HAMILTON AIRPORT

Branch: 06A **APRON** **A-1**

Length: 380 LF **Width:** 150 LF **Area:** 57,000 SF **Last Const:** 1980 **Family:** ACAM
From: STA 0+00 A1 **To:** STA 3+80 A1 **Surface:** ST

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 11/13/2012 **PCI: 38**

Sample # 2 **Area:** 5,250 SF

Distress Description	Severity	Quantity
DEPRESSION	L	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	300 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	56 LF
RAVELING	L	500 SF
RAVELING	M	500 SF

Sample # 5 **Area:** 5,250 SF

Distress Description	Severity	Quantity
BLEEDING	N	700 SF
DEPRESSION	L	280 SF
BLOCK CRACKING	M	4,085 SF
WEATHERING	L	4,085 SF

Sample # 8 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	20 SF
DEPRESSION	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	60 LF
PATCHING	L	950 SF
RAVELING	L	400 SF
WEATHERING	L	3,135 SF
WEATHERING	M	950 SF

Sample # 11 **Area:** 4,085 SF

Distress Description	Severity	Quantity
BLEEDING	N	500 SF
DEPRESSION	L	60 SF
BLOCK CRACKING	M	4,085 SF
WEATHERING	L	4,085 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	M	28,500 SF	50.00%	40.87
BLEEDING	N	4,186 SF	7.34%	31.67
DEPRESSION	L	1,814 SF	3.18%	15.06
RAVELING	M	1,744 SF	3.06%	12.34
LONGITUDINAL/TRANSVERSE CRACKING	L	1,988 LF	3.49%	11.28
PATCHING	L	3,314 SF	5.81%	10.81
LONGITUDINAL/TRANSVERSE CRACKING	M	405 LF	0.71%	9.67
RAVELING	L	3,140 SF	5.51%	7.18
ALLIGATOR CRACKING	L	70 SF	0.12%	7.13
WEATHERING	L	39,436 SF	69.19%	5.47
WEATHERING	M	3,314 SF	5.81%	3.8

* 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

5.0 **% Load** 68.0 **% Climate/Durability** 27.0 **% Other**

HAMILTON AIRPORT

Branch: 06A **APRON** **A-2**

Length: 0 LF **Width:** 0 LF **Area:** 145,800 SF **Last Const:** 1983 **Family:** ACAM
From: 0+00 A2 **To:** STA 6+60 A1 **Surface:** ST

Inspections

Samples Surveyed: 5 **Total Samples:** 32 **Last Inspection Date:** 11/13/2012 **PCI: 39**

Sample # 1 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	110 SF
BLEEDING	N	400 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	240 LF
OIL SPILLAGE	N	18 SF
PATCHING	L	6 SF
WEATHERING	L	4,700 SF

Sample # 7 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	250 SF
BLEEDING	N	45 SF
DEPRESSION	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	275 LF
OIL SPILLAGE	N	2 SF
PATCHING	L	6 SF
RAVELING	M	50 SF
WEATHERING	L	4,700 SF

Sample # 13 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	245 SF
DEPRESSION	M	8 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	350 LF
OIL SPILLAGE	N	20 SF
PATCHING	L	14 SF
WEATHERING	L	4,700 SF

Sample # 19 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	4,700 SF
RAVELING	L	950 SF
WEATHERING	L	3,700 SF
WEATHERING	M	1,000 SF

Sample # 25 **Area:** 4,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	120 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	207 LF
OIL SPILLAGE	N	15 SF
PATCHING	L	8 SF
WEATHERING	L	4,700 SF

HAMILTON AIRPORT

Branch: 06A **APRON** **A-2**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	33,658 SF	16.42%	52.53
BLEEDING	N	2,761 SF	70.71%	10.20
DEPRESSION	L	186 SF	0.99%	0.33
DEPRESSION	M	50 SF	4.88%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	L	6,651 LF	0.19%	13.81
OIL SPILLAGE	N	341.23 SF	29.29%	2.65
PATCHING	L	210.94 SF	0.0001	2.01
RAVELING	L	5894.04 SF	0.0013	6.04
RAVELING	M	310.21 SF	0.0158	4.73
WEATHERING	L	139596 SF	0.0053	5.93
WEATHERING	M	6204.26 SF	0.0215	3.17

* 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

50.0 **% Load** 33.0 **% Climate/Durability** 17.0 **% Other**

HAMILTON AIRPORT

Branch: 06R **RUNWAY** **R-1A**

Length: 2,200 LF **Width:** 75 LF **Area:** 165,000 SF **Last Const:** 1992 **Family:** ACRMU
From: STA 12+00 **To:** STA 34+00 **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 34 **Last Inspection Date:** 11/13/2012 **PCI: 62**

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

Distress Description	Severity	Quantity
BLEEDING	N	120 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	213 LF
RAVELING	L	975 SF
WEATHERING	L	3,400 SF
WEATHERING	M	1,475 SF

Sample # 10 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	254 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	150 LF
RAVELING	L	950 SF
WEATHERING	L	3,100 SF
WEATHERING	M	1,775 SF

Sample # 16 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	39 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	45 LF
RAVELING	L	1,000 SF
WEATHERING	L	3,600 SF
WEATHERING	M	1,275 SF

Sample # 22 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	300 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	75 LF
RAVELING	L	875 SF
WEATHERING	L	4,000 SF
WEATHERING	M	875 F

Sample # 28 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	410 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF
RAVELING	L	975 SF
WEATHERING	L	3,500 SF
WEATHERING	M	1,375 SF

Sample # 34 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	2,450 SF
WEATHERING	L	3,500 SF
WEATHERING	M	1,575 SF

HAMILTON AIRPORT

Branch: 06R RUNWAY **R-1A**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	677 SF	0.37%	2.73
LONGITUDINAL/TRANSVERSE CRACKING	L	8,326 LF	0.06%	14.87
LONGITUDINAL/TRANSVERSE CRACKING	M	2,115 LF	10.23%	12.60
RAVELING	L	40,756 SF	0.83%	15.07
WEATHERING	L	119,026 SF	1.85%	5.54
WEATHERING	M	47,103 SF	0.71%	11.05

* 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 96.0 % Climate/Durability 4.0 % Other

HAMILTON AIRPORT

Branch: 06R **RUNWAY** **R-2**

Length: 2,200 LF **Width:** 75 LF **Area:** 165,000 SF **Last Const:** 1992 **Family:** ACRMU
From: STA 12+00 **To:** STA 34+00 **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 34 **Last Inspection Date:** 11/13/2012 **PCI: 62**

Sample # 2 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	375 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	4,100 SF
RAVELING	M	4,875 SF

Sample # 7 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	153 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	69 LF
RAVELING	L	3,900 SF
WEATHERING	M	4,875 SF

Sample # 12 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	180 LF
RAVELING	L	2,475 SF
WEATHERING	L	4,875 SF

Sample # 17 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	276 LF
RAVELING	L	2,425 SF
WEATHERING	M	4,875 SF

Sample # 22 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
RAVELING	L	2,620 SF
WEATHERING	M	4,875 SF

Sample # 27 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	L	2,500 SF
WEATHERING	M	4,400 SF
WEATHERING	H	475 SF

HAMILTON AIRPORT

Branch: 06R **RUNWAY** **R-2**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	7,764 LF	15.08%	15.14
LONGITUDINAL/TRANSVERSE CRACKING	M	790 LF	0.30%	8.49
RAVELING	L	92,410 SF	0.45%	21.99
RAVELING	M	25,000 SF	69.95%	25.97
WEATHERING	L	25,000 SF	44.65%	2.48
WEATHERING	M	97,564 SF	1.06%	17.31
WEATHERING	H	2,436 SF	0.03%	10.05

* 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**

HAMILTON AIRPORT

Branch: 06T TAXIWAY **T-2**

Length: 1,885 LF **Width:** 30 LF **Area:** 56,550 SF **Last Const:** 1994 **Family:** ACRMU
From: STA 0+00 T2 **To:** STA 14+30 T2 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 11/13/2012 **PCI: 34**

Sample # 1 **Area:** 6,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	180 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	450 LF
RAVELING	L	1,200 SF
RAVELING	M	1,200 SF
RAVELING	H	120 SF

Sample # 4 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	275 SF
ALLIGATOR CRACKING	M	580 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	163 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	132 LF
RAVELING	L	510 SF
RAVELING	M	495 SF
RAVELING	H	108 SF

Sample # 7 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	254 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	352 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	53 LF
RAVELING	L	498 SF
RAVELING	M	303 SF
RAVELING	H	248 SF

Sample # 10 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	203 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	281 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
RAVELING	M	125 SF
RAVELING	H	75 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	2,474 SF	2.58%	34.83
ALLIGATOR CRACKING	M	1,573 SF	3.41%	40.10
LONGITUDINAL/TRANSVERSE CRACKING	L	3,379 LF	0.06%	16.76
LONGITUDINAL/TRANSVERSE CRACKING	M	589 F	0.85%	11.44
RAVELING	L	5,989 SF	0.05%	10.11
RAVELING	M	5,758 SF	0.24%	20.85
RAVELING	H	1,494 SF	7.34%	30.63

* 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

45.0 **% Load** 55.0 **% Climate/Durability** 0.0 **% Other**

HAMILTON AIRPORT

Branch: 06T **TAXIWAY** **T-3**

Length: 2,735 LF **Width:** 30 LF **Area:** 82,050 SF **Last Const:** 1983 **Family:** STPA
From: STA 0+00 T3 **To:** STA 23+00 T3 **Surface:** ST

Inspections

Samples Surveyed: 4 **Total Samples:** 17 **Last Inspection Date:** 11/13/2012 **PCI: 19**

Sample # 6 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	1,490 SF
ALLIGATOR CRACKING	M	2,640 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	51 LF
RAVELING	L	505 SF
WEATHERING	L	4,950 SF

Sample # 9 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2,475 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	170 LF
RAVELING	L	302 SF
WEATHERING	L	3,960 SF
WEATHERING	M	990 SF

Sample # 12 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2,090 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	248 LF
RAVELING	L	500 SF
WEATHERING	L	4,950 SF

Sample # 15 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF
RAVELING	L	250 SF
WEATHERING	L	4,500 SF
WEATHERING	M	450 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	33,379 SF	5.81%	59.77
ALLIGATOR CRACKING	M	10,940 SF	69.19%	60.05
LONGITUDINAL/TRANSVERSE CRACKING	L	2,793 LF	3.06%	11.07
RAVELING	L	6,452 SF	5.51%	8.68
WEATHERING	L	76,083 SF	5.81%	5.90
WEATHERING	M	5,967 SF	0.37%	4.38

* 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

80.0 % Load 20.0 % Climate/Durability 0.0 % Other

HAMILTON AIRPORT

Branch: 06T **TAXIWAY** **T-5**

Length: 1,613 LF **Width:** 25 LF **Area:** 53,912 SF **Last Const:** 2002 **Family:** ACRMU
From: R-2 **To:** T-3 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 17 **Last Inspection Date:** 11/13/2012 **PCI: 80**

Sample # 2 **Area:** 5,170 SF

Distress Description	Severity	Quantity
RAVELING	L	1,040 LF
WEATHERING	L	5,170 LF

Sample # 5 **Area:** 4,550 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	75 LF
RAVELING	L	455 LF
WEATHERING	L	4,550 LF

Sample # 8 **Area:** 4,275 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	59 LF
RAVELING	L	630 LF
WEATHERING	L	4,275 LF

Sample # 11 **Area:** 4,650 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	2 LF
RAVELING	L	450 LF
RAVELING	M	2 LF
WEATHERING	L	4,650 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	387 LF	3.83%	4.42
OIL SPILLAGE	N	6 SF	50.00%	2.00
RAVELING	L	7,446 SF	0.12%	11.52
RAVELING	M	6 SF	0.61%	4.00
WEATHERING	L	53,912 SF	4.04%	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** 93.0 **% Climate/Durability** 7.0 **% Other**

HAMILTON AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: $37,541**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
R-1A	L & T CR	M	2,115 LF	Crack Sealing - AC	2,115 LF	$5,288	PREV.
R-2	L & T CR	M	790 LF	Crack Sealing - AC	790 LF	$1,974	PREV.
T-2	RAVELING	H	1,494 SF	Patching - AC Shallow	1,494 SF	$29,889	SAFETY
T-5	OIL SPILLAGE	N	6 SF	Patching - AC Shallow	20 SF	$389	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: $392,066**

Plan Year: 2013 Estimated Cost: $2,569,462

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Major Below Critical	$0	$0	$396,492	$0	$396,492	37	100
A-2	Major Below Critical	$0	$0	$991,658	$0	$991,658	38	100
R-1A	Preventive	$22,491	$0	$0	$0	$22,491	61	61
R-2	Global MR + Preventive	$20,446	$37,500	$0	$0	$57,946	61	65
T-2	Major Below Critical	$0	$0	$430,261	$0	$430,261	33	100
T-3	Major Below Critical	$0	$0	$656,400	$0	$656,400	17	100
T-5	Global MR + Preventive	$735	$13,478	$0	$0	$14,213	79	84

Plan Year: 2014 Estimated Cost: $45,020

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
R-1A	Preventive	$26,156	$0	$0	$0	$26,156	60	60
R-2	Preventive	$18,401	$0	$0	$0	$18,401	63	63
T-5	Preventive	$463	$0	$0	$0	$463	82	82

Plan Year: 2015 Estimated Cost: $53,605

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
R-1A	Preventive	$31,431	$0	$0	$0	$31,431	58	58
R-2	Preventive	$21,419	$0	$0	$0	$21,419	62	62
T-3	Preventive	$26	$0	$0	$0	$26	90	90
T-5	Preventive	$730	$0	$0	$0	$730	79	79

Plan Year: 2016 Estimated Cost: $64,328

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$131	$0	$0	$0	$131	88	88
A-2	Preventive	$336	$0	$0	$0	$336	88	88
R-1A	Preventive	$37,322	$0	$0	$0	$37,322	56	56
R-2	Preventive	$24,783	$0	$0	$0	$24,783	60	60
T-2	Preventive	$70	$0	$0	$0	$70	89	89
T-3	Preventive	$421	$0	$0	$0	$421	85	86
T-5	Preventive	$1,265	$0	$0	$0	$1,265	77	77

Plan Year: 2017 Estimated Cost: $77,814

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$345	$0	$0	$0	$345	85	85
A-2	Preventive	$883	$0	$0	$0	$883	85	85
R-1A	Preventive	$43,902	$0	$0	$0	$43,902	54	54
R-2	Preventive	$29,832	$0	$0	$0	$29,832	58	58
T-2	Preventive	$260	$0	$0	$0	$260	86	86
T-3	Preventive	$806	$0	$0	$0	$806	81	82
T-5	Preventive	$1,786	$0	$0	$0	$1,786	75	75

Plan Year: 2018 Estimated Cost: $152,420

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$556	$0	$0	$0	$556	82	82
A-2	Preventive	$1,421	$0	$0	$0	$1,421	82	82
R-1A	Preventive	$51,245	$0	$0	$0	$51,245	52	52
R-2	Global MR + Preventive	$35,473	$43,473	$0	$0	$78,946	56	60
T-2	Preventive	$446	$0	$0	$0	$446	83	83
T-3	Preventive	$1,880	$0	$0	$0	$1,880	78	78
T-5	Global MR + Preventive	$2,302	$15,625	$0	$0	$17,927	73	77

Plan Year: 2019 Estimated Cost: $1,029,425

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,018	$0	$0	$0	$1,018	79	79
A-2	Preventive	$2,604	$0	$0	$0	$2,604	79	79
R-1A	Major Below Critical	$0	$0	$988,936	$0	$988,936	50	100
R-2	Preventive	$31,138	$0	$0	$0	$31,138	58	59
T-2	Preventive	$627	$0	$0	$0	$627	81	81
T-3	Preventive	$3,257	$0	$0	$0	$3,257	74	74
T-5	Preventive	$1,846	$0	$0	$0	$1,846	75	75

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Plan Year: 2020 — Estimated Cost: $51,537

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$1,792	$0	$0	$0	$1,792	76	76
A-2	Preventive	$4,583	$0	$0	$0	$4,583	76	76
R-2	Preventive	$37,052	$0	$0	$0	$37,052	57	57
T-2	Preventive	$1,132	$0	$0	$0	$1,132	78	79
T-3	Preventive	$4,581	$0	$0	$0	$4,581	71	71
T-5	Preventive	$2,397	$0	$0	$0	$2,397	73	74

Plan Year: 2021 — Estimated Cost: $64,270

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$2,556	$0	$0	$0	$2,556	74	74
A-2	Preventive	$6,537	$0	$0	$0	$6,537	74	74
R-2	Preventive	$43,667	$0	$0	$0	$43,667	55	55
T-2	Preventive	$1,768	$0	$0	$0	$1,768	76	76
T-3	Preventive	$6,798	$0	$0	$0	$6,798	68	69
T-5	Preventive	$2,945	$0	$0	$0	$2,945	72	72

Plan Year: 2022 — Estimated Cost: $78,521

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$3,317	$0	$0	$0	$3,317	71	71
A-2	Preventive	$8,485	$0	$0	$0	$8,485	71	71
R-1A	Preventive	$244	$0	$0	$0	$244	89	89
R-2	Preventive	$51,053	$0	$0	$0	$51,053	53	53
T-2	Preventive	$2,391	$0	$0	$0	$2,391	74	75
T-3	Preventive	$9,539	$0	$0	$0	$9,539	66	66
T-5	Preventive	$3,492	$0	$0	$0	$3,492	70	70

Plan Year: 2023 — Estimated Cost: $164,394

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$4,458	$0	$0	$0	$4,458	69	69
A-2	Preventive	$11,403	$0	$0	$0	$11,403	69	69
R-1A	Preventive	$906	$0	$0	$0	$906	86	86
R-2	Global MR + Preventive	$59,327	$50,397	$0	$0	$109,724	50	55
T-2	Preventive	$3,009	$0	$0	$0	$3,009	73	73
T-3	Preventive	$12,085	$0	$0	$0	$12,085	64	64
T-5	Global MR + Preventive	$4,695	$18,113	$0	$0	$22,808	69	72

Plan Year: 2024 — Estimated Cost: $98,808

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$6,209	$0	$0	$0	$6,209	67	67
A-2	Preventive	$15,883	$0	$0	$0	$15,883	67	67
R-1A	Preventive	$1,555	$0	$0	$0	$1,555	83	83
R-2	Preventive	$53,414	$0	$0	$0	$53,414	53	53
T-2	Preventive	$3,629	$0	$0	$0	$3,629	71	71
T-3	Preventive	$14,458	$0	$0	$0	$14,458	62	62
T-5	Preventive	$3,660	$0	$0	$0	$3,660	70	70

Plan Year: 2025 — Estimated Cost: $118,759

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$7,980	$0	$0	$0	$7,980	65	65
A-2	Preventive	$20,413	$0	$0	$0	$20,413	65	65
R-1A	Preventive	$2,183	$0	$0	$0	$2,183	81	81
R-2	Preventive	$62,105	$0	$0	$0	$62,105	51	51
T-2	Preventive	$4,587	$0	$0	$0	$4,587	69	69
T-3	Preventive	$16,624	$0	$0	$0	$16,624	61	61
T-5	Preventive	$4,865	$0	$0	$0	$4,865	69	69

Plan Year: 2026 — Estimated Cost: $1,228,705

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$9,777	$0	$0	$0	$9,777	63	63
A-2	Preventive	$25,008	$0	$0	$0	$25,008	63	63
R-1A	Preventive	$3,944	$0	$0	$0	$3,944	78	79
R-2	Major Below Critical	$0	$0	$1,158,895	$0	$1,158,895	48	100
T-2	Preventive	$5,996	$0	$0	$0	$5,996	68	68
T-3	Preventive	$18,870	$0	$0	$0	$18,870	60	60
T-5	Preventive	$6,215	$0	$0	$0	$6,215	67	67

Plan Year: 2027 — Estimated Cost: $83,919

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$11,622	$0	$0	$0	$11,622	62	62
A-2	Preventive	$29,729	$0	$0	$0	$29,729	62	62
R-1A	Preventive	$6,158	$0	$0	$0	$6,158	76	76
T-2	Preventive	$7,459	$0	$0	$0	$7,459	66	66
T-3	Preventive	$21,334	$0	$0	$0	$21,334	59	59
T-5	Preventive	$7,617	$0	$0	$0	$7,617	66	66

HAMILTON AIRPORT

11/15/2012

A-1, Overview with bleeding

A-2, Overview with cracking

A-2, Surface detail with cracking

R-1A, Overview

HAMILTON AIRPORT

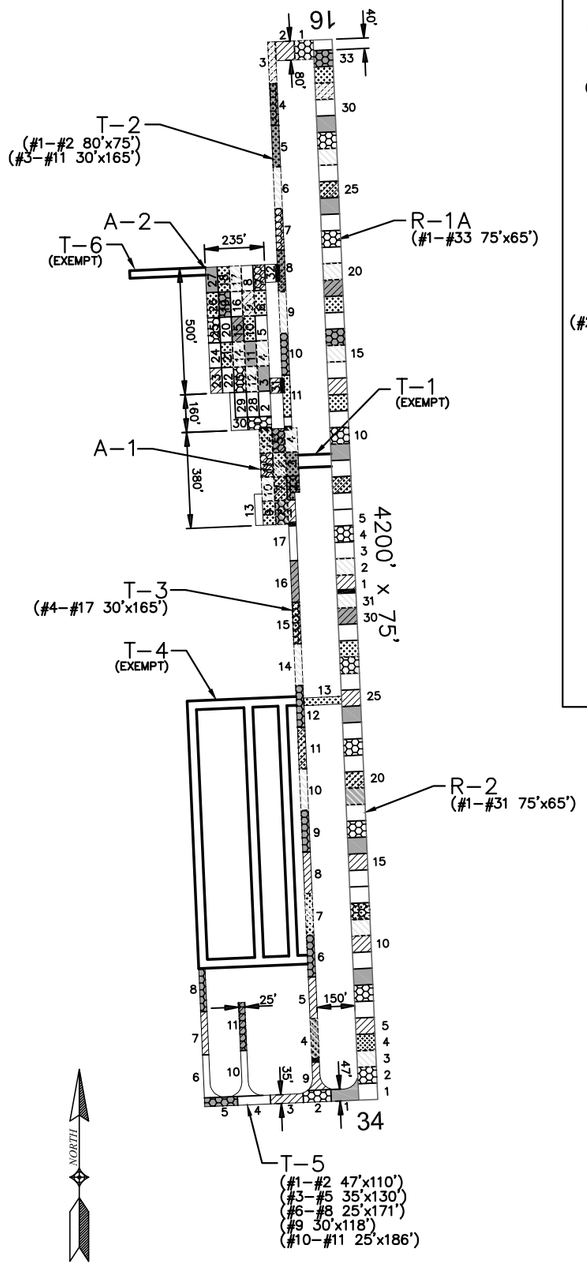
11/15/2012

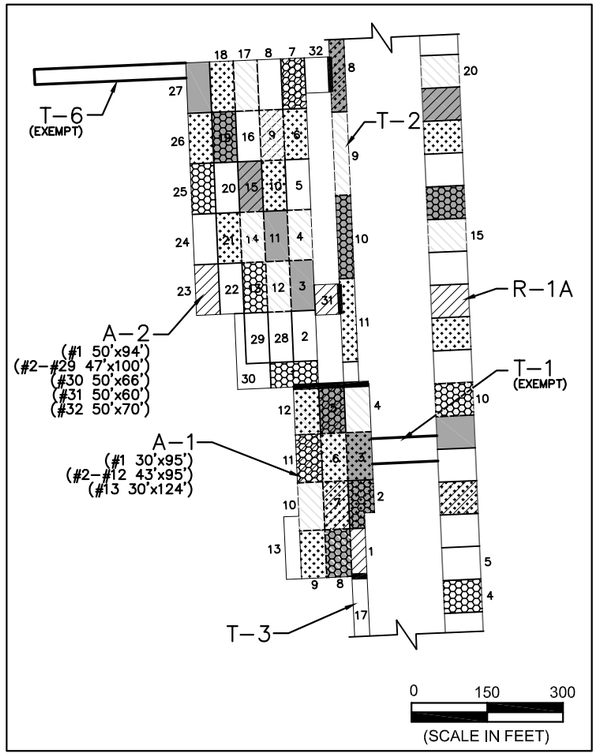
R-2, Surface detail with crack

T-3 and T-2, Overview

T-3, Surface detail with cracking

T-3, Surface detail with raveling





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-1A	E-6	F6	4" P-154	7" P-208	P-609	P-609	17,000	25,000		2 4
						1.5" P-402				6
R-2	E-6	F-6	FABRIC, 40" P-154	4" P-208	2" P-401	1.5" P-402	25,000			6
TAXIWAYS										
T-1	E-6	F6	4" P-154	7" P-208	P-609	P-609	17,000	25,000		2 4
T-2	E-6	F-6	6" P-152	9" P-208	P-609	1.5" P-402				2 4 7
T-3	E-6	F-6	6" P-152	9" P-208	P-609					2 5
T-4			FABRIC, 8" P-154	4" P-208	2" P-401					2 6
T-5	E-6	F-6	12" P-154	8" P-208	4" P-401		75,000	200,000		2 8 9
T-6	E-6	F-6	12" P-154	4" P-208	3" TYPE S-3		12,500			9
APRONS										
A-1	E-6	F6	4" P-154	7" P-208	P-609		17,000	25,000		4
A-2	E-6	F-6	6" P-152, FABRIC	9" P-208	P-609		17,000	25,000		3 5

REMARKS:

1. INFORMATION IS SUSPECT PER JWS AUG. 1988
2. TAKEN FROM 5320-1 DATED 9/11/68
3. STABILIZATION FABRIC
4. 1980
5. AIP-001, 1983, CONSTRUCT TAXIWAY (T-3) AND APRON (A-2).
6. AIP-002, 1992, RUNWAY RECONSTRUCTION (R-2); RUNWAY OVERLAY (R-1A).
7. NON-AIP BY COUNTY, 1994
8. AIP-004, 2002, CONSTRUCT TAXIWAY (T-5).
9. AIP-006, 2005, CONSTRUCT TAXIWAY (T-6); FOG SEAL TAXIWAY (T-5).

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA (NOT SURVEYED)
- 2009 SURVEY AREA
- 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 11, 1988
EVALUATED BY:	W. MOORE
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	NOV. 15, 2012
EVALUATED BY:	J. WALLA

MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES

RAVALLI COUNTY AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION

HAMILTON
MONTANA

DATE: DEC. 2012

PREPARED BY: SE Engineering Planning Consulting

HAMILTON