

THOMPSON FALLS AIRPORT

Branch: 02A APRON

A-1

Length: 285 LF **Width:** 94 LF **Area:** 26,790 SF **Last Const:** 1995 **Family:** ACAM
From: A-2 **To:** T-4 **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/28/2012 **PCI:** 68

Sample # 1 **Area:** 4,465 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	180 LF
OIL SPILLAGE	N	106 LF
RAVELING	L	220 LF
WEATHERING	L	3,570 LF

Sample # 3 **Area:** 4,465 SF

Distress Description	Severity	Quantity
BLEEDING	N	40 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
OIL SPILLAGE	N	5 LF
RAVELING	L	200 LF
RAVELING	M	60 LF
WEATHERING	L	2,230 LF
WEATHERING	M	2,020 LF

Sample # 5 **Area:** 4,465 SF

Distress Description	Severity	Quantity
DEPRESSION	L	95 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	58 LF
RAVELING	L	950 LF
WEATHERING	L	3,570 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	80 LF	2.36%	2.08
DEPRESSION	L	190 SF	14.14%	4.83
LONGITUDINAL/TRANSVERSE CRACKING	L	496 SF	0.01%	7.02
OIL SPILLAGE	N	222 SF	90.00%	3.37
RAVELING	L	2,740 SF	80.00%	9.94
RAVELING	M	120 SF	1.86%	5.93
WEATHERING	L	18740 LF	0.0314	5.49
WEATHERING	M	4040 SF	0.0499	7.22

* 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 78.0 % Climate/Durability 22.0 % Other

THOMPSON FALLS AIRPORT

Branch: 02A

APRON

A-2

Length: 260 LF

Width: 169 LF

Area: 52,490 SF

Last Const: 1995

Family: ACAM

From: HANGAR

To: T-3

Surface: AC

Inspections

Samples Surveyed: 4

Total Samples: 11

Last Inspection Date: 8/28/2012

PCI: 67

Sample # 2

Area: 4,872 SF

Distress Description	Severity	Quantity
BLEEDING	N	487 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
WEATHERING	L	2,920 LF

Sample # 4

Area: 4,872 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
WEATHERING	L	2,436 LF

Sample # 9

Area: 4,872 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	110 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
OIL SPILLAGE	N	10 LF
RAVELING	L	40 LF
RAVELING	M	5 LF
RAVELING	H	1 LF
WEATHERING	L	2,436 LF

Sample # 10

Area: 4,290 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	176 LF
PATCHING	M	160 LF
RAVELING	L	160 LF
RAVELING	H	10 LF
WEATHERING	L	650 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	1,352 SF	0.19%	13.82
LONGITUDINAL/TRANSVERSE CRACKING	L	1,788 LF	0.17%	11.08
LONGITUDINAL/TRANSVERSE CRACKING	M	125 LF	0.03%	5.70
OIL SPILLAGE	N	28 SF	0.02%	2.00
PATCHING	M	444 SF	95.01%	8.98
RAVELING	L	555 SF	0.34%	2.71
RAVELING	M	14 LF	0.58%	4.00
RAVELING	H	30.54 LF	0.1345	6
WEATHERING	L	23438.1 LF	0.0058	4.56

* 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

0.0 % Load

73.0 % Climate/Durability

23.0 % Other

THOMPSON FALLS AIRPORT

Branch: 02R

RUNWAY

R-1

Length: 4,200 LF

Width: 60 LF

Area: 252,000 SF

Last Const: 1995

Family: ACRMU

From: STA 0+00

To: STA 42+00

Surface: AC

Inspections

Samples Surveyed: 7

Total Samples: 52

Last Inspection Date: 8/28/2012

PCI: 83

Sample # 4

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING

Severity

L
L

Quantity

50 LF
1,200 LF

Area: 4,800 SF

Sample # 11

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
M
L
M

Quantity

190 LF
8 LF
180 LF
120 LF

Area: 4,800 SF

Sample # 18

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
M
L
M

Quantity

160 LF
10 LF
300 LF
80 LF

Area: 4,800 SF

Sample # 25

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
L
M

Quantity

80 LF
960 LF
80 LF

Area: 4,800 SF

Sample # 32

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
L
M

Quantity

145 LF
300 LF
40 LF

Area: 4,800 SF

Sample # 39

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
M
L
M

Quantity

255 LF
20 LF
240 LF
100 LF

Area: 4,800 SF

Sample # 46

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
M
L
M

Quantity

190 LF
12 LF
1,440 LF
200 LF

Area: 4,800 SF

Extrapolated Distress Quantities*

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity

L
M
L
M

Quantity

8,025 LF
375 LF
34,650 LF
4,650 LF

Density

100.00%
0.58%
1.75%
24.56%

Deduct

10.52
4.37
2.16
2.18

* 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

THOMPSON FALLS AIRPORT

Branch: 02R

RUNWAY

R-2

Length: 4,200 LF Width: 15 LF Area: 63,000 SF Last Const: 1995 Family: ACRMU
 From: R-1 RUNWAY WIDTH EXTN. To: STA 42+00 Surface: AC

Inspections

Samples Surveyed: 6 Total Samples: 13 Last Inspection Date: 8/28/2012 **PCI: 64**

Sample # 2 Area: 4,845 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	80 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	425 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF

Sample # 4 Area: 4,845 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	290 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
WEATHERING	L	1,500 LF
WEATHERING	M	900 LF

Sample # 6 Area: 4,845 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	412 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
WEATHERING	L	2,420 LF
WEATHERING	M	480 LF

Sample # 8 Area: 4,845 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	305 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
WEATHERING	L	800 LF
WEATHERING	M	300 LF

Sample # 10 Area: 4,845 SF

Distress Description	Severity	Quantity
DEPRESSION	L	150 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	400 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF
WEATHERING	L	1,940 LF

Sample # 12 Area: 4,845 SF

Distress Description	Severity	Quantity
DEPRESSION	L	300 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	625 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	30 LF
WEATHERING	L	1,450 LF
WEATHERING	M	500 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	173 LF	68.42%	10.26
DEPRESSION	L	975 SF	90.00%	9.40
LONGITUDINAL/TRANSVERSE CRACKING	L	5,325 LF	0.10%	21.04
LONGITUDINAL/TRANSVERSE CRACKING	M	505 SF	0.19%	10.19

* 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

15.0 % Load

71.0 % Climate/Durability

14.0 % Other

THOMPSON FALLS AIRPORT

Branch: 02T TAXIWAY

T-4

Length: 1,820 LF Width: 35 LF Area: 66,300 SF Last Const: 1995 Family: ACRMU
 From: R-2 To: A-2 Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 13 Last Inspection Date: 8/28/2012 **PCI: 68**

Sample # 1 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	180 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
WEATHERING	L	4,410 LF
WEATHERING	M	490 LF

Sample # 3 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	160 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF
WEATHERING	L	980 LF
WEATHERING	H	40 LF

Sample # 7 Area: 4,900 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	M	20 LF
DEPRESSION	L	280 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	180 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
WEATHERING	L	2,450 LF
WEATHERING	M	300 LF

Sample # 10 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	160 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF
RAVELING	L	150 LF
WEATHERING	L	2,100 LF
WEATHERING	M	75 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	68 SF	90.00%	10.16
DEPRESSION	L	947 SF	0.23%	8.86
LONGITUDINAL/TRANSVERSE CRACKING	L	2,300 SF	0.22%	11.23
LONGITUDINAL/TRANSVERSE CRACKING	M	744 LF	69.23%	11.84
RAVELING	L	507 LF	30.77%	2.24
WEATHERING	L	33,624 LF	84.62%	4.84
WEATHERING	M	2,926 LF	1.92%	3.23
WEATHERING	H	135 LF	84.62%	4.36

* 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

18.0 % Load

66.0 % Climate/Durability

16.0 % Other

THOMPSON FALLS AIRPORT

Branch: 02T

TAXIWAY

T-5

Length: 1,778 LF

Width: 25 LF

Area: 50,090 SF

Last Const: 2000

Family: ACRMU

From: A-2

To: HANGARS

Surface: AC

Inspections

Samples Surveyed: 4

Total Samples: 10

Last Inspection Date: 8/28/2012

PCI: 86

Sample # 2

Distress Description
WEATHERING

Severity **Quantity**
L 400 LF

Area: 5,225 SF

Sample # 4

Distress Description
LONGITUDINAL/TRANSVERSE CRACKING
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity **Quantity**
L 20 LF
M 50 LF
L 500 LF
M 250 LF

Area: 5,225 SF

Sample # 6

Distress Description
LONGITUDINAL/TRANSVERSE CRACKING
WEATHERING
WEATHERING

Severity **Quantity**
L 16 LF
L 150 LF
M 180 LF

Area: 5,225 SF

Sample # 8

Distress Description
LONGITUDINAL/TRANSVERSE CRACKING
RAVELING
WEATHERING
WEATHERING

Severity **Quantity**
L 100 LF
L 1,600 LF
L 2,468 LF
M 150 LF

Area: 4,935 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	3,889 SF	7.76%	8.63
LONGITUDINAL/TRANSVERSE CRACKING	M	122 LF	0.24%	5.76
LONGITUDINAL/TRANSVERSE CRACKING	L	331 LF	0.66%	4.32
WEATHERING	M	1,410 SF	2.81%	2.59
WEATHERING	L	8,549 SF	17.07%	2.52

* 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

45.0 % Climate/Durability

55.0 % Other

THOMPSON FALLS AIRPORT

Branch: 02T

TAXIWAY

T-6

Length: 607 LF

Width: 25 LF

Area: 15,175 SF

Last Const: 2003

Family: ACRMU

From: T-5

To: HANGARS

Surface: AC

Inspections

Samples Surveyed: 3

Total Samples: 3

Last Inspection Date: 8/28/2012

PCI: 75

Sample # 1

Distress Description

RAVELING
WEATHERING

Severity

L
L

Quantity

150 SF
2,470 SF

Area: 5,225 SF

Sample # 2

Distress Description

RAVELING
WEATHERING

Severity

L
L

Quantity

130 SF
2,350 SF

Area: 5,225 SF

Sample # 3

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
RAVELING
RUTTING

Severity

L
L
L

Quantity

25 LF
500 SF
3,920 SF

Area: 4,725 SF

Extrapolated Distress Quantities*

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING
RAVELING
RUTTING
WEATHERING

Severity

L
L
L
L

Quantity

25 LF
780 SF
3,920 SF
4,820 SF

Density

1.46%
1.00%
100.00%
100.00%

Deduct

2.84
6.91
36.47
3.78

* 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

THOMPSON FALLS AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$37,130**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	OIL SPILLAGE	N	222 SF	Patching - AC Shallow	286 SF	\$5,719	PREV.
A-2	L & T CR	M	125 LF	Crack Sealing - AC	125 LF	\$312	PREV.
A-2	OIL SPILLAGE	N	28 SF	Patching - AC Shallow	53 SF	\$1,059	PREV.
A-2	PATCHING	M	444 SF	Patching - AC Deep	533 SF	\$21,322	PREV.
R-1	L & T CR	M	375 LF	Crack Sealing - AC	375 LF	\$938	PREV.
R-2	L & T CR	H	65 LF	Crack Sealing - AC	65 LF	\$163	PREV.
R-2	L & T CR	M	505 LF	Crack Sealing - AC	505 LF	\$1,262	PREV.
T-4	ALLIGATOR CR	M	68 SF	Patching - AC Deep	105 SF	\$4,190	PREV.
T-4	L & T CR	M	744 LF	Crack Sealing - AC	744 LF	\$1,860	PREV.
T-5	L & T CR	M	122 LF	Crack Sealing - AC	122 LF	\$304	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$144,470**

Plan Year: 2013		Estimated Cost: \$134,454					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,213	\$0	\$0	\$0	\$2,213	67	67	
A-2	Preventive	\$4,845	\$0	\$0	\$0	\$4,845	66	66	
R-1	Global MR + Preventive	\$2,156	\$63,001	\$0	\$0	\$65,157	81	87	
R-2	Global MR + Preventive	\$7,522	\$15,750	\$0	\$0	\$23,272	63	66	
T-4	Global MR + Preventive	\$5,264	\$16,575	\$0	\$0	\$21,839	67	70	
T-5	Global MR + Preventive	\$287	\$12,523	\$0	\$0	\$12,809	84	91	
T-6	Global MR + Preventive	\$526	\$3,794	\$0	\$0	\$4,320	74	78	

Plan Year: 2014		Estimated Cost: \$21,802					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,812	\$0	\$0	\$0	\$2,812	65	65	
A-2	Preventive	\$6,006	\$0	\$0	\$0	\$6,006	64	64	
R-1	Preventive	\$1,493	\$0	\$0	\$0	\$1,493	84	84	
R-2	Preventive	\$6,671	\$0	\$0	\$0	\$6,671	65	65	
T-4	Preventive	\$4,275	\$0	\$0	\$0	\$4,275	69	69	
T-5	Preventive	\$135	\$0	\$0	\$0	\$135	87	88	
T-6	Preventive	\$411	\$0	\$0	\$0	\$411	76	76	

Plan Year: 2015		Estimated Cost: \$27,024					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$3,419	\$0	\$0	\$0	\$3,419	63	63	
A-2	Preventive	\$7,200	\$0	\$0	\$0	\$7,200	62	62	
R-1	Preventive	\$2,223	\$0	\$0	\$0	\$2,223	82	82	
R-2	Preventive	\$7,873	\$0	\$0	\$0	\$7,873	63	63	
T-4	Preventive	\$5,472	\$0	\$0	\$0	\$5,472	67	67	
T-5	Preventive	\$290	\$0	\$0	\$0	\$290	85	85	
T-6	Preventive	\$546	\$0	\$0	\$0	\$546	74	74	

Plan Year: 2016		Estimated Cost: \$33,014					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,049	\$0	\$0	\$0	\$4,049	61	61	
A-2	Preventive	\$8,432	\$0	\$0	\$0	\$8,432	60	60	
R-1	Preventive	\$3,512	\$0	\$0	\$0	\$3,512	79	79	
R-2	Preventive	\$9,176	\$0	\$0	\$0	\$9,176	62	62	
T-4	Preventive	\$6,723	\$0	\$0	\$0	\$6,723	66	66	
T-5	Preventive	\$441	\$0	\$0	\$0	\$441	82	82	
T-6	Preventive	\$681	\$0	\$0	\$0	\$681	72	72	

Plan Year: 2017		Estimated Cost: \$41,093					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,781	\$0	\$0	\$0	\$4,781	59	60	
A-2	Preventive	\$10,129	\$0	\$0	\$0	\$10,129	59	59	
R-1	Preventive	\$6,068	\$0	\$0	\$0	\$6,068	77	77	
R-2	Preventive	\$10,593	\$0	\$0	\$0	\$10,593	60	60	
T-4	Preventive	\$8,044	\$0	\$0	\$0	\$8,044	64	64	
T-5	Preventive	\$663	\$0	\$0	\$0	\$663	80	80	
T-6	Preventive	\$814	\$0	\$0	\$0	\$814	71	71	

Plan Year: 2018		Estimated Cost: \$180,175					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$5,725	\$0	\$0	\$0	\$5,725	58	58	
A-2	Preventive	\$11,994	\$0	\$0	\$0	\$11,994	57	57	
R-1	Global MR + Preventive	\$8,587	\$73,035	\$0	\$0	\$81,622	75	80	
R-2	Global MR + Preventive	\$12,752	\$18,259	\$0	\$0	\$31,011	58	62	
T-4	Global MR + Preventive	\$9,446	\$19,215	\$0	\$0	\$28,661	63	66	
T-5	Global MR + Preventive	\$1,192	\$14,517	\$0	\$0	\$15,709	77	82	
T-6	Global MR + Preventive	\$1,055	\$4,398	\$0	\$0	\$5,454	69	73	

THOMPSON FALLS AIRPORT

Plan Year: 2019		Estimated Cost: \$47,924					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$6,722	\$0	\$0	\$0	\$6,722	56	56	
A-2	Preventive	\$13,971	\$0	\$0	\$0	\$13,971	55	55	
R-1	Preventive	\$6,209	\$0	\$0	\$0	\$6,209	77	77	
R-2	Preventive	\$11,111	\$0	\$0	\$0	\$11,111	60	60	
T-4	Preventive	\$8,407	\$0	\$0	\$0	\$8,407	64	64	
T-5	Preventive	\$651	\$0	\$0	\$0	\$651	80	80	
T-6	Preventive	\$853	\$0	\$0	\$0	\$853	71	71	

Plan Year: 2020		Estimated Cost: \$58,279					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,779	\$0	\$0	\$0	\$7,779	54	54	
A-2	Preventive	\$16,085	\$0	\$0	\$0	\$16,085	53	54	
R-1	Preventive	\$8,888	\$0	\$0	\$0	\$8,888	75	75	
R-2	Preventive	\$13,319	\$0	\$0	\$0	\$13,319	59	59	
T-4	Preventive	\$9,900	\$0	\$0	\$0	\$9,900	63	63	
T-5	Preventive	\$1,214	\$0	\$0	\$0	\$1,214	78	78	
T-6	Preventive	\$1,094	\$0	\$0	\$0	\$1,094	69	69	

Plan Year: 2021		Estimated Cost: \$69,321					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$8,903	\$0	\$0	\$0	\$8,903	53	53	
A-2	Preventive	\$18,332	\$0	\$0	\$0	\$18,332	52	52	
R-1	Preventive	\$11,531	\$0	\$0	\$0	\$11,531	73	74	
R-2	Preventive	\$15,861	\$0	\$0	\$0	\$15,861	57	57	
T-4	Preventive	\$11,507	\$0	\$0	\$0	\$11,507	61	61	
T-5	Preventive	\$1,766	\$0	\$0	\$0	\$1,766	76	76	
T-6	Preventive	\$1,421	\$0	\$0	\$0	\$1,421	68	68	

Plan Year: 2022		Estimated Cost: \$405,161					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$10,119	\$0	\$0	\$0	\$10,119	51	51	
A-2	Major Below Critical	\$0	\$0	\$344,698	\$0	\$344,698	50	100	
R-1	Preventive	\$14,165	\$0	\$0	\$0	\$14,165	72	72	
R-2	Preventive	\$18,705	\$0	\$0	\$0	\$18,705	55	55	
T-4	Preventive	\$13,404	\$0	\$0	\$0	\$13,404	60	60	
T-5	Preventive	\$2,308	\$0	\$0	\$0	\$2,308	74	74	
T-6	Preventive	\$1,760	\$0	\$0	\$0	\$1,760	66	66	

Plan Year: 2023		Estimated Cost: \$396,125					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Major Below Critical	\$0	\$0	\$186,336	\$0	\$186,336	49	100	
R-1	Global MR + Preventive	\$16,811	\$84,667	\$0	\$0	\$101,478	70	74	
R-2	Global MR + Preventive	\$21,869	\$21,167	\$0	\$0	\$43,036	53	57	
T-4	Global MR + Preventive	\$16,105	\$22,276	\$0	\$0	\$38,381	58	62	
T-5	Global MR + Preventive	\$2,849	\$16,829	\$0	\$0	\$19,678	72	76	
T-6	Global MR + Preventive	\$2,117	\$5,099	\$0	\$0	\$7,215	65	68	

Plan Year: 2024		Estimated Cost: \$52,573					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
R-1	Preventive	\$14,804	\$0	\$0	\$0	\$14,804	72	72	
R-2	Preventive	\$19,556	\$0	\$0	\$0	\$19,556	55	55	
T-4	Preventive	\$13,973	\$0	\$0	\$0	\$13,973	60	60	
T-5	Preventive	\$2,405	\$0	\$0	\$0	\$2,405	74	74	
T-6	Preventive	\$1,836	\$0	\$0	\$0	\$1,836	66	66	

Plan Year: 2025		Estimated Cost: \$62,676					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2	Preventive	\$158	\$0	\$0	\$0	\$158	88	88	
R-1	Preventive	\$17,604	\$0	\$0	\$0	\$17,604	70	70	
R-2	Preventive	\$22,905	\$0	\$0	\$0	\$22,905	53	53	
T-4	Preventive	\$16,817	\$0	\$0	\$0	\$16,817	58	58	
T-5	Preventive	\$2,980	\$0	\$0	\$0	\$2,980	72	72	
T-6	Preventive	\$2,213	\$0	\$0	\$0	\$2,213	65	65	

Plan Year: 2026		Estimated Cost: \$76,668					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$83	\$0	\$0	\$0	\$83	88	88	
A-2	Preventive	\$415	\$0	\$0	\$0	\$415	85	85	
R-1	Preventive	\$23,389	\$0	\$0	\$0	\$23,389	69	69	
R-2	Preventive	\$26,631	\$0	\$0	\$0	\$26,631	51	51	
T-4	Preventive	\$19,979	\$0	\$0	\$0	\$19,979	56	56	
T-5	Preventive	\$3,554	\$0	\$0	\$0	\$3,554	70	71	
T-6	Preventive	\$2,616	\$0	\$0	\$0	\$2,616	63	63	

THOMPSON FALLS AIRPORT

Plan Year: 2027		Estimated Cost: \$560,764					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$218	\$0	\$0	\$0	\$218	85	85	
A-2	Preventive	\$668	\$0	\$0	\$0	\$668	82	82	
R-1	Preventive	\$29,884	\$0	\$0	\$0	\$29,884	67	67	
R-2	Major Below Critical	\$0	\$0	\$498,765	\$0	\$498,765	48	100	
T-4	Preventive	\$23,512	\$0	\$0	\$0	\$23,512	54	54	
T-5	Preventive	\$4,667	\$0	\$0	\$0	\$4,667	69	69	
T-6	Preventive	\$3,050	\$0	\$0	\$0	\$3,050	62	62	

THOMPSON FALLS AIRPORT

8/29/2012



A-2, Overview



A-2, Surface detail with weathering



R-1, Overview



R-1, Surface detail with crack

THOMPSON FALLS AIRPORT

8/29/2012

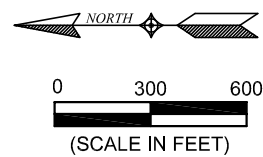
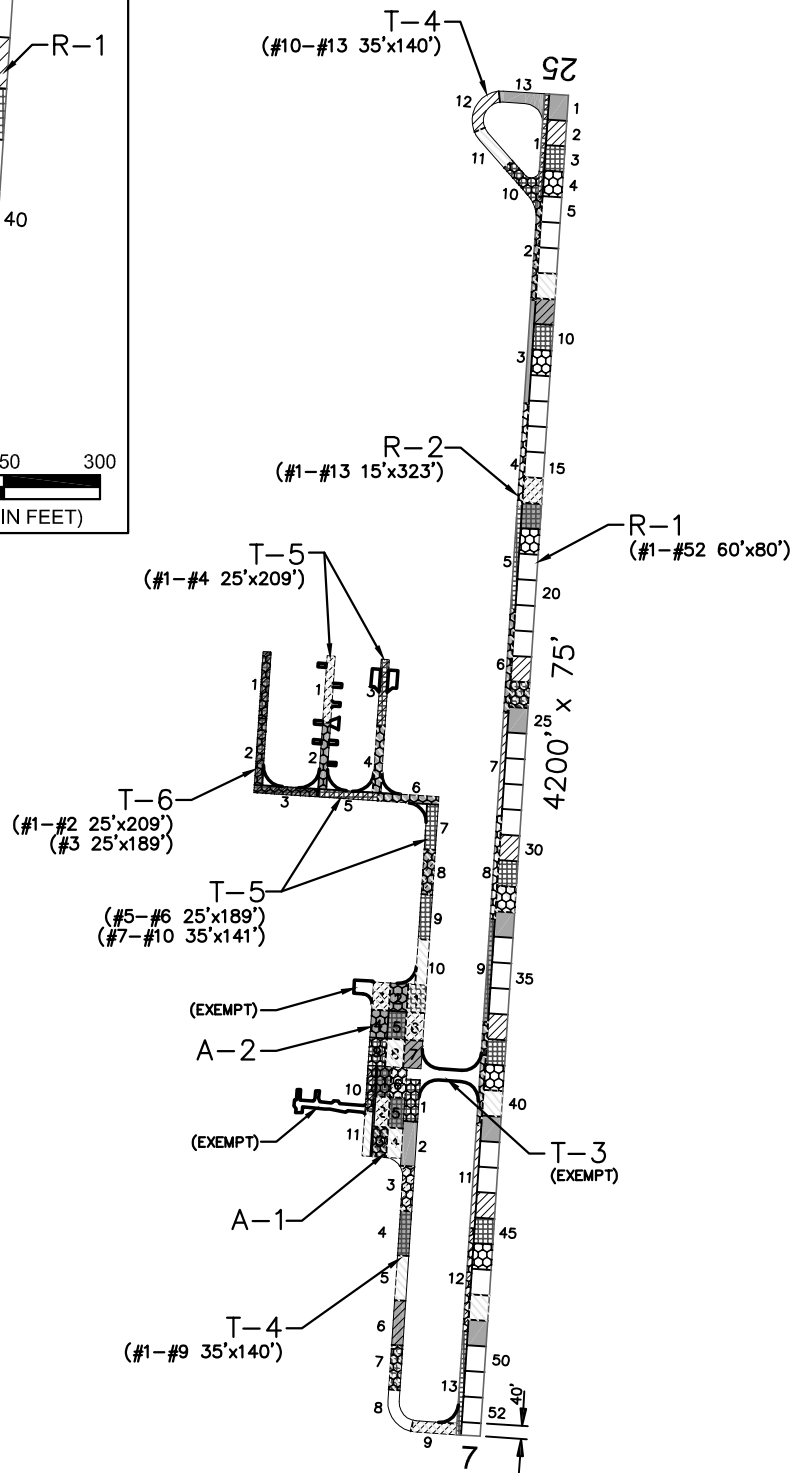
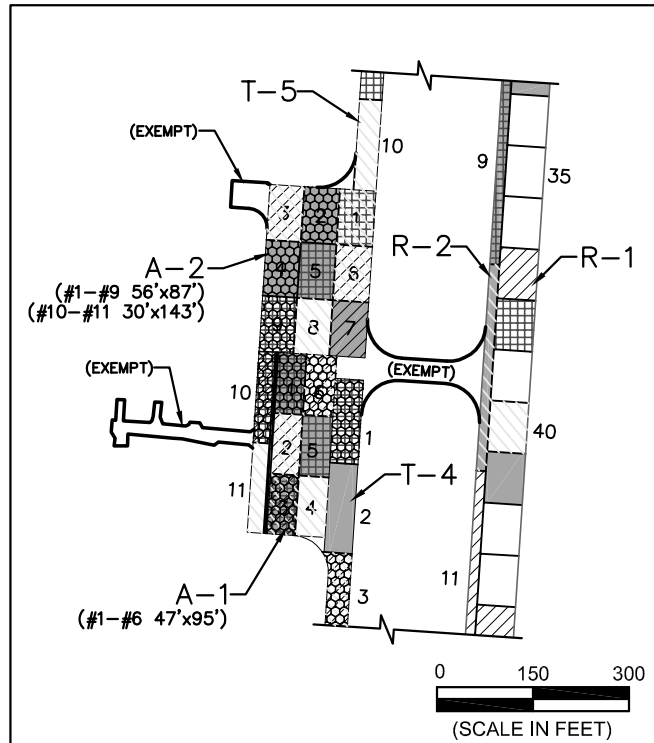


T-4, Surface detail with crack



T-5, Surface detail with crack

THOMPSON FALLS



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-1			6" P-208	DBL P-609	P-603, 2" P-401	12,500			△ A-1 △ 2 △ 4 △ 5
R-2			P-152	4" P-208	2.5" P-401		12,500			
TAXIWAYS										
T-3			P-152	4" P-208	2.5" P-401		12,500			△ 2 △ 4 △ 5
T-4			P-152	4" P-208	2.5" P-401		12,500			△ 2 △ 4 △ 5
T-5			P-152	4" P-208	2.5" P-401		12,500			△ 3 △ 4 △ 5
T-6			P-152	4" P-208	2.5" P-401		12,500			△ 4 △ 5
APRONS										
A-1	E-1			6" P-208	DBL P-609	P-603, 2" P-401	12,500			△ A-1 △ 2 △ 4 △ 5
A-2			P-152	4" P-208	2.5" P-401		12,500			△ 2 △ 4 △ 5

REMARKS:

- △ BASE COURSE MODIFIED TO 70% CRUSHED ONE FACE.
- △ AIP-001, 1983
- △ AIP-002, 1995, REHABILITATE RUNWAY 7-25 AND PORTION OF APRON (A-1); CONSTRUCT CONNECTING TAXIWAY, PARTIAL PARALLEL TAXIWAY, AND TURNAROUND; EXPAND APRON.
- △ AIP-003, 2000, CONSTRUCT HANGAR ACCESS TAXIWAYS (T-5).
- △ AIP-004, 2003, CONSTRUCT TAXIWAY (T-6); CRACK SEAL, FOG SEAL, AND REMARK REMAINING PAVEMENTS.
- △ AIP-005, 2008, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.

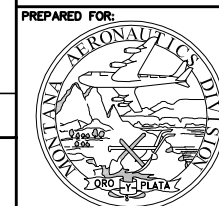
LEGEND

- 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:	APRIL 25, 1990
EVALUATED BY:	G. GATES
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 29, 2012
EVALUATED BY:	J. WALLA

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

THOMPSON FALLS AIRPORT



THOMPSON FALLS
MONTANA



DATE: DEC. 2012

THOMPSON FALLS