

CHESTER AIRPORT

Branch: 15A APRON

A-11

Length: 315 LF Width: 180 LF Area: 42,706 SF Last Const: 2010 Family: DEFAULT
 From: A-5 To: T-3 Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 11 Last Inspection Date: 10/12/2012 **PCI: 100**

Sample # 1	Distress Description NONE	Severity	Quantity	Area: 4,050 SF
Sample # 3	Distress Description NONE	Severity	Quantity	Area: 4,860 SF
Sample # 5	Distress Description NONE	Severity	Quantity	Area: 4,860 SF
Sample # 7	Distress Description NONE	Severity	Quantity	Area: 4,050 SF
Sample # 10	Distress Description NONE	Severity	Quantity	Area: 3,939 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity . LF	Density 2.90%	Deduct
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* 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	0.0 % Climate/Durability	0.0 % Other
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CHESTER AIRPORT

Branch: 15A APRON

A-5

Length: 392 LF Width: 247 LF Area: 96,824 SF Last Const: 1997 Family: ACAM
 From: T-2 To: A-2 AND A-4 Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 18 Last Inspection Date: 10/12/2012 **PCI: 64**

Sample # 2

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	15 SF
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	296 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
RAVELING	L	54 SF
WEATHERING	L	5,390 SF

Area: 5,390 SF

Sample # 6

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	40 SF
BLOCK CRACKING	L	5 SF
DEPRESSION	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	306 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
RAVELING	L	52 SF
WEATHERING	L	5,390 SF

Area: 5,390 SF

Sample # 10

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	35 SF
BLOCK CRACKING	L	8 SF
DEPRESSION	L	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	210 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
RAVELING	L	54 SF
WEATHERING	L	5,390 SF

Area: 5,390 SF

Sample # 14

Distress Description	Severity	Quantity
BLOCK CRACKING	L	77 SF
DEPRESSION	L	57 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	55 LF
RAVELING	L	104 SF
WEATHERING	L	5,390 SF

Area: 5,390 SF

Sample # 18

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	123 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
RAVELING	L	108 SF
WEATHERING	L	5,390 SF

Area: 5,390 SF

CHESTER AIRPORT

Branch: 15A

APRON

A-5

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	323 SF	0.33%	11.49
BLOCK CRACKING	L	323 SF	0.33%	5.50
DEPRESSION	L	546 SF	0.56%	3.79
LONGITUDINAL/TRANSVERSE CRACKING	L	3,898 LF	4.03%	12.58
LONGITUDINAL/TRANSVERSE CRACKING	M	489 LF	0.50%	8.33
RAVELING	L	1,336 SF	1.38%	3.18
WEATHERING	L	96,824 LF	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

23.0 % Load

70.0 % Climate/Durability

7.0 % Other

CHESTER AIRPORT

Branch: 15R RUNWAY

R-3

Length: 4,600 LF

Width: 75 LF

Area: 345,000 SF

Last Const: 2010

Family: ACRML

From: T-2

To: T-3

Surface: AC

Inspections

Samples Surveyed: 7

Total Samples: 71

Last Inspection Date: 10/12/2012

PCI: 87

Sample # 3

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

175 LF

20 LF

Area: 4,875 SF

Sample # 13

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

136 LF

20 LF

Area: 4,875 SF

Sample # 23

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

135 LF

11 LF

Area: 4,875 SF

Sample # 33

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

79 LF

30 LF

Area: 4,875 SF

Sample # 43

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

192 LF

20 LF

Area: 4,875 SF

Sample # 53

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

91 LF

10 LF

Area: 4,875 SF

Sample # 63

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

Quantity

60 LF

Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

M

Quantity

8,775 LF

1,122 LF

Density

25.83%

7.42%

Deduct

8.85

6.76

* 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

CHESTER AIRPORT

Branch: 15T TAXIWAY

T-13

Length: 320 LF Width: 55 LF Area: 17,600 SF Last Const: 2010 Family: DEFAULT
 From: R-3 To: END Surface: AC

Inspections

Samples Surveyed: 2 Total Samples: 4 Last Inspection Date: 10/12/2012 **PCI: 95**

Sample # 2

Distress Description	Severity	Quantity	Area: 4,400 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF	

Sample # 4

Distress Description	Severity	Quantity	Area: 4,400 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	14 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	148 LF	0.17%	4.63

* 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	100.0 % Climate/Durability	0.0 % Other
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CHESTER AIRPORT

Branch: 15T TAXIWAY **T-2**

Length: 310 LF Width: 35 LF Area: 10,850 SF Last Const: 2010 Family: ACRML
 From: R-3 To: A-5 Surface: AC

Inspections

Samples Surveyed: 2 Total Samples: 2 Last Inspection Date: 10/12/2012 **PCI: 81**

Sample # 1

Distress Description	Severity	Quantity	Area: 5,425 SF
ALLIGATOR CRACKING	L	45 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	87 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF	

Sample # 2

Distress Description	Severity	Quantity	Area: 5,425 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	45 LF	0.73%	13.03
LONGITUDINAL/TRANSVERSE CRACKING	L	129 LF	7.76%	5.36
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF	17.07%	5.59

* 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

54.0 % Load 46.0 % Climate/Durability 0.0 % Other

CHESTER AIRPORT

Branch: 15T TAXIWAY

T-3

Length: 673 LF Width: 25 LF Area: 16,825 SF Last Const: 1997 Family: ACRML
 From: A-11 To: HANGAR ACCESS Surface: AC

Inspections

Samples Surveyed: 2 Total Samples: 7 Last Inspection Date: 10/12/2012 **PCI: 66**

Sample # 1

Area: 4,713 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	23 SF
BLOCK CRACKING	L	100 SF
DEPRESSION	L	23 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	82 LF
PATCHING	L	8 SF
RAVELING	L	53 SF
WEATHERING	L	4,713 SF

Sample # 3

Area: 3,375 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	14 SF
DEPRESSION	L	14 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	109 LF
RAVELING	L	35 SF
WEATHERING	L	3,375 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	77 SF	0.46%	13.77
BLOCK CRACKING	L	208 SF	1.24%	8.48
DEPRESSION	L	77 SF	0.46%	2.96
LONGITUDINAL/TRANSVERSE CRACKING	L	397 LF	2.36%	8.37
PATCHING	L	17 SF	0.10%	2.00
RAVELING	L	181 SF	1.08%	2.73
WEATHERING	L	16,825 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

31.0 % Load

62.0 % Climate/Durability

7.0 % Other

CHESTER AIRPORT

Branch: 15T TAXIWAY **T-4**

Length: 130 LF Width: 25 LF Area: 3,250 SF Last Const: 2010 Family: ACRML
 From: A-5 To: T-3 Surface: AC

Inspections

Samples Surveyed: 1 Total Samples: 1 Last Inspection Date: 10/12/2012 **PCI: 100**

Sample # 1 Area: 3,250 SF

Distress Description	Severity	Quantity
NONE		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
		. LF	1.12%	

* 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	0.0 % Climate/Durability	0.0 % Other
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CHESTER AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$4,090**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-5	L & T CR	M	489 LF	Crack Sealing - AC	489 LF	\$1,222	PREV.
R-3	L & T CR	M	1,122 LF	Crack Sealing - AC	1,122 LF	\$2,805	PREV.
T-2	L & T CR	M	25 LF	Crack Sealing - AC	25 LF	\$63	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$120,706**

Plan Year: 2013		Estimated Cost: \$5,800				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-5	Global MR + Preventive	\$11,532	\$24,206	\$0	\$0	\$35,738	63	67
R-3	Preventive	\$1,577	\$0	\$0	\$0	\$1,577	85	86
T-2	Preventive	\$119	\$0	\$0	\$0	\$119	80	80
T-3	Global MR + Preventive	\$1,593	\$4,206	\$0	\$0	\$5,800	66	67

Plan Year: 2014		Estimated Cost: \$14,182				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-5	Preventive	\$9,814	\$0	\$0	\$0	\$9,814	65	65
R-3	Preventive	\$2,664	\$0	\$0	\$0	\$2,664	83	83
T-13	Preventive	\$14	\$0	\$0	\$0	\$14	89	89
T-2	Preventive	\$224	\$0	\$0	\$0	\$224	77	78
T-3	Preventive	\$1,466	\$0	\$0	\$0	\$1,466	67	67

Plan Year: 2015		Estimated Cost: \$116,956				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$7	\$0	\$0	\$0	\$7	90	90
A-5	Preventive	\$12,019	\$0	\$0	\$0	\$12,019	63	63
R-3	Global MR + Preventive	\$3,819	\$91,503	\$0	\$0	\$95,322	80	86
T-13	Global MR + Preventive	\$76	\$4,668	\$0	\$0	\$4,744	86	93
T-2	Global MR + Preventive	\$322	\$2,878	\$0	\$0	\$3,199	76	80
T-3	Preventive	\$1,665	\$0	\$0	\$0	\$1,665	66	66

Plan Year: 2016		Estimated Cost: \$19,346				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$166	\$0	\$0	\$0	\$166	86	87
A-5	Preventive	\$14,294	\$0	\$0	\$0	\$14,294	61	62
R-3	Preventive	\$2,728	\$0	\$0	\$0	\$2,728	83	83
T-13	Preventive	\$8	\$0	\$0	\$0	\$8	90	90
T-2	Preventive	\$229	\$0	\$0	\$0	\$229	78	78
T-3	Preventive	\$1,919	\$0	\$0	\$0	\$1,919	65	65
T-4	Preventive	\$1	\$0	\$0	\$0	\$1	90	90

Plan Year: 2017		Estimated Cost: \$23,592				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$323	\$0	\$0	\$0	\$323	83	83
A-5	Preventive	\$16,772	\$0	\$0	\$0	\$16,772	60	60
R-3	Preventive	\$3,835	\$0	\$0	\$0	\$3,835	80	80
T-13	Preventive	\$74	\$0	\$0	\$0	\$74	86	86
T-2	Preventive	\$333	\$0	\$0	\$0	\$333	76	76
T-3	Preventive	\$2,244	\$0	\$0	\$0	\$2,244	63	63
T-4	Preventive	\$11	\$0	\$0	\$0	\$11	87	87

Plan Year: 2018		Estimated Cost: \$64,355				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$479	\$0	\$0	\$0	\$479	80	80
A-5	Global MR + Preventive	\$20,171	\$28,062	\$0	\$0	\$48,232	58	62
R-3	Preventive	\$7,517	\$0	\$0	\$0	\$7,517	78	78
T-13	Preventive	\$138	\$0	\$0	\$0	\$138	83	83
T-2	Preventive	\$429	\$0	\$0	\$0	\$429	74	74
T-3	Global MR + Preventive	\$2,662	\$4,876	\$0	\$0	\$7,539	61	65
T-4	Preventive	\$22	\$0	\$0	\$0	\$22	84	84

Plan Year: 2019		Estimated Cost: \$32,604				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$1,003	\$0	\$0	\$0	\$1,003	78	78
A-5	Preventive	\$17,446	\$0	\$0	\$0	\$17,446	60	60
R-3	Preventive	\$11,072	\$0	\$0	\$0	\$11,072	76	76
T-13	Preventive	\$199	\$0	\$0	\$0	\$199	81	81
T-2	Preventive	\$516	\$0	\$0	\$0	\$516	73	73
T-3	Preventive	\$2,335	\$0	\$0	\$0	\$2,335	63	63
T-4	Preventive	\$33	\$0	\$0	\$0	\$33	81	82

CHESTER AIRPORT

Plan Year: 2020		Estimated Cost: \$155,581					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,571	\$0	\$0	\$0	\$1,571	75	75	
A-5	Preventive	\$21,060	\$0	\$0	\$0	\$21,060	58	58	
R-3	Global MR + Preventive	\$14,325	\$106,078	\$0	\$0	\$120,403	74	78	
T-13	Global MR + Preventive	\$376	\$5,411	\$0	\$0	\$5,788	78	84	
T-2	Global MR + Preventive	\$596	\$3,336	\$0	\$0	\$3,932	71	74	
T-3	Preventive	\$2,767	\$0	\$0	\$0	\$2,767	62	62	
T-4	Preventive	\$61	\$0	\$0	\$0	\$61	79	79	

Plan Year: 2021		Estimated Cost: \$115,758					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,136	\$0	\$0	\$0	\$2,136	73	73	
A-5	Preventive	\$24,856	\$0	\$0	\$0	\$24,856	56	57	
R-3	Preventive	\$11,429	\$0	\$0	\$0	\$11,429	76	76	
T-13	Preventive	\$205	\$0	\$0	\$0	\$205	81	81	
T-2	Preventive	\$541	\$0	\$0	\$0	\$541	73	73	
T-3	Major Below Critical	\$0	\$0	\$76,483	\$0	\$76,483	59	100	
T-4	Preventive	\$108	\$0	\$0	\$0	\$108	76	76	

Plan Year: 2022		Estimated Cost: \$47,650					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,701	\$0	\$0	\$0	\$2,701	70	71	
A-5	Preventive	\$28,861	\$0	\$0	\$0	\$28,861	55	55	
R-3	Preventive	\$14,926	\$0	\$0	\$0	\$14,926	74	74	
T-13	Preventive	\$378	\$0	\$0	\$0	\$378	78	79	
T-2	Preventive	\$626	\$0	\$0	\$0	\$626	71	72	
T-4	Preventive	\$157	\$0	\$0	\$0	\$157	73	73	

Plan Year: 2023		Estimated Cost: \$89,136					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$3,863	\$0	\$0	\$0	\$3,863	68	68	
A-5	Global MR + Preventive	\$33,123	\$32,531	\$0	\$0	\$65,655	53	57	
R-3	Preventive	\$18,117	\$0	\$0	\$0	\$18,117	73	73	
T-13	Preventive	\$588	\$0	\$0	\$0	\$588	76	76	
T-2	Preventive	\$704	\$0	\$0	\$0	\$704	70	70	
T-4	Preventive	\$210	\$0	\$0	\$0	\$210	71	71	

Plan Year: 2024		Estimated Cost: \$58,384					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,167	\$0	\$0	\$0	\$5,167	66	66	
A-5	Preventive	\$30,216	\$0	\$0	\$0	\$30,216	55	55	
R-3	Preventive	\$21,030	\$0	\$0	\$0	\$21,030	71	72	
T-13	Preventive	\$782	\$0	\$0	\$0	\$782	74	75	
T-2	Preventive	\$814	\$0	\$0	\$0	\$814	70	70	
T-3	Preventive	\$50	\$0	\$0	\$0	\$50	88	88	
T-4	Preventive	\$326	\$0	\$0	\$0	\$326	68	68	

Plan Year: 2025		Estimated Cost: \$200,484					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$6,479	\$0	\$0	\$0	\$6,479	64	64	
A-5	Preventive	\$34,726	\$0	\$0	\$0	\$34,726	53	53	
R-3	Global MR + Preventive	\$23,667	\$122,973	\$0	\$0	\$146,640	70	73	
T-13	Global MR + Preventive	\$957	\$6,273	\$0	\$0	\$7,231	73	77	
T-2	Global MR + Preventive	\$951	\$3,867	\$0	\$0	\$4,819	69	71	
T-3	Preventive	\$127	\$0	\$0	\$0	\$127	85	85	
T-4	Preventive	\$462	\$0	\$0	\$0	\$462	65	65	

Plan Year: 2026		Estimated Cost: \$71,952					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$7,827	\$0	\$0	\$0	\$7,827	63	63	
A-5	Preventive	\$39,565	\$0	\$0	\$0	\$39,565	51	52	
R-3	Preventive	\$22,089	\$0	\$0	\$0	\$22,089	72	72	
T-13	Preventive	\$812	\$0	\$0	\$0	\$812	75	75	
T-2	Preventive	\$852	\$0	\$0	\$0	\$852	70	70	
T-3	Preventive	\$202	\$0	\$0	\$0	\$202	82	82	
T-4	Preventive	\$606	\$0	\$0	\$0	\$606	62	63	

Plan Year: 2027		Estimated Cost: \$794,813					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$9,205	\$0	\$0	\$0	\$9,205	61	61	
A-5	Major Below Critical	\$0	\$0	\$740,843	\$0	\$740,843	50	100	
R-3	Preventive	\$24,924	\$0	\$0	\$0	\$24,924	71	71	
T-13	Preventive	\$1,001	\$0	\$0	\$0	\$1,001	73	73	
T-2	Preventive	\$998	\$0	\$0	\$0	\$998	69	69	
T-3	Preventive	\$326	\$0	\$0	\$0	\$326	79	79	
T-4	Major Below Critical	\$0	\$0	\$17,515	\$0	\$17,515	60	100	

CHESTER AIRPORT

10/12/2012



A-1, Overview



A-1, Surface detail



R-1, Overview



R-1, Surface detail filled crack

CHESTER AIRPORT

10/12/2012



R-1, Surface detail high intensity raveling



T-1, Overview (turnaround)

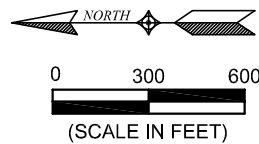
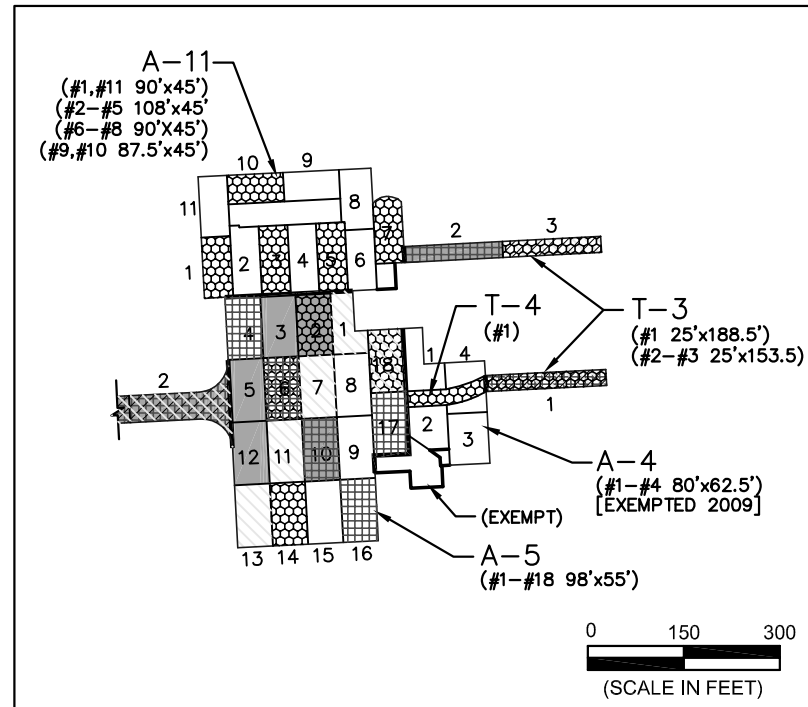
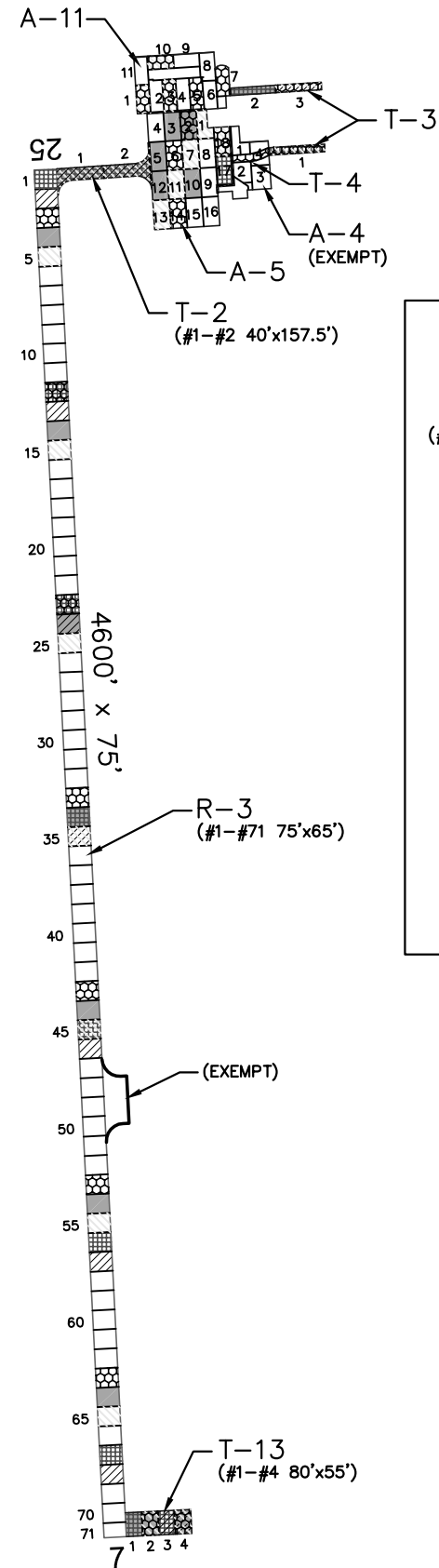


T-1, Overview



T-1, Surface detail

CHESTER



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

CHESTER

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-3	E-6	F6	6" COMP. P-152	3" P-208, 10" P-207	3" P-401	2" P-401	12,500			2 3 4
TAXIWAYS										
T-2	E-6	F6	6" COMP. P-152	3" P-208, 10" P-207	3" P-401	2" P-401	12,500			2 3 4
T-3	E-6	F6	6" COMP. P-152	12" P-207	3" P-401					2 3
T-4	E-6	F6	6" COMP. P-152	12" P-208	3" P-401					4
T-13	E-6	F6	6" COMP. P-152	12" P-207	3" P-401	2" P-401	12,500			4
APRONS										
A-4	E-6	F6			UNKNOWN	1" P-402	4,000			1 4
A-5	E-6	F6	6" COMP. P-152	3" P-208, 8" P-207	3" P-401	P-609	12,500			2 3 4
A-11	E-6	F6	6" COMP. P-152	12" P-208	3" P-401					4

REMARKS:

- 1 AIP-001, 1985, RUNWAY EXTENDED 1400' AND ALL SURFACES RECEIVED 1" P-402 OVERLAY.
- 2 AIP-002, 1997, REHABILITATE RUNWAY 7-25, TAXIWAY, AND APRON; CONSTRUCT HANGAR ACCESS TAXIWAYS AND TURNAROUND EXTENSION; INSTALL EDGE DRAIN NORTH SIDE OF RUNWAY.
- 3 AIP-003, 2005, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 4 AIP-005, 2010, 2" OVERLAY OF RUNWAY AND TAXIWAYS (T-2 AND T-13). RECONSTRUCT APRON A-11, FOG SEAL AND REMARK REMAINING 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:

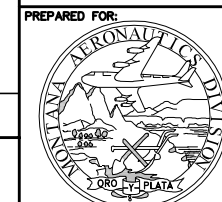
OCT. 12, 2012

EVALUATED BY:

M. BECKHOFF

**MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES**

LIBERTY COUNTY AIRPORT



CHESTER
MONTANA



DATE: NOV. 2012