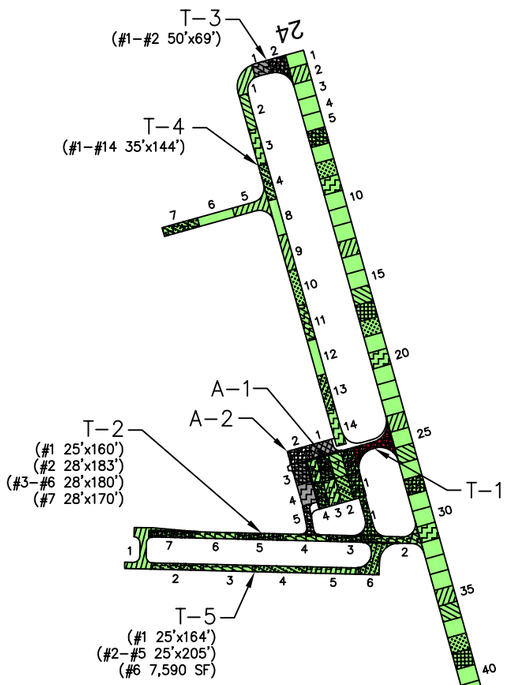
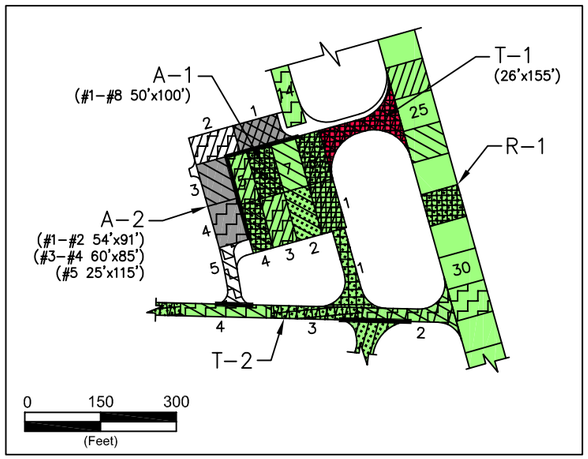
BIG TIMBER





0 300 600
(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			1,2,3,4
R-2			P-154	4" P-208	2.5" P-401	P-609	12,500			1,2,3,4
TAXIWAYS										
T-1	E-7	F5	6" COMP. SUBGRADE	4" P-208	2.5" P-401	P-609	12,500			1,2,3,4
T-2					UNKNOWN	2"P-401,P-609	12,500			1,2,3,4
T-3			P-154	4" P-208	2.5" P-401	P-609	12,500			1,2,3,4
T-4	CBR=12		30" P-154	6" P-208	4" P-401		12,500			2,3,4
T-5	CBR=12		30" P-154	6" P-208	4" P-401		12,500			2,3,4
APRONS										
A-1	E-7	F5	6" COMP. SUBGRADE	4" P-208	2.5" P-401	P-609	12,500			1,2,3,4
A-2			P-154	4" P-208	2.5" P-401	P-609	12,500			1,2,3,4

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); RECONSTRUCT APRON.
2. AIP-003-2003, CONSTRUCT PARTIAL PARALLEL TAXIWAY, TURNAROUND (T-4), AND HANGAR ACCESS TAXIWAYS (T-5); FOG SEAL AND REMARK REMAINING PAVEMENTS.
3. AIP-004-2010, CRACK SEAL, SEAL COAT, AND REMARK ALL PAVEMENTS.
4. AIP-009-2014, CRACK SEAL, SURFACE SEAL AND REMARK ALL PAVEMENTS.

LEGEND

- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA
- 2015 SURVEY AREA
- 2018 SURVEY AREA
- MAINTAIN: PCI > 60
- TRANSITION: PCI 45 TO 60
- RECONSTRUCT: PCI < 45

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 4, 2018
EVALUATED BY:	N. SCHROHT
LOCATION:	BIG TIMBER MONTANA

MONTANA AVIATION SYSTEM PLAN
2018 UPDATE - PAVEMENT CONDITION INDEXES

BIG TIMBER AIRPORT
(6S0)

Date: DECEMBER 2018

Prepared For: MONTANA DEPARTMENT OF TRANSPORTATION

Prepared By: KLJ

BIG TIMBER

A-1, Overview

A-1, Surface Detail

A-2, Overview

A-2, Cracking

R-1, Overview

R-1, Rutting

R-2, Overview

R-2, Weathering

T-1, Overview

T-1, Ravel

T-2, Overview

T-2, Depression

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:** 9/4/2018 **PCI: 73**

Sample # 1 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	319 LF
BLEEDING	NA	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
DEPRESSION	L	9 SF

Sample # 3 **Area:** 5,000 SF

Distress Description	Severity	Quantity
PATCHING	L	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	339 LF
BLEEDING	NA	400 SF
RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	303 LF
PATCHING	L	3 SF
RAVELING	H	1 SF
RAVELING	L	75 SF

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

Distress Description	Severity	Quantity
RAVELING	L	25 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	900 SF	2.25%	12.12
DEPRESSION	LOW	18 SF	0.05%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,922 LF	4.81%	14.35
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	34 LF	0.09%	4.00
PATCHING	LOW	12 SF	0.03%	2.00
RAVELING	HIGH	2 SF	0.01%	6.00
RAVELING	LOW	700 SF	1.75%	3.68

* 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** 71.0 **% Climate/Durability** 29.0 **% 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:** 9/4/2018 **PCI: 74**

Sample # 2 **Area:** 4,914 SF

Distress Description	Severity	Quantity
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
BLEEDING	NA	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	170 LF
PATCHING	L	4 SF

Sample # 4 **Area:** 5,100 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	213 LF
BLEEDING	NA	20 SF

Sample # 5 **Area:** 2,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	55 LF
RAVELING	M	7 SF
BLEEDING	NA	300 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	627 SF	2.64%	14.14
LONGITUDINAL/TRANSVERSE CRACKING	LOW	807 LF	3.40%	11.06
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	9 LF	0.04%	4.00
PATCHING	LOW	7 SF	0.03%	2.00
RAVELING	LOW	184 SF	0.78%	2.25
RAVELING	MEDIUM	13 SF	0.05%	4.00

* 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** 62.0 **% Climate/Durability** 38.0 **% 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** 9/4/2018 **PCI: 67**

Sample # 9 **Area:** 4,875 SF

Distress Description	Severity	Quantity
SWELL	L	8 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	26 LF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	324 LF

Sample # 20 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	363 LF
WEATHERING	L	4,875 SF

Sample # 31 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	325 LF
WEATHERING	L	4,875 SF

Sample # 42 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	273 LF
SWELL	H	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF

Sample # 53 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	218 LF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF

Sample # 64 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	M	33 SF
WEATHERING	L	4,842 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	283 LF

Sample # 68 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	243 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
ALLIGATOR	L	96 SF
RUTTING	L	12 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	981 SF	0.28%	10.39
LONGITUDINAL/TRANSVERSE CRACKING	LOW	20,736 LF	5.95%	16.70
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,400 LF	0.40%	7.50
RUTTING	LOW	123 SF	0.04%	8.50

BIG TIMBER AIRPORT — Branch: 25R — RUNWAY — R-1

SWELL	HIGH	92 SF	0.03%	28.00
SWELL	LOW	82 SF	0.02%	1.00
WEATHERING	LOW	348,413 SF	99.90%	5.96
WEATHERING	MEDIUM	337 SF	0.10%	1.20

* 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

24.0 **% Load** 39.0 **% Climate/Durability** 37.0 **% 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: 4 **Total Samples:** 9 **Last Inspection Date:** 9/4/2018 **PCI: 73**

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

Distress Description	Severity	Quantity
BLEEDING	NA	4 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	309 LF

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

Distress Description	Severity	Quantity
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	380 LF

Sample # 7 **Area:** SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	293 LF
WEATHERING	L	4,875 SF

Sample # 9 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	385 LF
WEATHERING	M	208 SF
WEATHERING	L	4,667 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	10 SF	0.02%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3,339 LF	7.01%	18.67
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	115 LF	0.24%	5.74
WEATHERING	LOW	47,117 SF	98.93%	5.95
WEATHERING	MEDIUM	508 SF	1.07%	1.82

* 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-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:** 9/4/2018 **PCI: 49**

Sample # 1 **Area:** 4,030 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	290 LF
RAVELING	H	265 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	335 LF	7.20%	18.99
RAVELING	HIGH	306 SF	6.58%	45.70

* 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-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: 4 **Total Samples:** 7 **Last Inspection Date:** 9/4/2018 **PCI: 58**

Sample # 2 **Area:** 5,124 SF

Distress Description	Severity	Quantity
BLEEDING	NA	78 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	310 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	311 LF
BLEEDING	NA	500 SF
ALLIGATOR	L	150 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	572 LF
BLEEDING	NA	25 SF
ALLIGATOR	L	20 SF

Sample # 7 **Area:** 4,760 SF

Distress Description	Severity	Quantity
BLEEDING	NA	200 SF
ALLIGATOR	L	118 SF
DEPRESSION	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	730 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	603 SF	1.52%	24.45
BLEEDING	N/A	1,680 SF	4.24%	21.46
DEPRESSION	LOW	38 SF	0.10%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,024 LF	10.16%	23.49
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	25 LF	0.06%	4.00

* 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

33.0 **% Load** 37.0 **% Climate/Durability** 30.0 **% 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:** 9/4/2018 **PCI: 66**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	101 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	H	7 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	142 LF
RAVELING	H	167 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
DEPRESSION	L	1 SF

Sample # 4 **Area:** 3,450 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
RAVELING	H	36 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	264 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	1 SF	0.01%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	674 LF	4.90%	14.55
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	77 LF	0.56%	8.72
RAVELING	HIGH	279 SF	2.03%	26.44

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:** 9/4/2018 **PCI: 91**

Sample # 3 **Area:** 5,040 SF

Distress Description	Severity	Quantity
NO DISTRESSES		

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF

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

Distress Description	Severity	Quantity
PATCHING	H	0.09 SF

Sample # 14 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF

Sample # 15 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
PATCHING	H	0.09 SF
BLEEDING	NA	18 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	61 SF	0.07%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	184 LF	0.22%	3.21
PATCHING	HIGH	1 SF	0.00%	15.50

* 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:** 9/4/2018 **PCI: 88**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	66 LF
PATCHING	L	0.09 SF
RAVELING	H	6.7 SF

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

Distress Description	Severity	Quantity
BLEEDING	NA	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	71 LF
RAVELING	H	6.7 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF
RAVELING	H	6.7 SF
BLEEDING	NA	5 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	23 SF	0.07%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	333 LF	0.95%	4.84
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	46 SF	0.13%	7.06

* 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 (25)

FIFTEEN YEAR PROJECTIONS — ESTIMATED AVERAGE ANNUAL COST: $97,519

Plan Year: 2019 — Estimated Cost: $387,389

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
T-4	Global MR	$0	$29,024	$0	$0	$29,024	91	93
T-1	Major Below Critical	$0	$0	$21,762	$0	$21,762	48	100
T-2	Major Below Critical	$0	$0	$134,600	$0	$134,600	57	100
A-1	Preventive + Global MR	$1,587	$13,600	$0	$0	$15,187	73	76
A-2	Preventive + Global MR	$846	$8,075	$0	$0	$8,921	74	77
R-1	Preventive + Global MR	$23,577	$118,574	$0	$0	$142,151	66	71
R-2	Preventive + Global MR	$1,890	$16,192	$0	$0	$18,082	73	76
T-3	Preventive + Global MR	$1,000	$4,675	$0	$0	$5,675	65	70
T-5	Preventive + Global MR	$80	$11,907	$0	$0	$11,986	88	90

Plan Year: 2020 — Estimated Cost: $22,268

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,190	$0	$0	$0	$1,190	75	75
A-2	Preventive	$618	$0	$0	$0	$618	76	76
R-1	Preventive	$18,238	$0	$0	$0	$18,238	70	70
R-2	Preventive	$1,417	$0	$0	$0	$1,417	75	75
T-3	Preventive	$782	$0	$0	$0	$782	69	69
T-5	Preventive	$23	$0	$0	$0	$23	89	89
T-1	None	$0	$0	$0	$0	$0	97	97
T-2	None	$0	$0	$0	$0	$0	97	97
T-4	None	$0	$0	$0	$0	$0	92	92

Plan Year: 2021 — Estimated Cost: $25,390

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,378	$0	$0	$0	$1,378	74	74
A-2	Preventive	$726	$0	$0	$0	$726	75	75
R-1	Preventive	$20,713	$0	$0	$0	$20,713	68	68
R-2	Preventive	$1,640	$0	$0	$0	$1,640	74	74
T-3	Preventive	$883	$0	$0	$0	$883	67	67
T-5	Preventive	$50	$0	$0	$0	$50	89	89
T-1	None	$0	$0	$0	$0	$0	94	94
T-2	None	$0	$0	$0	$0	$0	94	94
T-4	None	$0	$0	$0	$0	$0	91	91

Plan Year: 2022 — Estimated Cost: $28,517

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,566	$0	$0	$0	$1,566	73	73
A-2	Preventive	$833	$0	$0	$0	$833	74	74
R-1	Preventive	$23,192	$0	$0	$0	$23,192	67	67
R-2	Preventive	$1,865	$0	$0	$0	$1,865	73	73
T-3	Preventive	$983	$0	$0	$0	$983	66	66
T-5	Preventive	$77	$0	$0	$0	$77	88	88
T-1	None	$0	$0	$0	$0	$0	91	91
T-2	None	$0	$0	$0	$0	$0	91	91
T-4	None	$0	$0	$0	$0	$0	91	91

Plan Year: 2023 — Estimated Cost: $31,726

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,754	$0	$0	$0	$1,754	72	72
A-2	Preventive	$940	$0	$0	$0	$940	73	73
R-1	Preventive	$25,667	$0	$0	$0	$25,667	65	65
R-2	Preventive	$2,088	$0	$0	$0	$2,088	72	72
T-1	Preventive	$9	$0	$0	$0	$9	88	88
T-2	Preventive	$79	$0	$0	$0	$79	88	88
T-3	Preventive	$1,084	$0	$0	$0	$1,084	64	64
T-5	Preventive	$105	$0	$0	$0	$105	87	87
T-4	None	$0	$0	$0	$0	$0	90	90

Plan Year: 2024 — Estimated Cost: $237,052

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
T-1	Preventive	$22	$0	$0	$0	$22	85	86
T-2	Preventive	$187	$0	$0	$0	$187	85	86
A-1	Preventive + Global MR	$1,942	$13,600	$0	$0	$15,542	70	74
A-2	Preventive + Global MR	$1,049	$8,075	$0	$0	$9,124	71	75
R-1	Preventive + Global MR	$28,143	$118,574	$0	$0	$146,717	64	68
R-2	Preventive + Global MR	$2,313	$16,192	$0	$0	$18,505	70	74
T-3	Preventive + Global MR	$1,185	$4,675	$0	$0	$5,860	63	67
T-4	Preventive + Global MR	$33	$29,024	$0	$0	$29,057	90	91
T-5	Preventive + Global MR	$131	$11,907	$0	$0	$12,038	86	89

BIG TIMBER AIRPORT (25)

FIFTEEN YEAR PROJECTIONS					ESTIMATED AVERAGE ANNUAL COST:			$97,519
Plan Year: 2025					Estimated Cost:	$28,386	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$1,544	$0	$0	$0	$1,544	73	73
A-2	Preventive	$821	$0	$0	$0	$821	74	74
R-1	Preventive	$22,810	$0	$0	$0	$22,810	67	67
R-2	Preventive	$1,838	$0	$0	$0	$1,838	73	73
T-1	Preventive	$35	$0	$0	$0	$35	83	83
T-2	Preventive	$295	$0	$0	$0	$295	83	83
T-3	Preventive	$968	$0	$0	$0	$968	66	66
T-5	Preventive	$75	$0	$0	$0	$75	88	88
T-4	None	$0	$0	$0	$0	$0	91	91
Plan Year: 2026					Estimated Cost:	$31,657	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$1,733	$0	$0	$0	$1,733	72	72
A-2	Preventive	$928	$0	$0	$0	$928	73	73
R-1	Preventive	$25,285	$0	$0	$0	$25,285	66	66
R-2	Preventive	$2,063	$0	$0	$0	$2,063	72	72
T-1	Preventive	$50	$0	$0	$0	$50	80	80
T-2	Preventive	$426	$0	$0	$0	$426	80	80
T-3	Preventive	$1,068	$0	$0	$0	$1,068	64	65
T-5	Preventive	$103	$0	$0	$0	$103	87	87
T-4	None	$0	$0	$0	$0	$0	90	90
Plan Year: 2027					Estimated Cost:	$35,293	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$1,920	$0	$0	$0	$1,920	71	71
A-2	Preventive	$1,035	$0	$0	$0	$1,035	72	72
R-1	Preventive	$27,760	$0	$0	$0	$27,760	64	64
R-2	Preventive	$2,286	$0	$0	$0	$2,286	71	71
T-1	Preventive	$101	$0	$0	$0	$101	77	77
T-2	Preventive	$859	$0	$0	$0	$859	77	77
T-3	Preventive	$1,169	$0	$0	$0	$1,169	63	63
T-4	Preventive	$33	$0	$0	$0	$33	90	90
T-5	Preventive	$130	$0	$0	$0	$130	86	86
Plan Year: 2028					Estimated Cost:	$38,986	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$2,134	$0	$0	$0	$2,134	69	69
A-2	Preventive	$1,143	$0	$0	$0	$1,143	70	71
R-1	Preventive	$30,219	$0	$0	$0	$30,219	63	63
R-2	Preventive	$2,541	$0	$0	$0	$2,541	69	69
T-1	Preventive	$151	$0	$0	$0	$151	74	75
T-2	Preventive	$1,289	$0	$0	$0	$1,289	74	75
T-3	Preventive	$1,269	$0	$0	$0	$1,269	62	62
T-4	Preventive	$82	$0	$0	$0	$82	89	89
T-5	Preventive	$157	$0	$0	$0	$157	86	86
Plan Year: 2029					Estimated Cost:	$339,968	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive + Global MR	$2,370	$13,600	$0	$0	$15,970	68	72
A-2	Preventive + Global MR	$1,266	$8,075	$0	$0	$9,341	69	73
R-1	Preventive + Global MR	$32,714	$118,574	$0	$0	$151,288	61	66
R-2	Preventive + Global MR	$2,822	$16,192	$0	$0	$19,014	68	72
T-1	Preventive + Global MR	$202	$9,997	$0	$0	$10,200	72	87
T-2	Preventive + Global MR	$1,723	$85,140	$0	$0	$86,863	72	87
T-3	Preventive + Global MR	$1,370	$4,675	$0	$0	$6,045	60	65
T-4	Preventive + Global MR	$132	$29,024	$0	$0	$29,156	88	90
T-5	Preventive + Global MR	$184	$11,907	$0	$0	$12,091	85	87
Plan Year: 2030					Estimated Cost:	$34,120	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$1,897	$0	$0	$0	$1,897	71	71
A-2	Preventive	$1,023	$0	$0	$0	$1,023	72	72
R-1	Preventive	$27,359	$0	$0	$0	$27,359	64	64
R-2	Preventive	$2,259	$0	$0	$0	$2,259	71	71
T-1	Preventive	$28	$0	$0	$0	$28	84	84
T-2	Preventive	$242	$0	$0	$0	$242	84	84
T-3	Preventive	$1,153	$0	$0	$0	$1,153	63	63
T-4	Preventive	$30	$0	$0	$0	$30	90	90
T-5	Preventive	$128	$0	$0	$0	$128	86	86

BIG TIMBER AIRPORT (25)

FIFTEEN YEAR PROJECTIONS					ESTIMATED AVERAGE ANNUAL COST:			$97,519
Plan Year: 2031					Estimated Cost:	$37,460	PCI	
Section	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**Before**	**After**
A-1	Preventive	$2,108	$0	$0	$0	$2,108	69	70
A-2	Preventive	$1,130	$0	$0	$0	$1,130	71	71
R-1	Preventive	$29,834	$0	$0	$0	$29,834	63	63
R-2	Preventive	$2,510	$0	$0	$0	$2,510	69	70
T-1	Preventive	$41	$0	$0	$0	$41	81	81
T-2	Preventive	$349	$0	$0	$0	$349	81	81
T-3	Preventive	$1,253	$0	$0	$0	$1,253	62	62
T-4	Preventive	$79	$0	$0	$0	$79	89	89
T-5	Preventive	$155	$0	$0	$0	$155	86	86
Plan Year: 2032					Estimated Cost:	$41,076	PCI	
Section	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**Before**	**After**
A-1	Preventive	$2,342	$0	$0	$0	$2,342	68	68
A-2	Preventive	$1,250	$0	$0	$0	$1,250	69	70
R-1	Preventive	$32,312	$0	$0	$0	$32,312	61	62
R-2	Preventive	$2,788	$0	$0	$0	$2,788	68	68
T-1	Preventive	$75	$0	$0	$0	$75	78	79
T-2	Preventive	$641	$0	$0	$0	$641	78	79
T-3	Preventive	$1,354	$0	$0	$0	$1,354	60	60
T-4	Preventive	$129	$0	$0	$0	$129	88	89
T-5	Preventive	$183	$0	$0	$0	$183	85	85
Plan Year: 2033					Estimated Cost:	$87,052	PCI	
Section	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**Before**	**After**
T-3	Major Below Critical	$0	$0	$43,642	$0	$43,642	59	100
A-1	Preventive	$2,578	$0	$0	$0	$2,578	67	67
A-2	Preventive	$1,385	$0	$0	$0	$1,385	68	68
R-1	Preventive	$34,788	$0	$0	$0	$34,788	60	60
R-2	Preventive	$3,070	$0	$0	$0	$3,070	67	67
T-1	Preventive	$126	$0	$0	$0	$126	76	76
T-2	Preventive	$1,075	$0	$0	$0	$1,075	76	76
T-4	Preventive	$178	$0	$0	$0	$178	88	88
T-5	Preventive	$210	$0	$0	$0	$210	84	84