58	59	
R-11	Preventive	\$27,001	\$0	\$0	\$0	\$27,001	68	68	
R-12	Preventive	\$4,347	\$0	\$0	\$0	\$4,347	69	69	
T-11	Preventive	\$502	\$0	\$0	\$0	\$502	82	82	
T-12	Preventive	\$785	\$0	\$0	\$0	\$785	66	66	
T-13	Preventive	\$976	\$0	\$0	\$0	\$976	70	70	

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# SCOBEEY AIRPORT

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8/21/2012



A-11, Overview



A-11, Surface detail



A-12, Oil spillage



A-12, Overview



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# SCOBAY AIRPORT

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8/21/2012



A-12, Surface detail



R-11, Overview



R-11, Surface detail with cracked crack repair



R-12, Overview

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**SCOBEY AIRPORT**

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8/21/2012



**R-12, Patching**



**T-11, Overview**



**T-11, Surface detail with cracked crack repair**



**T-13, Overview**

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**SCOBEY AIRPORT**

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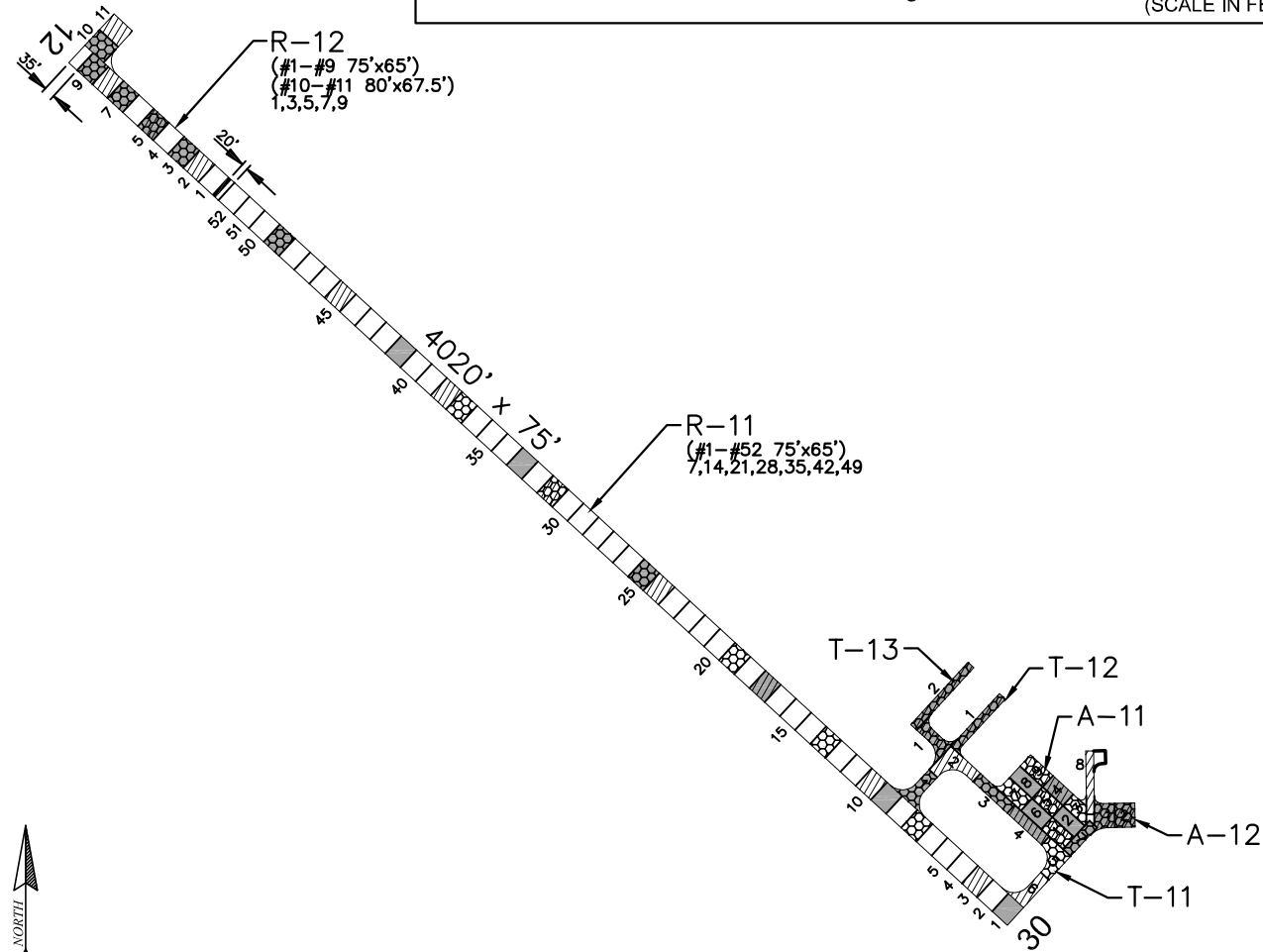
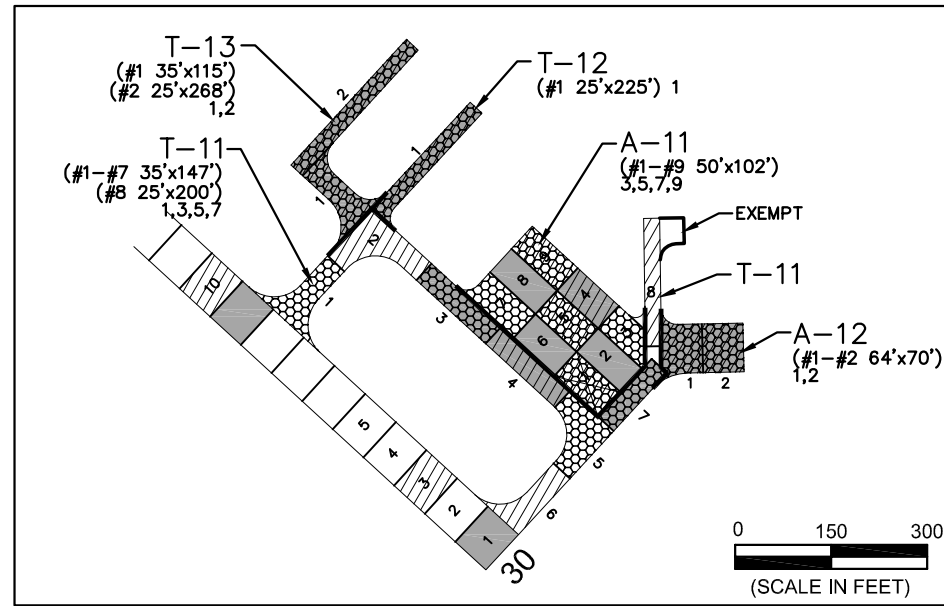
8/21/2012



**T-13**, Surface detail with cracking



# SCOBEY



## 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.	
<b>RUNWAYS</b>										
R-11		F6	6" P-208	6" P-207	4" P-401		12,500			1 2 3
R-12		F7	14" P-154		4" P-401		12,500			1 2 3
<b>TAXIWAYS</b>										
T-11		F6	6" P-154	6" P-207	4" P-401		12,500			1 2 3
T-12			14" P-154		4" P-401		12,500			1 2 3
T-13			6" P-152	10" P-208	4" P-401		12,500			1 2 3
<b>APRONS</b>										
A-11		F6	8" P-154	6" P-207	4" P-401		12,500			1 2 3
A-12		F6	GEOGRID 12" P-152, 6" P-154	6" P-207	4" P-401		12,500			1 2 3

**REMARKS:**

ADAP-01, 1979, CONSTRUCT RUNWAY EXTENSION, CONNECTING TAXIWAY, AND APRON EXTENSIONS. RESURFACE RUNWAY, TAXIWAY, AND APRON.

AIP-001, 1985, REHABILITATE ALL PAVEMENTS.

1 AIP-002, 1998, RECONSTRUCT RUNWAY, TAXIWAYS, AND APRON. CONSTRUCT HANGAR ACCESS TAXIWAY (T-12).

2 AIP-003, 2003, CONSTRUCT HANGAR ACCESS TAXIWAY (T-13), CRACK SEAL, FOG SEAL, AND REMARK ALL AIRCRAFT PAVEMENTS.

3 AIP-006, 2010, CRACK SEAL AND SEAL COAT ALL SURFACES.

<b>LEGEND</b> 	DATE OF PAVEMENT STRENGTH SURVEY:	JUNE 22, 1967	<b>MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES</b> <b>SCOBEY AIRPORT</b>
	EVALUATED BY:	W. MOORE	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 21, 2012	
	EVALUATED BY:	M. BECKHOFF	
			PREPARED FOR: SCOBEY MONTANA DATE: NOV. 2012
			PREPARED BY: 

SCOBEY