

# THREE FORKS AIRPORT

Branch: 49A

APRON

**A-1**

**Length:** 360 LF    **Width:** 180 LF    **Area:** 63,800 SF    **Last Const:** 2000    **Family:** ACAM  
**From:** ENTIRE ASPHALT APRON    **To:**    **Surface:** AAC

### Inspections

**Samples Surveyed:** 5    **Total Samples:** 14    **Last Inspection Date:** 8/27/2012    **PCI:** 81

Sample #	Distress Description	Severity	Quantity	Area:
1	LONGITUDINAL/TRANSVERSE CRACKING	L	193 LF	4,500 SF
	WEATHERING	L	450 SF	
3	LONGITUDINAL/TRANSVERSE CRACKING	L	199 LF	4,500 SF
	WEATHERING	L	450 SF	
6	LONGITUDINAL/TRANSVERSE CRACKING	L	173 LF	4,500 SF
	WEATHERING	L	225 SF	
9	ALLIGATOR CRACKING	L	72 SF	4,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	79 LF	
	WEATHERING	L	900 SF	
12	ALLIGATOR CRACKING	L	20 SF	4,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	209 LF	
	WEATHERING	L	225 SF	

### Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	261 SF	0.41%	12.92
LONGITUDINAL/TRANSVERSE CRACKING	L	2,419 LF	3.79%	12.02
WEATHERING	L	6,380 SF	10.00%	1.72

\* 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

48.0 % Load

52.0 % Climate/Durability

0.0 % Other

**THREE FORKS AIRPORT**

Branch: 49A      APRON

**A-2**

Length: 90 LF    Width: 60 LF    Area: 5,400 SF    Last Const: 1986    Family: PCAA  
 From: WASHING STATION    To:    Surface: PCC

**Inspections**

Samples Surveyed: 1      Total Samples: 1      Last Inspection Date: 8/27/2012      **PCI: 49**

Sample # 1      Area: 12 SLABS

Distress Description	Severity	Quantity
LINEAR CRACKING	L	4 SLABS
SHATTERED SLAB	L	4 SLABS
JOINT SPALLING	L	3 SLABS
CORNER SPALLING	L	1 SLABS

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	4 SLABS	33.33%	17.63
SHATTERED SLAB	L	4 SLABS	33.33%	34.07
JOINT SPALLING	L	3 SLABS	25.00%	6.95
CORNER SPALLING	L	1 SLABS	8.33%	3.42

\* 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**

83.0 % Load      0.0 % Climate/Durability      17.0 % Other

**THREE FORKS AIRPORT**

Branch: 49R

**RUNWAY**

**R-1**

Length: 4,100 LF

Width: 60 LF

Area: 246,000 SF

Last Const: 2000

Family: ACRMU

From: R/W 20-2 STA 0+00

To: R/W 20-2 STA 41+00

Surface: AAC

**Inspections**

Samples Surveyed: 7

Total Samples: 51

Last Inspection Date: 8/27/2012

**PCI: 64**

Sample # 5

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	63 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	341 LF
WEATHERING	L	960 SF

Area: 4,800 SF

Sample # 12

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	72 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	246 LF
WEATHERING	L	960 SF

Area: 4,800 SF

Sample # 19

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	25 SF
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	280 LF
WEATHERING	L	960 SF

Area: 4,800 SF

Sample # 26

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	60 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	267 LF

Area: 4,800 SF

Sample # 33

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	258 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	330 LF
WEATHERING	L	480 SF

Area: 4,800 SF

Sample # 40

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	301 LF
WEATHERING	L	480 SF

Area: 4,800 SF

Sample # 47

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	218 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	276 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
WEATHERING	L	480 SF

Area: 4,800 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	8,670 SF	3.52%	32.68
DEPRESSION	L	4 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	14,943 LF	6.07%	16.95
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF	0.01%	4.00
WEATHERING	L	31,629 SF	12.86%	2.06

\* 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**

58.0 % Load

41.0 % Climate/Durability

1.0 % Other

**THREE FORKS AIRPORT**

Branch: 49R

RUNWAY

**R-2**

Length: 1,000 LF

Width: 60 LF

Area: 60,000 SF

Last Const: 2000

Family: ACRMU

From: R/W 20-2 STA 41+00

To: R/W 20-2 STA 51+00

Surface: AAC

**Inspections**

Samples Surveyed: 5

Total Samples: 12

Last Inspection Date: 8/27/2012

**PCI: 77**

**Sample # 1**

**Distress Description**

BLOCK CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

WEATHERING

**Severity**

L

L

L

**Quantity**

655 SF

208 LF

480 SF

**Area: 4,800 SF**

**Sample # 3**

**Distress Description**

BLOCK CRACKING

DEPRESSION

LONGITUDINAL/TRANSVERSE CRACKING

WEATHERING

**Severity**

L

L

L

L

**Quantity**

390 SF

0 SF

154 LF

480 SF

**Area: 4,800 SF**

**Sample # 5**

**Distress Description**

BLOCK CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

WEATHERING

**Severity**

L

L

L

**Quantity**

293 SF

141 LF

480 SF

**Area: 4,800 SF**

**Sample # 7**

**Distress Description**

BLOCK CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

WEATHERING

**Severity**

L

L

L

**Quantity**

560 SF

78 LF

480 SF

**Area: 4,800 SF**

**Sample # 9**

**Distress Description**

BLOCK CRACKING

LONGITUDINAL/TRANSVERSE CRACKING

WEATHERING

**Severity**

L

L

L

**Quantity**

393 SF

107 LF

480 SF

**Area: 4,800 SF**

**Extrapolated Distress Quantities\***

**Distress Description**

WEATHERING

DEPRESSION

**Severity**

L

L

**Quantity**

6,000 SF

1 SF

**Density**

10.00%

0.00%

**Deduct**

1.72

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**

78.0 % Load

21.0 % Climate/Durability

1.0 % Other

# THREE FORKS AIRPORT

Branch: 49T

TAXIWAY

**T-1**

**Length:** 0 LF    **Width:** 0 LF    **Area:** 12,975 SF    **Last Const:** 2000    **Family:** ACRMU  
**From:** R/W 20-2    **To:** APRON WASH STATION RUNUP    **Surface:** AAC

### Inspections

**Samples Surveyed:** 3    **Total Samples:** 4    **Last Inspection Date:** 8/27/2012    **PCI:** 67

**Sample # 1**

**Area:** 2,750 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	695 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
RAVELING	L	62 SF
RAVELING	M	2 SF
WEATHERING	L	138 SF

**Sample # 2**

**Area:** 2,750 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	235 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	580 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
WEATHERING	L	138 SF

**Sample # 3**

**Area:** 3,675 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	360 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	12 LF
WEATHERING	L	184 SF

### Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	1,824 SF	14.05%	18.97
LONGITUDINAL/TRANSVERSE CRACKING	L	880 LF	6.78%	18.26
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF	0.27%	6.15
RAVELING	M	3 SF	0.02%	4
RAVELING	L	88 SF	0.68%	2.08
WEATHERING	L	649 SF	5.00%	1.09

\* 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

60.0 % Load

40.0 % Climate/Durability

0.0 % Other

# THREE FORKS AIRPORT

Branch: 49T TAXIWAY

T-2

Length: LF Width: 0 LF Area: 74,150 SF Last Const: 2000 Family: ACRMU  
 From: PARALLELS RWY 20-2 To: Surface: AAC

## Inspections

Samples Surveyed: 5 Total Samples: 16 Last Inspection Date: 8/27/2012 **PCI: 88**

Sample #	Distress Description	Severity	Quantity	Area:
3	LONGITUDINAL/TRANSVERSE CRACKING	L	51 LF	4,760 SF
	WEATHERING	L	48 SF	
6	ALLIGATOR CRACKING	L	141 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF	
	WEATHERING	L	500 SF	
9	LONGITUDINAL/TRANSVERSE CRACKING	L	11 LF	5,000 SF
	WEATHERING	L	500 SF	
12	LONGITUDINAL/TRANSVERSE CRACKING	L	90 LF	5,000 SF
	WEATHERING	L	250 SF	
15	LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF	5,000 SF
	WEATHERING	L	250 SF	

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	422 SF	0.57%	15.52
LONGITUDINAL/TRANSVERSE CRACKING	L	629 LF	0.85%	4.65
WEATHERING	L	4,636 SF	6.25%	1.25

\* 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

72.0 % Load                      28.0 % Climate/Durability                      0.0 % Other

# THREE FORKS AIRPORT

Branch: 49T TAXIWAY

**T-3**

Length: 370 LF Width: 90 LF Area: 33,300 SF Last Const: 2000 Family: ACRMU  
 From: A-1 To: T-2 Surface: AAC

**Inspections**

Samples Surveyed: 4 Total Samples: 8 Last Inspection Date: 8/27/2012 **PCI: 63**

Sample #	Distress Description	Severity	Quantity	Area:
1	ALLIGATOR CRACKING	L	104 SF	5,400 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF	
	WEATHERING	L	270 SF	
3	ALLIGATOR CRACKING	L	710 SF	5,400 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	104 LF	
	WEATHERING	L	270 SF	
5	ALLIGATOR CRACKING	L	151 SF	5,400 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	242 LF	
	WEATHERING	L	270 SF	
7	LONGITUDINAL/TRANSVERSE CRACKING	L	305 LF	4,464 SF
	PATCHING	L	158 SF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	1,553 SF	4.67%	35.47
LONGITUDINAL/TRANSVERSE CRACKING	L	1,347 LF	4.05%	12.63
PATCHING	L	255 SF	0.76%	3.03
WEATHERING	L	1,305 SF	3.92%	0.95

\* 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**

68.0 % Load                      32.0 % Climate/Durability                      0.0 % Other



# THREE FORKS AIRPORT

Branch: 49T TAXIWAY

T-4

Length: 1,918 LF    Width: 37 LF    Area: 70,344 SF    Last Const: 2000    Family: ACRMU  
 From: T-2    To: T-3    Surface: AC

## Inspections

Samples Surveyed: 5    Total Samples: 16    Last Inspection Date: 8/27/2012    **PCI: 67**

Sample #	Distress Description	Severity	Quantity	Area:
3	WEATHERING	L	25 SF	2,448 SF
7	ALLIGATOR CRACKING	L	425 SF	4,950 SF
	ALLIGATOR CRACKING	M	720 SF	
	WEATHERING	L	1,733 SF	
9	LONGITUDINAL/TRANSVERSE CRACKING	L	7 LF	4,388 SF
	RAVELING	L	1 SF	
	WEATHERING	L	439 SF	
12	ALLIGATOR CRACKING	L	393 SF	5,150 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF	
	WEATHERING	L	773 SF	
16	WEATHERING	L	77 SF	2,550 SF

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	2,953 SF	4.20%	34.42
ALLIGATOR CRACKING	M	2,599 LF	3.69%	43.48
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF	0.37%	3.81
RAVELING	L	4 SF	0.01%	1.00
WEATHERING	L	10,998 SF	15.63%	2.37

\* 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

92.0 % Load                      8.0 % Climate/Durability                      0.0 % Other



# THREE FORKS AIRPORT

## FIRST YEAR LOCAL: 2013 LOCAL REPAIR COST: \$112,497

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
R-1	L & T CR	M	29 LF	Crack Sealing - AC	29 LF	\$73	PREV.
T-1	L & T CR	M	35 LF	Crack Sealing - AC	35 LF	\$88	PREV.
T-4	ALLIGATOR CR	M	2,599 SF	Patching - AC Deep	2,808 SF	\$112,335	PREV.

## FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$112,622

Plan Year: 2013		Estimated Cost: \$1,192,109					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Global MR + Preventive	\$837	\$15,950	\$0	\$0	\$16,787	79	86	
A-2	Major Above Critical	\$0	\$0	\$0	\$28,296	\$28,296	48	100	
R-1	Major Above Critical	\$0	\$0	\$0	\$748,455	\$748,455	63	100	
R-2	Global MR + Preventive	\$1,622	\$15,000	\$0	\$0	\$16,622	76	80	
T-1	Global MR + Preventive	\$1,159	\$3,244	\$0	\$0	\$4,403	66	69	
T-2	Major Above Critical	\$0	\$0	\$0	\$88,980	\$88,980	86	100	
T-3	Major Above Critical	\$0	\$0	\$0	\$106,410	\$106,410	62	100	
T-4	Major Above Critical	\$0	\$0	\$0	\$182,156	\$182,156	66	100	

Plan Year: 2014		Estimated Cost: \$2,583					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$498	\$0	\$0	\$0	\$498	82	83	
R-2	Preventive	\$1,112	\$0	\$0	\$0	\$1,112	78	78	
T-1	Preventive	\$973	\$0	\$0	\$0	\$973	68	68	

Plan Year: 2015		Estimated Cost: \$3,683					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$804	\$0	\$0	\$0	\$804	80	80	
R-2	Preventive	\$1,670	\$0	\$0	\$0	\$1,670	76	76	
T-1	Preventive	\$1,209	\$0	\$0	\$0	\$1,209	66	66	

Plan Year: 2016		Estimated Cost: \$5,800					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,578	\$0	\$0	\$0	\$1,578	77	77	
A-2	Preventive	\$18	\$0	\$0	\$0	\$18	87	87	
R-1	Preventive	\$305	\$0	\$0	\$0	\$305	89	89	
R-2	Preventive	\$2,221	\$0	\$0	\$0	\$2,221	74	74	
T-1	Preventive	\$1,457	\$0	\$0	\$0	\$1,457	65	65	
T-2	Preventive	\$92	\$0	\$0	\$0	\$92	89	89	
T-3	Preventive	\$41	\$0	\$0	\$0	\$41	89	89	
T-4	Preventive	\$87	\$0	\$0	\$0	\$87	89	89	

Plan Year: 2017		Estimated Cost: \$8,826					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,347	\$0	\$0	\$0	\$2,347	74	74	
A-2	Preventive	\$39	\$0	\$0	\$0	\$39	84	84	
R-1	Preventive	\$1,132	\$0	\$0	\$0	\$1,132	86	86	
R-2	Preventive	\$2,769	\$0	\$0	\$0	\$2,769	72	72	
T-1	Preventive	\$1,722	\$0	\$0	\$0	\$1,722	63	63	
T-2	Preventive	\$341	\$0	\$0	\$0	\$341	86	86	
T-3	Preventive	\$153	\$0	\$0	\$0	\$153	86	86	
T-4	Preventive	\$324	\$0	\$0	\$0	\$324	86	86	

Plan Year: 2018		Estimated Cost: \$51,472					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Global MR + Preventive	\$3,113	\$18,491	\$0	\$0	\$21,603	72	77	
A-2	Preventive	\$60	\$0	\$0	\$0	\$60	80	81	
R-1	Preventive	\$1,939	\$0	\$0	\$0	\$1,939	83	83	
R-2	Global MR + Preventive	\$3,314	\$17,389	\$0	\$0	\$20,703	71	74	
T-1	Global MR + Preventive	\$2,005	\$3,760	\$0	\$0	\$5,765	62	65	
T-2	Preventive	\$585	\$0	\$0	\$0	\$585	83	83	
T-3	Preventive	\$263	\$0	\$0	\$0	\$263	83	83	
T-4	Preventive	\$555	\$0	\$0	\$0	\$555	83	83	

Plan Year: 2019		Estimated Cost: \$11,917					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,407	\$0	\$0	\$0	\$2,407	75	75	
A-2	Preventive	\$123	\$0	\$0	\$0	\$123	78	78	
R-1	Preventive	\$2,726	\$0	\$0	\$0	\$2,726	81	81	
R-2	Preventive	\$2,889	\$0	\$0	\$0	\$2,889	72	73	
T-1	Preventive	\$1,802	\$0	\$0	\$0	\$1,802	63	63	
T-2	Preventive	\$822	\$0	\$0	\$0	\$822	81	81	
T-3	Preventive	\$369	\$0	\$0	\$0	\$369	81	81	
T-4	Preventive	\$780	\$0	\$0	\$0	\$780	81	81	

## THREE FORKS AIRPORT

Plan Year: 2020		Estimated Cost: \$17,475				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$3,226	\$0	\$0	\$0	\$3,226	72	72
A-2	Preventive	\$192	\$0	\$0	\$0	\$192	75	75
R-1	Preventive	\$4,924	\$0	\$0	\$0	\$4,924	78	79
R-2	Preventive	\$3,471	\$0	\$0	\$0	\$3,471	71	71
T-1	Preventive	\$2,102	\$0	\$0	\$0	\$2,102	62	62
T-2	Preventive	\$1,484	\$0	\$0	\$0	\$1,484	78	79
T-3	Preventive	\$667	\$0	\$0	\$0	\$667	78	79
T-4	Preventive	\$1,408	\$0	\$0	\$0	\$1,408	78	79

Plan Year: 2021		Estimated Cost: \$24,420				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$4,038	\$0	\$0	\$0	\$4,038	70	70
A-2	Preventive	\$259	\$0	\$0	\$0	\$259	73	73
R-1	Preventive	\$7,689	\$0	\$0	\$0	\$7,689	76	76
R-2	Preventive	\$4,446	\$0	\$0	\$0	\$4,446	69	69
T-1	Preventive	\$2,429	\$0	\$0	\$0	\$2,429	60	60
T-2	Preventive	\$2,318	\$0	\$0	\$0	\$2,318	76	76
T-3	Preventive	\$1,041	\$0	\$0	\$0	\$1,041	76	76
T-4	Preventive	\$2,199	\$0	\$0	\$0	\$2,199	76	76

Plan Year: 2022		Estimated Cost: \$32,832				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$5,902	\$0	\$0	\$0	\$5,902	68	68
A-2	Preventive	\$324	\$0	\$0	\$0	\$324	71	71
R-1	Preventive	\$10,401	\$0	\$0	\$0	\$10,401	74	75
R-2	Preventive	\$5,778	\$0	\$0	\$0	\$5,778	68	68
T-1	Preventive	\$2,910	\$0	\$0	\$0	\$2,910	59	59
T-2	Preventive	\$3,135	\$0	\$0	\$0	\$3,135	74	75
T-3	Preventive	\$1,408	\$0	\$0	\$0	\$1,408	74	75
T-4	Preventive	\$2,974	\$0	\$0	\$0	\$2,974	74	75

Plan Year: 2023		Estimated Cost: \$87,333				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Global MR + Preventive	\$7,777	\$21,436	\$0	\$0	\$29,213	66	70
A-2	Preventive	\$422	\$0	\$0	\$0	\$422	69	69
R-1	Preventive	\$13,090	\$0	\$0	\$0	\$13,090	73	73
R-2	Global MR + Preventive	\$7,161	\$20,159	\$0	\$0	\$27,320	66	69
T-1	Global MR + Preventive	\$3,468	\$4,359	\$0	\$0	\$7,828	57	60
T-2	Preventive	\$3,946	\$0	\$0	\$0	\$3,946	73	73
T-3	Preventive	\$1,772	\$0	\$0	\$0	\$1,772	73	73
T-4	Preventive	\$3,743	\$0	\$0	\$0	\$3,743	73	73

Plan Year: 2024		Estimated Cost: \$42,870				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$6,067	\$0	\$0	\$0	\$6,067	68	68
A-2	Preventive	\$558	\$0	\$0	\$0	\$558	68	68
R-1	Preventive	\$15,786	\$0	\$0	\$0	\$15,786	71	71
R-2	Preventive	\$6,013	\$0	\$0	\$0	\$6,013	68	68
T-1	Preventive	\$3,036	\$0	\$0	\$0	\$3,036	59	59
T-2	Preventive	\$4,758	\$0	\$0	\$0	\$4,758	71	71
T-3	Preventive	\$2,137	\$0	\$0	\$0	\$2,137	71	71
T-4	Preventive	\$4,514	\$0	\$0	\$0	\$4,514	71	71

Plan Year: 2025		Estimated Cost: \$54,225				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$8,060	\$0	\$0	\$0	\$8,060	66	66
A-2	Preventive	\$691	\$0	\$0	\$0	\$691	66	66
R-1	Preventive	\$19,955	\$0	\$0	\$0	\$19,955	69	69
R-2	Preventive	\$7,477	\$0	\$0	\$0	\$7,477	66	66
T-1	Preventive	\$3,621	\$0	\$0	\$0	\$3,621	57	57
T-2	Preventive	\$6,015	\$0	\$0	\$0	\$6,015	69	69
T-3	Preventive	\$2,701	\$0	\$0	\$0	\$2,701	69	69
T-4	Preventive	\$5,706	\$0	\$0	\$0	\$5,706	69	69

Plan Year: 2026		Estimated Cost: \$69,124				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$10,081	\$0	\$0	\$0	\$10,081	64	64
A-2	Preventive	\$820	\$0	\$0	\$0	\$820	65	65
R-1	Preventive	\$26,084	\$0	\$0	\$0	\$26,084	68	68
R-2	Preventive	\$9,013	\$0	\$0	\$0	\$9,013	65	65
T-1	Preventive	\$4,273	\$0	\$0	\$0	\$4,273	55	55
T-2	Preventive	\$7,862	\$0	\$0	\$0	\$7,862	68	68
T-3	Preventive	\$3,531	\$0	\$0	\$0	\$3,531	68	68
T-4	Preventive	\$7,459	\$0	\$0	\$0	\$7,459	68	68

## THREE FORKS AIRPORT

Plan Year: 2027		Estimated Cost: \$84,654				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$12,150	\$0	\$0	\$0	\$12,150	62	63
A-2	Preventive	\$947	\$0	\$0	\$0	\$947	63	63
R-1	Preventive	\$32,446	\$0	\$0	\$0	\$32,446	66	66
R-2	Preventive	\$10,655	\$0	\$0	\$0	\$10,655	63	63
T-1	Preventive	\$5,005	\$0	\$0	\$0	\$5,005	53	53
T-2	Preventive	\$9,780	\$0	\$0	\$0	\$9,780	66	66
T-3	Preventive	\$4,392	\$0	\$0	\$0	\$4,392	66	66
T-4	Preventive	\$9,278	\$0	\$0	\$0	\$9,278	66	66

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# THREE FORKS AIRPORT

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8/27/2012



A-1, Overview



A-1, Surface detail with depression



A-2, Overview



A-2, Surface detail with crack



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# THREE FORKS AIRPORT

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8/27/2012



A-2, Surface detail with spalling



R-1, Overview



R-1, Surface detail with cracking



R-2, Overview

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# THREE FORKS AIRPORT

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8/27/2012



R-2, Surface detail with cracking



R-2, Surface detail with depression



T-1, Overview



T-1, Surface detail with cracking



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# THREE FORKS AIRPORT

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8/27/2012



T-2, Surface detail with depression



T-2, Taxiway overview

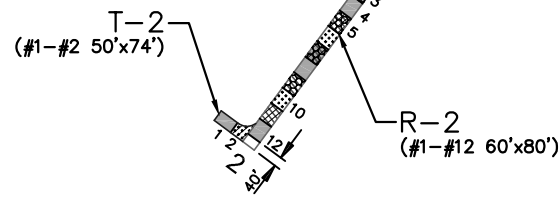
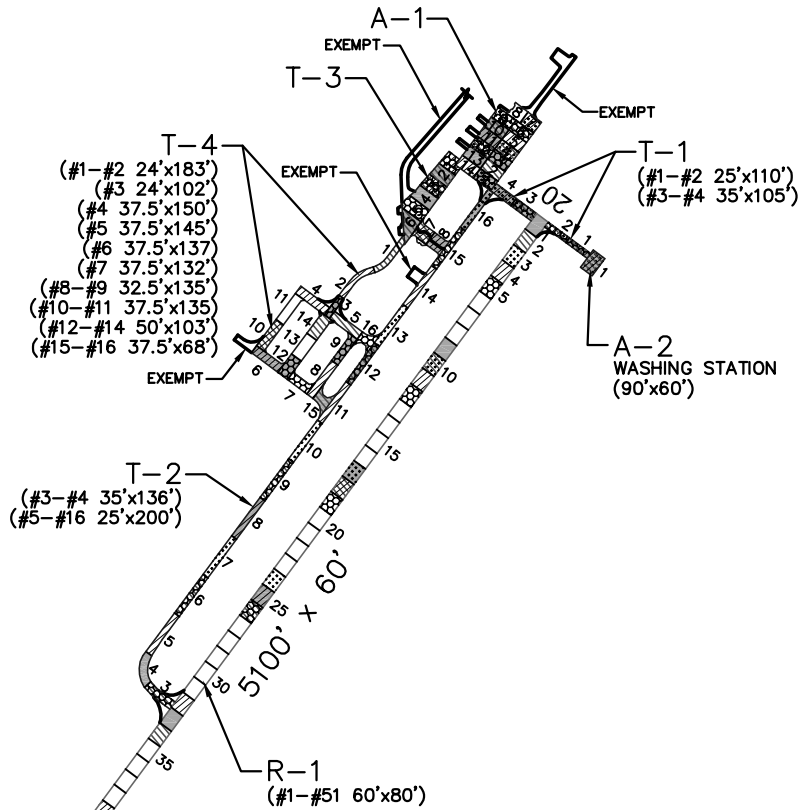
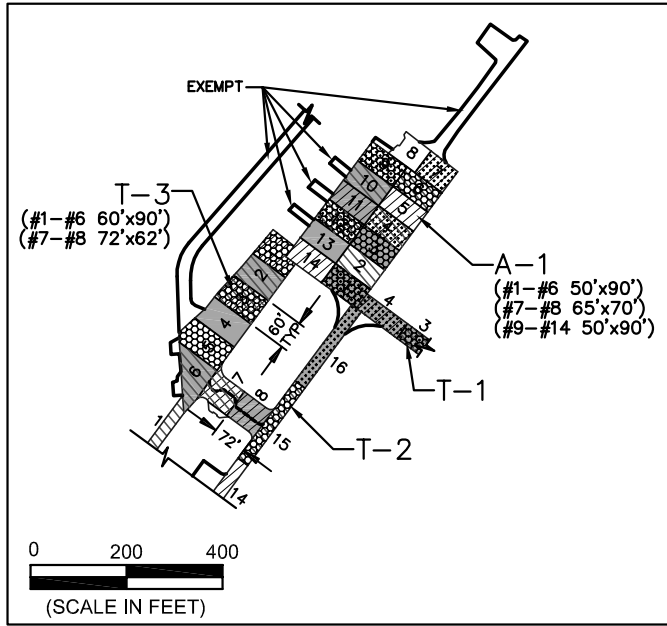


T-2, Turnaround overview



T-3, Overview with depression

# THREE FORKS



# PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

THREE FORKS

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.	
<b>RUNWAYS</b>										
R-1	CBR=12			4" P-208	2.5" P-401	2" P-401	12,500			1 2 3 4
R-2			P-154	4" P-208	2.5" P-401	2" P-401	12,500			1 2 3 4
<b>TAXIWAYS</b>										
T-1	CBR=12			4" P-208	2.5" P-401	2" P-401	12,500			1 4
T-2			P-154	4" P-208	2.5" P-401	2" P-401	12,500			2 4
T-3			P-154	4" P-208	2.5" P-401	2" P-401	12,500			3 4
T-4				4" P-208	2.5" P-401		12,500			3 4
<b>APRONS</b>										
A-1	CBR=12			4" P-208	2.5" P-401	2" P-401	12,500			1 3 4
A-2					6" P-501		UNKNOWN			

**REMARKS:**

- 1 AIP-001, 1986, ALL PAVEMENTS ORIGINALLY BUILT.
- 2 AIP-002, 1993, CONSTRUCT RUNWAY EXTENSION AND PARTIAL PARALLEL TAXIWAY.
- 3 AIP-003, 2000, OVERLAY RUNWAY (R-1,R-2), APRON (A-1), AND TAXIWAYS (T-1,T-2,T-3); RECONSTRUCT TAXIWAY (T-4).
- 4 AIP-007, 2011, SEAL COAT, CRACK SEAL AND REMARK ALL PAVEMENTS.

**LEGEND**

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

DATE OF PAVEMENT STRENGTH SURVEY:	JUNE 8, 1990
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 27, 2012
EVALUATED BY:	S. BROWN

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

**THREE FORKS AIRPORT**

PREPARED FOR: MONTANA DEPARTMENT OF TRANSPORTATION

THREE FORKS MONTANA

DATE: DEC. 2012

PREPARED BY: SE Engineering Planning Consulting