

POLSON AIRPORT

Branch: 03A APRON

A-11

Length: 775 LF Width: 245 LF Area: 199,475 SF Last Const: 1998 Family: ACAM
 From: ENTIRE APRON To: Surface: AC

Inspections

Samples Surveyed: 6 Total Samples: 40 Last Inspection Date: 9/7/2012 **PCI: 61**

Sample # 4	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE PATCHING WEATHERING</p>	<p>Severity L N L L</p>	<p>Quantity 375 LF 490 LF 20 LF 4,900 LF</p>	Area: 4,900 SF
Sample # 11	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE PATCHING RAVELING WEATHERING</p>	<p>Severity L M N L L L</p>	<p>Quantity 400 LF 45 LF 15 LF 12 LF 735 LF 4,900 LF</p>	Area: 4,900 SF
Sample # 18	<p>Distress Description BLOCK CRACKING LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING</p>	<p>Severity L L L L</p>	<p>Quantity 2,400 LF 200 LF 735 LF 4,900 LF</p>	Area: 4,900 SF
Sample # 25	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE PATCHING RAVELING WEATHERING</p>	<p>Severity L N L L L</p>	<p>Quantity 500 LF 2 LF 4 LF 735 LF 4,900 LF</p>	Area: 4,900 SF
Sample # 32	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE PATCHING RAVELING WEATHERING</p>	<p>Severity L N L L L</p>	<p>Quantity 385 LF 10 LF 12 LF 500 LF 4,900 LF</p>	Area: 4,900 SF
Sample # 39	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE PATCHING RAVELING WEATHERING</p>	<p>Severity L M N L L L</p>	<p>Quantity 570 LF 30 LF 15 LF 28 LF 500 LF 4,800 LF</p>	Area: 4,800 SF

POLSON AIRPORT

Branch: 03A

APRON

A-11

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	16,339 LF	1.64%	15.94
LONGITUDINAL/TRANSVERSE CRACKING	L	16,543 SF	1.00%	20.80
LONGITUDINAL/TRANSVERSE CRACKING	M	511 LF	0.70%	5.94
OIL SPILLAGE	N	3,622 SF	100.00%	5.06
PATCHING	L	517 LF	0.04%	2.07
RAVELING	L	21819.7 LF	0.01%	10.28
WEATHERING	L	199475 LF	0.0014	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

92.0 % Climate/Durability

8.0 % Other

POLSON AIRPORT

Branch: 03R

RUNWAY

R-11

Length: 4,200 LF

Width: 75 LF

Area: 315,000 SF

Last Const: 1998

Family: ACRMU

From: STA 10+00

To: STA 52+00

Surface: AC

Inspections

Samples Surveyed: 7

Total Samples: 64

Last Inspection Date: 9/7/2012

PCI: 53

Sample # 8

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	168 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	190 LF
RAVELING	L	2,650 LF
WEATHERING	L	4,875 LF

Sample # 17

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	288 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	90 LF
RAVELING	L	2,160 LF
RAVELING	M	73 LF
RAVELING	H	1 LF
WEATHERING	L	4,875 LF

Sample # 26

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	190 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	429 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	2,680 LF
RAVELING	M	97 LF
WEATHERING	L	4,875 LF

Sample # 35

Area: 4,875 SF

Distress Description	Severity	Quantity
DEPRESSION	L	15 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	314 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF
RAVELING	L	2,925 LF
RAVELING	M	120 LF
WEATHERING	L	4,875 LF

Sample # 44

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	120 LF
DEPRESSION	L	20 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	302 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	2,680 LF
RAVELING	M	146 LF
WEATHERING	L	4,875 LF

Sample # 53

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	25 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	435 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	2,925 LF
RAVELING	M	122 LF
WEATHERING	L	4,875 LF

POLSON AIRPORT

Branch: 03R

RUNWAY

R-11

Sample # 62

Area: 4,875 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	420 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	361 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	L	2,170 LF
RAVELING	M	146 LF
WEATHERING	L	4,875 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	167,908 SF	53.30%	20.78
LONGITUDINAL/TRANSVERSE CRACKING	L	21,203 LF	6.73%	18.17
RAVELING	M	19,975 SF	6.34%	16.91
LONGITUDINAL/TRANSVERSE CRACKING	M	4,015 LF	1.27%	12.57
BLOCK CRACKING	L	6,969 SF	2.21%	10.35
RAVELING	H	9 SF	0.00%	6
WEATHERING	L	315,000 SF	100.00%	5.96
DEPRESSION	L	323 SF	0.10%	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

23.0 % Load

77.0 % Climate/Durability

0.0 % Other

POLSON AIRPORT

Branch: 03T

TAXIWAY

T-11

Length: 4,870 LF

Width: 35 LF

Area: 170,450 SF

Last Const: 1999

Family: ACRMU

From: R-11 PARALLEL TW

To: A-11

Surface: AC

Inspections

Samples Surveyed: 6

Total Samples: 35

Last Inspection Date: 9/7/2012

PCI: 47

Sample # 4

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	378 LF
RAVELING	L	2,280 LF
RAVELING	M	2,540 LF
WEATHERING	L	5,075 LF

Area: 5,075 SF

Sample # 11

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	595 LF
RAVELING	L	2,550 LF
RAVELING	M	510 LF
WEATHERING	L	5,075 LF

Area: 5,075 SF

Sample # 18

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	125 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	253 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	135 LF
RAVELING	L	2,510 LF
RAVELING	M	450 LF
WEATHERING	L	5,075 LF

Area: 5,075 SF

Sample # 25

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	566 LF
RAVELING	L	2,000 LF
RAVELING	M	2,000 LF
WEATHERING	L	5,075 LF

Area: 5,075 SF

Sample # 33

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	263 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	125 LF
RAVELING	L	650 LF
RAVELING	M	650 LF
WEATHERING	L	3,238 LF

Area: 3,238 SF

Sample # 34

Distress Description	Severity	Quantity
BLOCK CRACKING	L	1,536 LF
DEPRESSION	L	30 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	190 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	102 LF
RAVELING	L	970 LF
WEATHERING	L	3,238 LF

Area: 3,238 SF

POLSON AIRPORT

Branch: 03T

TAXIWAY

T-11

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	796 SF	0.12%	13.93
BLOCK CRACKING	L	9,778 SF	1.87%	14.20
DEPRESSION	L	191 SF	100.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	14,291 LF	2.00%	20.94
LONGITUDINAL/TRANSVERSE CRACKING	M	2,304 LF	0.72%	12.92
RAVELING	L	69,769 SF	1.90%	18.69
RAVELING	M	39,150 SF	0.25%	29.95
WEATHERING	L	170,450 SF	0.01%	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

12.0 % Load

88.0 % Climate/Durability

0.0 % Other

POLSON AIRPORT

Branch: 03T TAXIWAY

T-12

Length: 1,317 LF Width: 25 LF Area: 32,925 SF Last Const: 1999 Family: ACRMU
 From: R-11 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 9 Last Inspection Date: 9/7/2012 **PCI: 56**

Sample # 2	<table border="0"> <tr> <td style="text-align: right;">Distress Description</td> <td style="text-align: right;">Severity</td> <td style="text-align: right;">Quantity</td> <td style="vertical-align: bottom;">Area: 3,875 SF</td> </tr> <tr> <td>BLOCK CRACKING</td> <td>L</td> <td>1,240 LF</td> <td></td> </tr> <tr> <td>LONGITUDINAL/TRANSVERSE CRACKING</td> <td>L</td> <td>20 LF</td> <td></td> </tr> <tr> <td>RAVELING</td> <td>L</td> <td>2,000 LF</td> <td></td> </tr> <tr> <td>WEATHERING</td> <td>L</td> <td>3,875 LF</td> <td></td> </tr> </table>	Distress Description	Severity	Quantity	Area: 3,875 SF	BLOCK CRACKING	L	1,240 LF		LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF		RAVELING	L	2,000 LF		WEATHERING	L	3,875 LF									
Distress Description	Severity	Quantity	Area: 3,875 SF																										
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Distress Description	Severity	Quantity	Area: 3,625 SF																										
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Distress Description	Severity	Quantity	Area: 3,625 SF																										
BLOCK CRACKING	L	1,500 LF																											
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LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF																											
OIL SPILLAGE	N	20 LF																											
RAVELING	L	1,100 LF																											
WEATHERING	L	3,625 LF																											

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	154 SF	0.01%	13.92
BLOCK CRACKING	L	6,014 LF	3.53%	20.63
LONGITUDINAL/TRANSVERSE CRACKING	L	2,671 SF	2.00%	20.51
LONGITUDINAL/TRANSVERSE CRACKING	M	154 SF	43.39%	8.04
OIL SPILLAGE	N	44 LF	3.14%	2.08
RAVELING	L	10,426 SF	3.58%	16.79
WEATHERING	L	32,925 SF	1.06%	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

16.0 % Load 82.0 % Climate/Durability 2.0 % Other

POLSON AIRPORT

Branch: 03T

TAXIWAY

T-14

Length: 955 LF

Width: 25 LF

Area: 23,875 SF

Last Const: 2003

Family: ACRMU

From: T-12

To: HANGARS

Surface: AC

Inspections

Samples Surveyed: 3

Total Samples: 5

Last Inspection Date: 9/7/2012

PCI: 81

Sample # 1

Distress Description

RAVELING

WEATHERING

Severity

L

L

Quantity

950 LF

4,775 LF

Area: 4,775 SF

Sample # 3

Distress Description

RAVELING

RAVELING

WEATHERING

Severity

L

H

L

Quantity

720 LF

2 LF

4,775 LF

Area: 4,775 SF

Sample # 5

Distress Description

RAVELING

WEATHERING

Severity

L

L

Quantity

710 LF

4,775 LF

Area: 4,775 SF

Extrapolated Distress Quantities*

Distress Description

RAVELING

RAVELING

WEATHERING

Severity

L

H

L

Quantity

3,967 SF

3 SF

23,875 SF

Density

0.72%

21.43%

4.83%

Deduct

12.58

6.00

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

POLSON AIRPORT

FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$90,552

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	L & T CR	M	511 LF	Crack Sealing - AC	511 LF	\$1,277 PREV.	
A-11	OIL SPILLAGE	N	3,622 SF	Patching - AC Shallow	3,868 SF	\$77,362 PREV.	
R-11	L & T CR	M	4,015 LF	Crack Sealing - AC	4,015 LF	\$10,038 PREV.	
T-12	L & T CR	M	154 LF	Crack Sealing - AC	154 LF	\$384 PREV.	
T-12	OIL SPILLAGE	N	44 SF	Patching - AC Shallow	75 SF	\$1,491 PREV.	

FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$361,669

Plan Year: 2013		Estimated Cost: \$1,235,879					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$30,042	\$49,869	\$0	\$0	\$79,911	60	64
R-11	Global MR + Preventive	\$86,421	\$78,751	\$0	\$0	\$165,172	52	56
T-11	Major Below Critical	\$0	\$0	\$968,838	\$0	\$968,838	45	100
T-12	Global MR + Preventive	\$7,482	\$8,231	\$0	\$0	\$15,714	55	59
T-14	Global MR + Preventive	\$276	\$5,969	\$0	\$0	\$6,245	80	85

Plan Year: 2014		Estimated Cost: \$111,146					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$26,895	\$0	\$0	\$0	\$26,895	62	62
R-11	Preventive	\$77,433	\$0	\$0	\$0	\$77,433	54	54
T-12	Preventive	\$6,628	\$0	\$0	\$0	\$6,628	57	57
T-14	Preventive	\$191	\$0	\$0	\$0	\$191	82	82

Plan Year: 2015		Estimated Cost: \$129,900					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$31,427	\$0	\$0	\$0	\$31,427	60	60
R-11	Preventive	\$90,380	\$0	\$0	\$0	\$90,380	52	52
T-12	Preventive	\$7,823	\$0	\$0	\$0	\$7,823	55	55
T-14	Preventive	\$270	\$0	\$0	\$0	\$270	80	80

Plan Year: 2016		Estimated Cost: \$1,785,316					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$37,862	\$0	\$0	\$0	\$37,862	58	59
R-11	Major Below Critical	\$0	\$0	\$1,737,570	\$0	\$1,737,570	50	100
T-11	Preventive	\$211	\$0	\$0	\$0	\$211	89	89
T-12	Preventive	\$9,164	\$0	\$0	\$0	\$9,164	53	53
T-14	Preventive	\$509	\$0	\$0	\$0	\$509	78	78

Plan Year: 2017		Estimated Cost: \$56,945					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$44,757	\$0	\$0	\$0	\$44,757	57	57
T-11	Preventive	\$784	\$0	\$0	\$0	\$784	86	86
T-12	Preventive	\$10,661	\$0	\$0	\$0	\$10,661	51	51
T-14	Preventive	\$743	\$0	\$0	\$0	\$743	76	76

Plan Year: 2018		Estimated Cost: \$318,834					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$52,065	\$57,812	\$0	\$0	\$109,877	55	59
T-11	Preventive	\$1,344	\$0	\$0	\$0	\$1,344	83	83
T-12	Major Below Critical	\$0	\$0	\$199,720	\$0	\$199,720	48	100
T-14	Global MR + Preventive	\$973	\$6,919	\$0	\$0	\$7,893	74	78

Plan Year: 2019		Estimated Cost: \$49,882					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$46,803	\$0	\$0	\$0	\$46,803	57	57
R-11	Preventive	\$423	\$0	\$0	\$0	\$423	89	89
T-11	Preventive	\$1,889	\$0	\$0	\$0	\$1,889	81	81
T-14	Preventive	\$767	\$0	\$0	\$0	\$767	76	76

Plan Year: 2020		Estimated Cost: \$60,546					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$54,536	\$0	\$0	\$0	\$54,536	55	55
R-11	Preventive	\$1,584	\$0	\$0	\$0	\$1,584	86	86
T-11	Preventive	\$3,412	\$0	\$0	\$0	\$3,412	78	79
T-14	Preventive	\$1,014	\$0	\$0	\$0	\$1,014	74	74

POLSON AIRPORT

Plan Year: 2021		Estimated Cost: \$72,115					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$62,769	\$0	\$0	\$0	\$62,769	53	54	
R-11	Preventive	\$2,714	\$0	\$0	\$0	\$2,714	83	83	
T-11	Preventive	\$5,328	\$0	\$0	\$0	\$5,328	76	76	
T-12	Preventive	\$47	\$0	\$0	\$0	\$47	89	89	
T-14	Preventive	\$1,257	\$0	\$0	\$0	\$1,257	72	72	

Plan Year: 2022		Estimated Cost: \$84,261					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$71,563	\$0	\$0	\$0	\$71,563	52	52	
R-11	Preventive	\$3,815	\$0	\$0	\$0	\$3,815	81	81	
T-11	Preventive	\$7,207	\$0	\$0	\$0	\$7,207	74	75	
T-12	Preventive	\$176	\$0	\$0	\$0	\$176	86	86	
T-14	Preventive	\$1,501	\$0	\$0	\$0	\$1,501	70	71	

Plan Year: 2023		Estimated Cost: \$1,373,473					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Major Below Critical	\$0	\$0	\$1,347,226	\$0	\$1,347,226	50	100	
R-11	Preventive	\$6,890	\$0	\$0	\$0	\$6,890	78	79	
T-11	Preventive	\$9,070	\$0	\$0	\$0	\$9,070	73	73	
T-12	Preventive	\$301	\$0	\$0	\$0	\$301	83	83	
T-14	Global MR + Preventive	\$1,964	\$8,022	\$0	\$0	\$9,985	69	72	

Plan Year: 2024		Estimated Cost: \$23,692					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
R-11	Preventive	\$10,759	\$0	\$0	\$0	\$10,759	76	76	
T-11	Preventive	\$10,938	\$0	\$0	\$0	\$10,938	71	71	
T-12	Preventive	\$423	\$0	\$0	\$0	\$423	81	81	
T-14	Preventive	\$1,572	\$0	\$0	\$0	\$1,572	71	71	

Plan Year: 2025		Estimated Cost: \$31,179					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
R-11	Preventive	\$14,553	\$0	\$0	\$0	\$14,553	74	75	
T-11	Preventive	\$13,826	\$0	\$0	\$0	\$13,826	69	69	
T-12	Preventive	\$764	\$0	\$0	\$0	\$764	78	79	
T-14	Preventive	\$2,035	\$0	\$0	\$0	\$2,035	69	69	

Plan Year: 2026		Estimated Cost: \$40,834					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$618	\$0	\$0	\$0	\$618	88	88	
R-11	Preventive	\$18,316	\$0	\$0	\$0	\$18,316	73	73	
T-11	Preventive	\$18,074	\$0	\$0	\$0	\$18,074	68	68	
T-12	Preventive	\$1,193	\$0	\$0	\$0	\$1,193	76	76	
T-14	Preventive	\$2,633	\$0	\$0	\$0	\$2,633	67	68	

Plan Year: 2027		Estimated Cost: \$51,035					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,623	\$0	\$0	\$0	\$1,623	85	85	
R-11	Preventive	\$22,066	\$0	\$0	\$0	\$22,066	71	71	
T-11	Preventive	\$22,482	\$0	\$0	\$0	\$22,482	66	66	
T-12	Preventive	\$1,614	\$0	\$0	\$0	\$1,614	74	75	
T-14	Preventive	\$3,250	\$0	\$0	\$0	\$3,250	66	66	

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A-11, Surface detail with cracks



R-11, Overview



R-11, Surface detail with cracks



T-11, Overview

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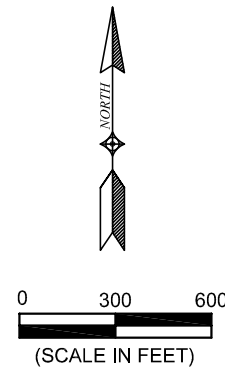
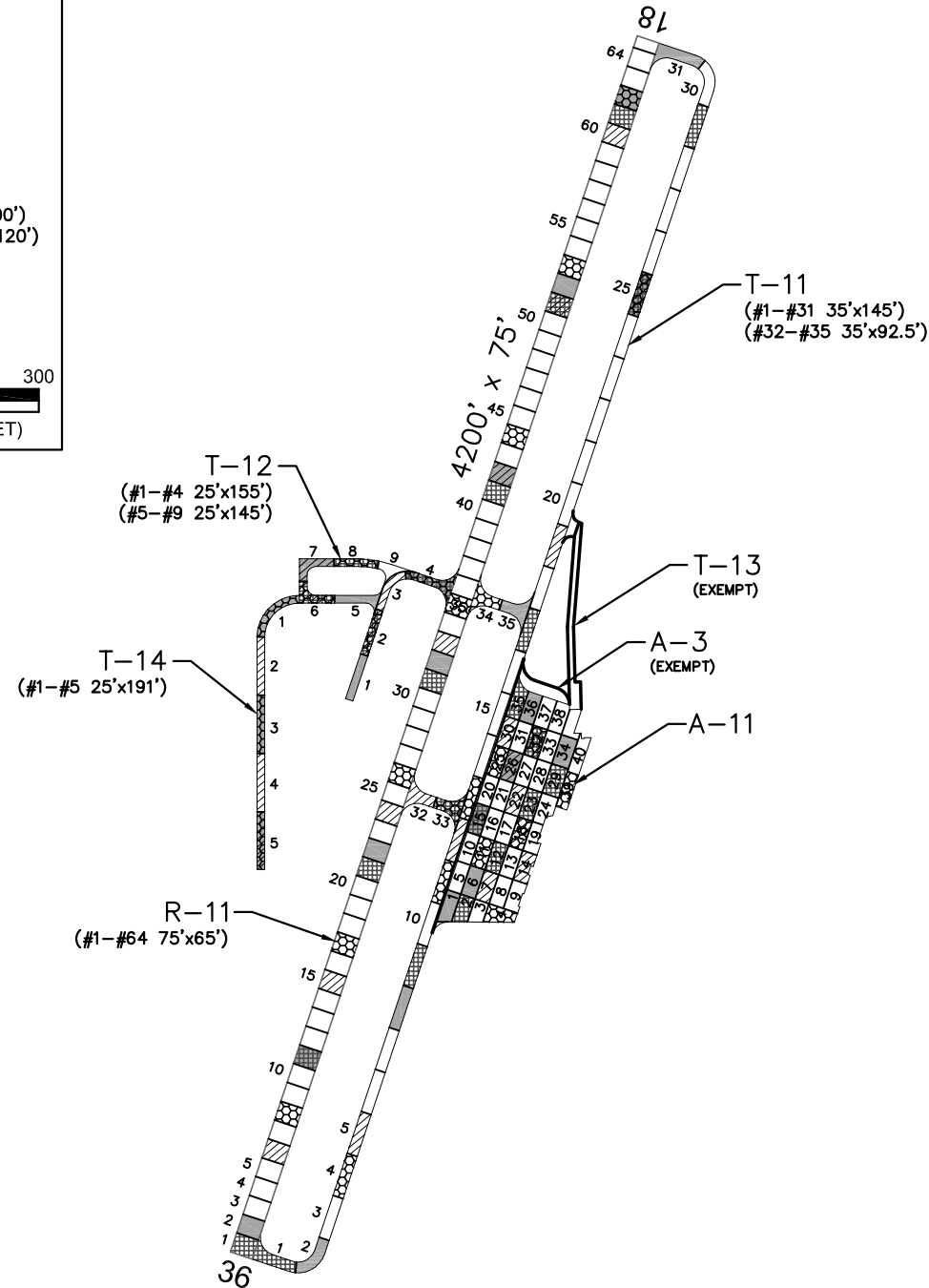
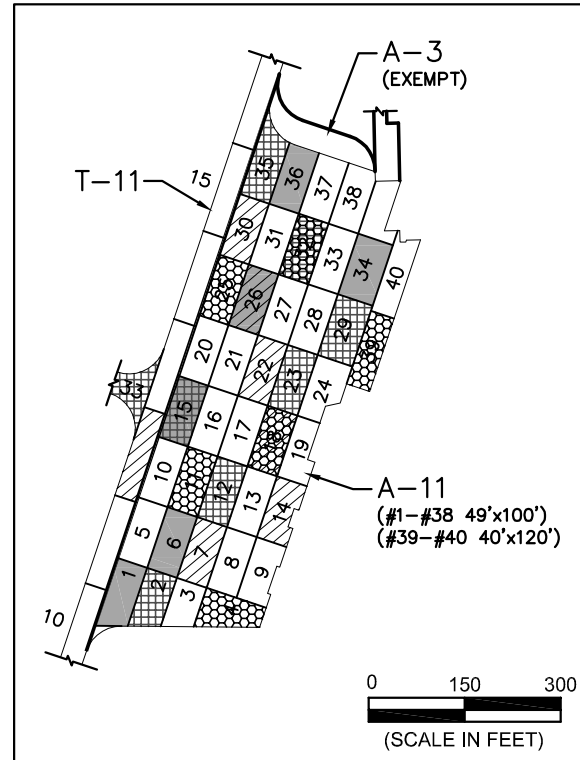


T-11, Surface detail with cracks



T-12, Overview with cracks

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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-11	E-6	F6, CBR=4	9" CMP P-152 W/FILTER FABRIC	13" P-207/P-208	3" P-401		12,500			1 3
TAXIWAYS										
T-11	E-6	F6, CBR=4	FILTER FABRIC	13" P-208	3" P-401		12,500			2 3
T-12	E-6	F6, CBR=4	FILTER FABRIC	13" P-208	3" P-401		12,500			2 3
T-13				UNKNOWN						
T-14	E-6		FILTER FABRIC	12" P-208	3" P-401		12,500			3
APRONS										
A-11	E-6	F6, CBR=4		12" P-207/P-208	3" P-401		12,500			1 3
A-3	E-6	F6, CBR=4		12" P-208	3" P-403		12,500			4

REMARKS:

- FAAP-01, 1966
- AIP-01, 1983, OVERLAY AND EXTEND RUNWAY 18-36, CONSTRUCT TURNAROUNDS. OVERLAY AND EXPAND CONNECTING TAXIWAY AND APRON.
- 1 AIP-002, 1998, REHABILITATE AND WIDEN RUNWAY, REHABILITATE CONNECTING TAXIWAY AND PORTION OF APRON.
- 2 AIP-003, 1999, CONSTRUCT PARALLEL, CONNECTING AND HANGAR ACCESS TAXIWAYS.
- 3 AIP-004, 2003, CONSTRUCT HANGAR TAXIWAY E (T-14); CRACK SEAL, FOG SEAL, AND REMARK ALL AIRCRAFT PAVEMENTS.
- 4 AIP-005, 2007, CONSTRUCT SELF-FUELING APRON (A-3).

LEGEND

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

DATE OF PAVEMENT STRENGTH SURVEY:

EVALUATED BY:

DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:

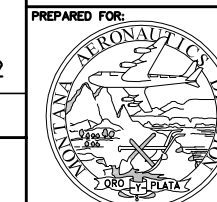
EVALUATED BY:

SEPT. 7, 2012

J. WALLA

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

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DATE: DEC. 2012

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