FORSYTH AIRPORT

Branch: 43A **APRON** **A-1**

Length: 332 LF **Width:** 270 LF **Area:** 89,640 SF **Last Const. :** 1994 **Family:** 9ACAM
From: ENTIRE APRON **To:** **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 10/28/2009 **PCI: 25**

Sample # 1 **Area:** 4950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	920 LF
ALLIGATOR CRACKING	L	1265 SF
WEATHERING/RAVELING	L	400 SF
WEATHERING/RAVELING	M	140 SF
WEATHERING/RAVELING	H	10 SF
DEPRESSION	L	5 SF
OIL SPILLAGE	N	5 SF
PATCHING	L	2 SF
DEPRESSION	M	2 SF

Sample # 4 **Area:** 4950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	1339 LF
ALLIGATOR CRACKING	L	1025 SF
WEATHERING/RAVELING	L	400 SF
WEATHERING/RAVELING	M	100 SF
DEPRESSION	L	85 SF
OIL SPILLAGE	N	30 SF
WEATHERING/RAVELING	H	6 SF
PATCHING	M	3 SF
DEPRESSION	M	3 SF

Sample # 7 **Area:** 4950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	675 LF
ALLIGATOR CRACKING	L	1515 SF
WEATHERING/RAVELING	L	400 SF
WEATHERING/RAVELING	M	100 SF
OIL SPILLAGE	N	65 SF
DEPRESSION	L	9 SF
DEPRESSION	M	6 SF
PATCHING	M	6 SF

Sample # 11 **Area:** 4950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	805 LF
ALLIGATOR CRACKING	L	2283 SF
WEATHERING/RAVELING	L	400 SF
WEATHERING/RAVELING	M	180 SF
DEPRESSION	L	25 SF
WEATHERING/RAVELING	H	4 SF

Sample # 16 **Area:** 4950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	1196 LF
ALLIGATOR CRACKING	L	600 SF
WEATHERING/RAVELING	L	400 SF
WEATHERING/RAVELING	M	100 SF
DEPRESSION	L	52 SF
WEATHERING/RAVELING	H	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	24223 SF	27.02 %	54.43
LONGITUDINAL/TRANSVERSE CRACKING	L	17878 LF	19.94 %	32.81
WEATHERING/RAVELING	M	2246 SF	2.51 %	11.35
WEATHERING/RAVELING	L	7244 SF	8.08 %	8.81
PATCHING	M	33 SF	0.04 %	6.20
WEATHERING/RAVELING	H	83 SF	0.09 %	6.00
DEPRESSION	M	40 SF	0.04 %	5.20
DEPRESSION	L	637 SF	0.71 %	4.84
OIL SPILLAGE	N	362 SF	0.40 %	3.01
PATCHING	L	7 SF	0.01 %	2.00

FORSYTH AIRPORT

Branch: 43A **APRON** **A-1**

* 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

40.0 **% Load**	50.0 **% Climate/Durability**	10.0 **% Other**

FORSYTH AIRPORT

Branch: 43R **RUNWAY** **R-1**

Length: 4,800 LF **Width:** 75 LF **Area:** 360,000 SF **Last Const. :** 1994 **Family:** 9ACRMU

From: RWY 26-8 STA 0+00 **To:** RWY 26-8 STA 48+00 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 74 **Last Inspection Date:** 10/28/2009 **PCI: 56**

Sample # 3 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	443 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
WEATHERING/RAVELING	M	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	11 LF
DEPRESSION	L	15 SF
WEATHERING/RAVELING	H	2 SF

Sample # 14 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	534 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	52 LF
WEATHERING/RAVELING	M	98 SF
DEPRESSION	L	10 SF

Sample # 25 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	469 LF
WEATHERING/RAVELING	L	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF
WEATHERING/RAVELING	M	98 SF
DEPRESSION	L	21 SF
WEATHERING/RAVELING	H	2 SF

Sample # 36 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	321 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
DEPRESSION	L	7 SF
SWELLING	L	1 SF

Sample # 47 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	518 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
DEPRESSION	L	11 SF
WEATHERING/RAVELING	H	2 SF
SWELLING	L	1 SF
PATCHING	L	1 SF

Sample # 58 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	492 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
DEPRESSION	L	30 SF
WEATHERING/RAVELING	H	6 SF
SWELLING	L	1 SF

Sample # 69 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	723 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	248 SF
DEPRESSION	L	5 SF
WEATHERING/RAVELING	H	4 SF
OIL SPILLAGE	N	3 SF

FORSYTH AIRPORT

Branch: 43R **RUNWAY** **R-1**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	36933 LF	10.26 %	23.62
WEATHERING/RAVELING	M	8819 SF	2.45 %	11.24
LONGITUDINAL/TRANSVERSE CRACKING	M	1963 LF	0.55 %	8.62
WEATHERING/RAVELING	L	22154 SF	6.15 %	7.62
LONGITUDINAL/TRANSVERSE CRACKING	H	116 LF	0.03 %	7.50
WEATHERING/RAVELING	H	169 SF	0.05 %	6.00
OIL SPILLAGE	N	32 SF	0.01 %	2.00
PATCHING	L	11 SF	0.00 %	2.00
DEPRESSION	L	1044 SF	0.29 %	1.54
SWELLING	L	32 SF	0.01 %	1.00

* 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** 94.0 **% Climate/Durability** 6.0 **% Other**

FORSYTH AIRPORT

Branch: 43T **TAXIWAY** **T-1**

Length: 1,280 LF **Width:** 42 LF **Area:** 53,120 SF **Last Const. :** 1994 **Family:** 9ACRMU

From: RWY 26-8 STA 0+00 / APRON **To:** T-2 / RWY 26-8 STA 19+25 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 10/28/2009 **PCI: 45**

Sample # 1 **Area:** 4375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	386 LF
WEATHERING/RAVELING	L	305 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	84 LF
WEATHERING/RAVELING	M	163 SF
DEPRESSION	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
ALLIGATOR CRACKING	M	15 SF
ALLIGATOR CRACKING	H	4 SF
DEPRESSION	M	2 SF

Sample # 3 **Area:** 4375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	321 LF
WEATHERING/RAVELING	L	305 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	54 LF
WEATHERING/RAVELING	M	88 SF
DEPRESSION	L	15 SF

Sample # 5 **Area:** 4375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	1038 LF
WEATHERING/RAVELING	L	270 SF
WEATHERING/RAVELING	M	88 SF
DEPRESSION	L	45 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
OIL SPILLAGE	N	16 SF
WEATHERING/RAVELING	H	5 SF

Sample # 10 **Area:** 4375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	482 LF
WEATHERING/RAVELING	L	265 SF
WEATHERING/RAVELING	M	170 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	39 LF
ALLIGATOR CRACKING	L	50 SF
ALLIGATOR CRACKING	M	40 SF
SWELLING	L	15 SF
DEPRESSION	L	12 SF
WEATHERING/RAVELING	H	5 SF
DEPRESSION	M	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	6762 LF	12.73 %	26.58
ALLIGATOR CRACKING	M	167 SF	0.31 %	19.02
ALLIGATOR CRACKING	H	12 SF	0.02 %	16.00
WEATHERING/RAVELING	M	1545 SF	2.91 %	12.08
LONGITUDINAL/TRANSVERSE CRACKING	M	562 LF	1.06 %	11.52
ALLIGATOR CRACKING	L	152 SF	0.29 %	10.49
WEATHERING/RAVELING	L	3476 SF	6.54 %	7.88
LONGITUDINAL/TRANSVERSE CRACKING	H	15 LF	0.03 %	7.50
WEATHERING/RAVELING	H	30 SF	0.06 %	6.00
DEPRESSION	M	9 SF	0.02 %	5.20
DEPRESSION	L	273 SF	0.51 %	3.41
OIL SPILLAGE	N	49 SF	0.09 %	2.00
SWELLING	L	46 SF	0.09 %	1.00

* 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

35.0 **% Load** 56.0 **% Climate/Durability** 9.0 **% Other**

FORSYTH AIRPORT

Branch: 43T **TAXIWAY** **T-2**

Length: 1,950 LF **Width:** 49 LF **Area:** 95,550 SF **Last Const. :** 1994 **Family:** 9ACRMU

From: T-1 **To:** APRON / T-1 **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 19 **Last Inspection Date:** 10/28/2009 **PCI: 45**

Sample # 4 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	493 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
WEATHERING/RAVELING	M	45 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	9 LF
DEPRESSION	L	24 SF
ALLIGATOR CRACKING	M	24 SF
SWELLING	L	6 SF
BLEEDING	N	5 SF
WEATHERING/RAVELING	H	2 SF

Sample # 7 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	428 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
WEATHERING/RAVELING	M	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	9 LF
ALLIGATOR CRACKING	H	25 SF
DEPRESSION	L	20 SF
ALLIGATOR CRACKING	M	5 SF
WEATHERING/RAVELING	H	2 SF
PATCHING	L	1 SF

Sample # 11 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	312 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	54 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	13 LF
WEATHERING/RAVELING	M	35 SF
DEPRESSION	L	15 SF

Sample # 15 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	324 LF
WEATHERING/RAVELING	L	250 SF
SWELLING	L	45 SF
WEATHERING/RAVELING	M	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING/RAVELING	H	3 SF
DEPRESSION	L	2 SF

Sample # 19 **Area:** 3500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	790 LF
WEATHERING/RAVELING	L	280 SF
WEATHERING/RAVELING	M	70 SF
BLEEDING	N	60 SF
ALLIGATOR CRACKING	M	25 SF
DEPRESSION	L	15 SF
WEATHERING/RAVELING	H	3 SF
OIL SPILLAGE	N	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	12818 LF	13.41 %	27.31
ALLIGATOR CRACKING	H	136 SF	0.14 %	19.52
ALLIGATOR CRACKING	M	295 SF	0.31 %	18.87
LONGITUDINAL/TRANSVERSE CRACKING	M	710 LF	0.74 %	9.86
LONGITUDINAL/TRANSVERSE CRACKING	H	169 LF	0.18 %	9.76
WEATHERING/RAVELING	M	1201 SF	1.26 %	8.60
WEATHERING/RAVELING	L	6989 SF	7.31 %	8.36
WEATHERING/RAVELING	H	55 SF	0.06 %	6.00

FORSYTH AIRPORT

Branch: 43T **TAXIWAY** **T-2**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	415 SF	0.43 %	2.77
BLEEDING	N	355 SF	0.37 %	2.53
OIL SPILLAGE	N	11 SF	0.01 %	2.00
PATCHING	L	5 SF	0.01 %	2.00
SWELLING	L	278 SF	0.29 %	1.60

* 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

32.0 **% Load** 61.0 **% Climate/Durability** 7.0 **% Other**

FORSYTH AIRPORT

Branch: 43T **TAXIWAY** **T-3**

Length: 560 LF **Width:** 35 LF **Area:** 19,600 SF **Last Const. :** 1994 **Family:** 9ACRMU

From: Turnarounds **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 10/28/2009 **PCI: 57**

Sample # 1 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	599 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF
DEPRESSION	L	11 SF
WEATHERING/RAVELING	H	2 SF
OIL SPILLAGE	N	2 SF

Sample # 2 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	351 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	94 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	98 SF
DEPRESSION	L	7 SF
WEATHERING/RAVELING	H	2 SF

Sample # 3 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	526 LF
WEATHERING/RAVELING	L	300 SF
WEATHERING/RAVELING	M	138 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	39 LF
DEPRESSION	L	4 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1969 LF	10.04 %	23.33
LONGITUDINAL/TRANSVERSE CRACKING	M	216 LF	1.10 %	11.74
WEATHERING/RAVELING	M	445 SF	2.27 %	10.90
WEATHERING/RAVELING	L	1200 SF	6.12 %	7.60
WEATHERING/RAVELING	H	5 SF	0.03 %	6.00
OIL SPILLAGE	N	3 SF	0.01 %	2.00
PATCHING	L	1 SF	0.01 %	2.00
DEPRESSION	L	29 SF	0.15 %	0.43

* 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**

FORSYTH AIRPORT

Branch: 43T **TAXIWAY** **T-4**

Length: 504 LF **Width:** 25 LF **Area:** 12,600 SF **Last Const. :** 1994 **Family:** 9ACRMU

From: T-2 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 3 **Last Inspection Date:** 10/28/2009 **PCI: 54**

Sample # 1 **Area:** 4200 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	591 LF
WEATHERING/RAVELING	L	200 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
WEATHERING/RAVELING	M	21 SF
DEPRESSION	L	14 SF
WEATHERING/RAVELING	H	10 SF
BLEEDING	N	6 SF

Sample # 2 **Area:** 4200 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	514 LF
WEATHERING/RAVELING	L	200 SF
WEATHERING/RAVELING	M	21 SF
WEATHERING/RAVELING	H	4 SF
PATCHING	L	1 SF

Sample # 3 **Area:** 4200 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	584 LF
WEATHERING/RAVELING	L	200 SF
WEATHERING/RAVELING	M	21 SF
DEPRESSION	L	18 SF
WEATHERING/RAVELING	H	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1689 LF	13.41 %	27.30
WEATHERING/RAVELING	H	18 SF	0.14 %	7.29
WEATHERING/RAVELING	L	600 SF	4.76 %	6.62
WEATHERING/RAVELING	M	63 SF	0.50 %	6.15
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF	0.25 %	5.91
PATCHING	L	1 SF	0.01 %	2.00
DEPRESSION	L	32 SF	0.25 %	1.23
BLEEDING	N	6 SF	0.05 %	0.00

* 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** 98.0 **% Climate/Durability** 2.0 **% Other**

FORSYTH AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $15,418

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	WEATH/RAVEL	H	84 SF	Patching - AC Shallow	84 SF	$1,250	SAFET
R-1	L & T CR	H	117 LF	Crack Sealing - AC	117 LF	$174	PREV.
R-1	OIL SPILLAGE	N	32 SF	Patching - AC Shallow	59 SF	$874	PREV.
R-1	L & T CR	M	1963 LF	Crack Sealing - AC	1963 LF	$2,944	PREV.
T-1	L & T CR	H	16 LF	Crack Sealing - AC	16 LF	$23	SAFET
T-1	WEATH/RAVEL	H	31 SF	Patching - AC Shallow	31 SF	$455	SAFET
T-1	ALLIGATOR CR	H	13 SF	Patching - AC Deep	31 SF	$1,116	SAFET
T-2	L & T CR	H	170 LF	Crack Sealing - AC	170 LF	$254	SAFET
T-2	WEATH/RAVEL	H	55 SF	Patching - AC Shallow	55 SF	$819	SAFET
T-2	ALLIGATOR CR	H	137 SF	Patching - AC Deep	188 SF	$6,938	SAFET
T-3	OIL SPILLAGE	N	3 SF	Patching - AC Shallow	14 SF	$199	PREV.
T-3	L & T CR	M	217 LF	Crack Sealing - AC	217 LF	$324	PREV.
T-4	L & T CR	M	32 LF	Crack Sealing - AC	32 LF	$48	PREV.

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $164,765

PLAN YEAR: 2010 ESTIMATED COST: $1,251,165

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Reconstruct			$300,440		$300,440	24	100
R-1	Prev. & Thin AC	$3,993	$576,001			$579,994	56	68
T-1	Reconstruct			$121,054		$121,054	45	100
T-2	Reconstruct			$217,746		$217,746	45	100
T-3	Prev. & Thin AC	$523	$31,360			$31,883	57	69
T-4	Basic Prev.	$48				$48	54	54

PLAN YEAR: 2011 ESTIMATED COST: $18,829

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
R-1	Basic Prev.	$16,957				$16,957	66	66
T-3	Basic Prev.	$893				$893	67	67
T-4	Basic Prev.	$979				$979	52	52

PLAN YEAR: 2012 ESTIMATED COST: $45,163

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
R-1	Basic Prev.	$18,208				$18,208	63	63
T-3	Basic Prev.	$962				$962	64	64
T-4	Reconstruct			$25,994		$25,994	50	100

PLAN YEAR: 2013 ESTIMATED COST: $21,090

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$340				$340	88	88
R-1	Basic Prev.	$19,428				$19,428	60	60
T-1	Basic Prev.	$105				$105	89	89
T-2	Basic Prev.	$188				$188	89	89
T-3	Basic Prev.	$1,029				$1,029	61	61

PLAN YEAR: 2014 ESTIMATED COST: $24,635

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$870				$870	84	84
R-1	Basic Prev.	$21,723				$21,723	58	58
T-1	Basic Prev.	$328				$328	86	86
T-2	Basic Prev.	$589				$589	86	86
T-3	Basic Prev.	$1,125				$1,125	59	59

PLAN YEAR: 2015 ESTIMATED COST: $75,836

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Prev. & Fog Seal	$1,367	$17,928			$19,296	81	88
R-1	Basic Prev.	$24,037				$24,037	56	56
T-1	Prev. & Fog Seal	$532	$10,624			$11,156	84	89
T-2	Prev. & Fog Seal	$957	$19,110			$20,067	84	89
T-3	Basic Prev.	$1,255				$1,255	57	57
T-4	Basic Prev.	$25				$25	89	89

PLAN YEAR: 2016 ESTIMATED COST: $29,408

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$870				$870	84	84
R-1	Basic Prev.	$26,167				$26,167	53	53
T-1	Basic Prev.	$328				$328	86	86
T-2	Basic Prev.	$589				$589	86	86
T-3	Basic Prev.	$1,375				$1,375	54	54
T-4	Basic Prev.	$78				$78	86	86

FORSYTH AIRPORT

PLAN YEAR: 2017 ESTIMATED COST: $35,100

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$1,369				$1,369	81	81
R-1	Basic Prev.	$28,111				$28,111	52	52
T-1	Basic Prev.	$532				$532	84	84
T-2	Basic Prev.	$957				$957	84	84
T-3	Basic Prev.	$1,485				$1,485	52	52
T-4	Prev. & Fog Seal	$126	$2,520			$2,646	84	89

PLAN YEAR: 2018 ESTIMATED COST: $750,324

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,024				$2,024	78	78
R-1	Reconstruct			$744,602		$744,602	50	100
T-1	Basic Prev.	$727				$727	82	82
T-2	Basic Prev.	$1,308				$1,308	82	82
T-3	Basic Prev.	$1,585				$1,585	51	51
T-4	Basic Prev.	$78				$78	86	86

PLAN YEAR: 2019 ESTIMATED COST: $46,751

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,699				$2,699	74	74
T-1	Basic Prev.	$948				$948	79	79
T-2	Basic Prev.	$1,704				$1,704	79	79
T-3	Reconstruct			$41,274		$41,274	49	100
T-4	Basic Prev.	$126				$126	84	84

PLAN YEAR: 2020 ESTIMATED COST: $54,679

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Prev. & Fog Seal	$3,348	$17,928			$21,276	72	78
T-1	Prev. & Fog Seal	$1,249	$10,624			$11,873	77	82
T-2	Prev. & Fog Seal	$2,247	$19,110			$21,357	77	82
T-4	Basic Prev.	$173				$173	82	82

PLAN YEAR: 2021 ESTIMATED COST: $6,285

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$2,699				$2,699	74	74
R-1	Basic Prev.	$709				$709	89	89
T-1	Basic Prev.	$948				$948	79	79
T-2	Basic Prev.	$1,704				$1,704	79	79
T-4	Basic Prev.	$225				$225	79	79

PLAN YEAR: 2022 ESTIMATED COST: $11,922

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$3,350				$3,350	72	72
R-1	Basic Prev.	$2,221				$2,221	86	86
T-1	Basic Prev.	$1,249				$1,249	77	77
T-2	Basic Prev.	$2,247				$2,247	77	77
T-3	Basic Prev.	$39				$39	89	89
T-4	Prev. & Fog Seal	$296	$2,520			$2,816	77	82

PLAN YEAR: 2023 ESTIMATED COST: $84,177

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$3,847				$3,847	69	69
R-1	Prev. & Fog Seal	$3,605	$72,001			$75,606	84	89
T-1	Basic Prev.	$1,564				$1,564	75	75
T-2	Basic Prev.	$2,814				$2,814	75	75
T-3	Basic Prev.	$121				$121	86	86
T-4	Basic Prev.	$224				$224	79	79

PLAN YEAR: 2024 ESTIMATED COST: $16,106

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$4,177				$4,177	66	66
R-1	Basic Prev.	$2,221				$2,221	86	86
T-1	Basic Prev.	$1,892				$1,892	72	72
T-2	Basic Prev.	$3,403				$3,403	72	72
T-3	Prev. & Fog Seal	$196	$3,920			$4,116	84	89
T-4	Basic Prev.	$296				$296	77	77

FORSYTH AIRPORT

10/28/2009

A-1, overview with cracks and alligator cracking

A-1, surface detail with alligator cracking

T-1, surface detail with crack, depression & raveling

T-1, overview

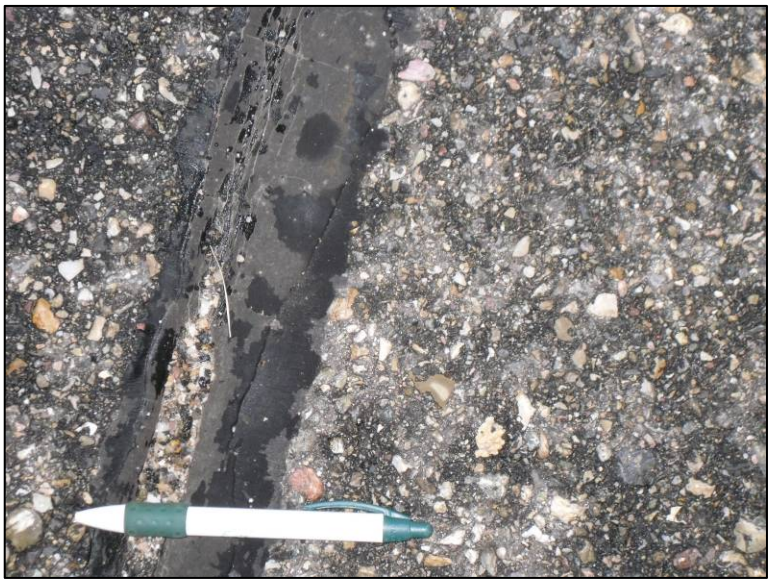
FORSYTH AIRPORT

10/28/2009

T-2, surface detail with swell

T-2, overview

T-3, overview

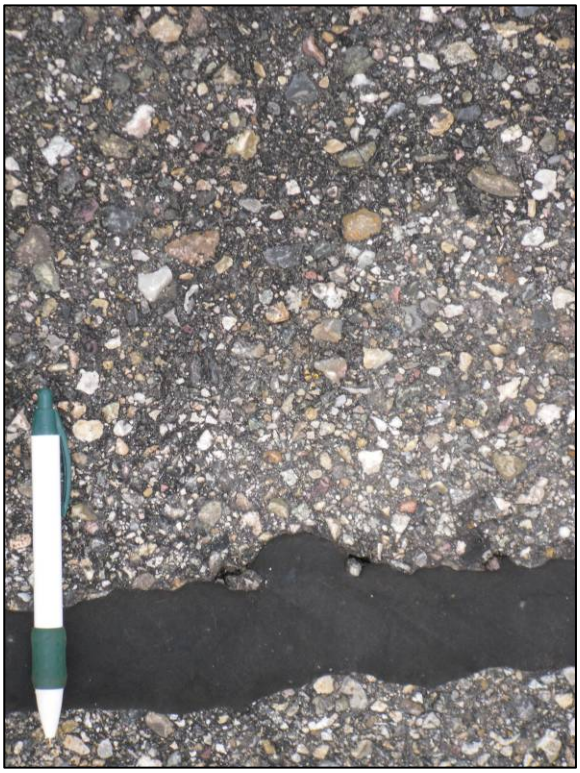


T-3, surface detail with crack

FORSYTH AIRPORT

10/28/2009

T-4, overview

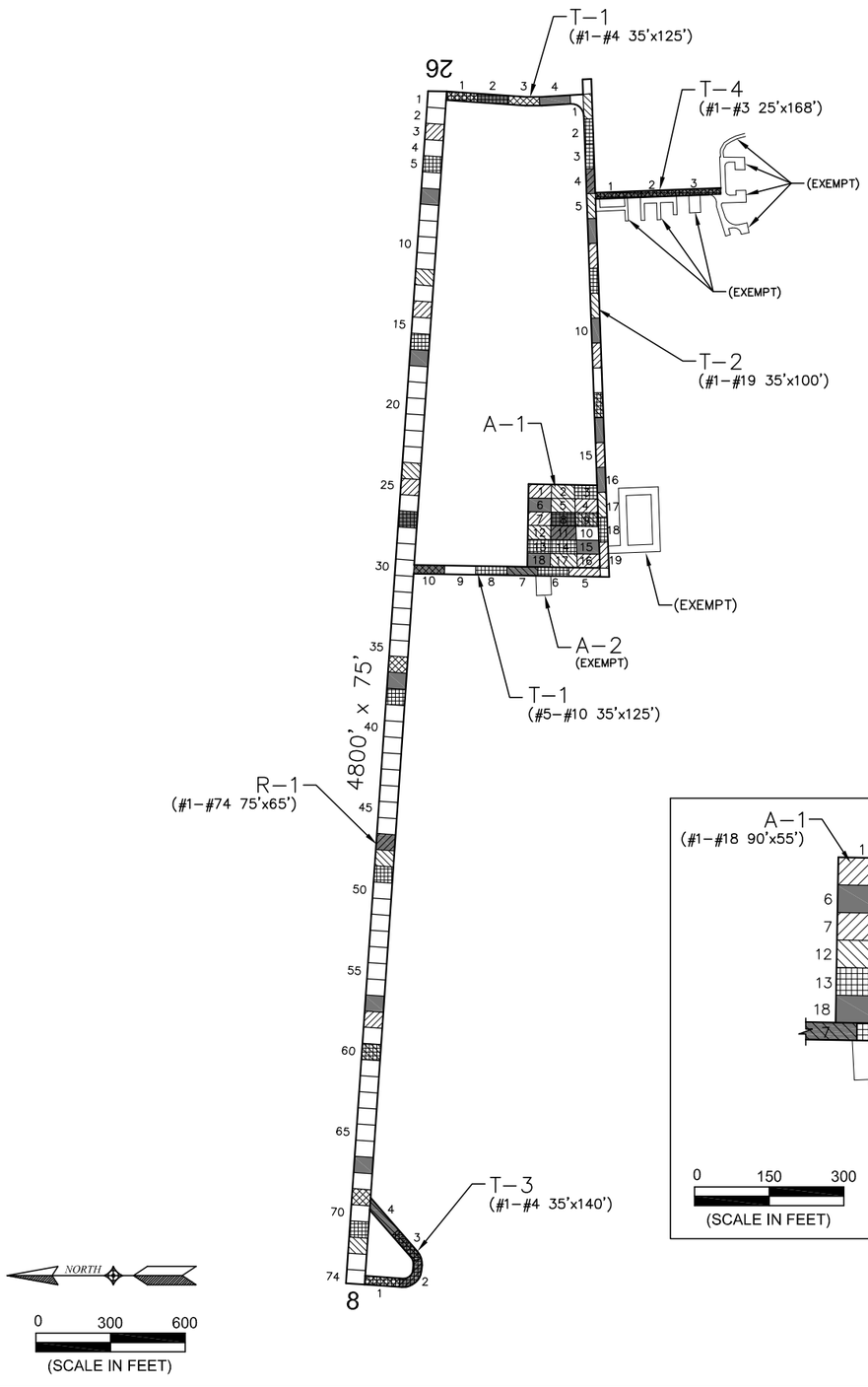


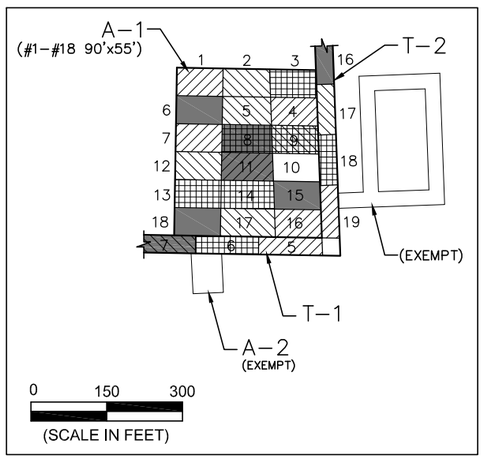
T-4, surface detail with crack

R-1, surface detail with cracks

R-1, overview

FORSYTH





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-1	E-7	F7, CBR=7	P-152	7" P-208	3" P-401	P-609	12,500			1 2 3
TAXIWAYS										
T-1	E-7	F7, CBR=7	P-152	7" P-208	3" P-401	P-609	12,500			1 2 3
T-2	E-7	F7, CBR=7		3" GRAVEL	P-609, 6" ROAD MIX	2.5" P-401, P-609	12,500			1 2 3
T-3	E-7	F7	P-152	7" P-208	3" P-401	P-609	12,500			1 2 3
T-4	E-7	F7, CBR=7	P-152	7" P-208	3" P-401	P-609	12,500			1 2 3
APRONS										
A-1	E-7	F7, CBR=7		4" AGG.	3" AC	2.5" P-401, P-609	12,500			1 2 3

REMARKS:

R-1, T-1 & A-1 ALL CONSTRUCTED OVER 12" COMPACTED SUBGRADE AT 95% COMPACTION
POOR DRAINAGE, FROST
RUNWAY DESIGN BASED ON F-7 SUBGRADE. CBR = 7 ASSUMED
P-402 USED IN DETERMINING MAXIMUM GROSS LOADS

0 AIP-01, 1985, POROUS FRICTION COURSE OVERLAY - ALL PAVEMENTS.

1 AIP-02, 1994, RECONSTRUCT RUNWAY 8-26 AND TAXIWAY (T-1), REHABILITATE TAXIWAY (T-2) AND APRON (A-1), AND CONSTRUCT RUNWAY 8 TURNAROUND.

2 AIP-03, 2001, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.

3 AIP-007-2009, CRACK SEAL ALL PAVEMENTS.

LEGEND

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

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 23, 1987
EVALUATED BY:	C. NEW
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 28, 2009
EVALUATED BY:	N. BELL

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

TILLITT FIELD

PREPARED FOR: MONTANA AERONAUTICS DIVISION

FORSYTH
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA

FORSYTH