SCOBEY AIRPORT

Branch: 35A **APRON** **A-11**

Length: 310 LF **Width:** 150 LF **Area:** 46,500 SF **Last Const. :** 1998 **Family:** 9ACAM
From: MAIN APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 9 **Last Inspection Date:** 6/17/2009 **PCI: 53**

Sample # 1 **Area:** 5049 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	505 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	153 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	134 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	66 LF
WEATHERING/RAVELING	M	50 SF
DEPRESSION	M	28 SF
DEPRESSION	L	13 SF
DEPRESSION	H	11 SF

Sample # 4 **Area:** 5049 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	397 LF
WEATHERING/RAVELING	L	505 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	57 LF
WEATHERING/RAVELING	M	50 SF
BLEEDING	N	12 SF
OIL SPILLAGE	N	6 SF
PATCHING	L	4 SF
DEPRESSION	M	3 SF

Sample # 5 **Area:** 5049 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	267 LF
WEATHERING/RAVELING	L	505 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	77 LF
WEATHERING/RAVELING	M	129 SF
OIL SPILLAGE	N	83 SF
DEPRESSION	M	5 SF
PATCHING	L	4 SF

Sample # 9 **Area:** 5049 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	262 LF
WEATHERING/RAVELING	L	505 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF
WEATHERING/RAVELING	M	123 SF
OIL SPILLAGE	N	86 SF
PATCHING	L	4 SF
DEPRESSION	M	4 SF
SWELLING	M	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2485 LF	5.34 %	15.49
LONGITUDINAL/TRANSVERSE CRACKING	M	728 LF	1.57 %	13.88
LONGITUDINAL/TRANSVERSE CRACKING	H	152 LF	0.33 %	12.22
DEPRESSION	H	25 SF	0.05 %	12.00
SWELLING	M	2 SF	0.00 %	10.00
WEATHERING/RAVELING	L	4651 SF	10.00 %	9.83
WEATHERING/RAVELING	M	810 SF	1.74 %	9.78
DEPRESSION	M	92 SF	0.20 %	6.16
OIL SPILLAGE	N	403 SF	0.87 %	3.42
PATCHING	L	28 SF	0.06 %	2.00
DEPRESSION	L	30 SF	0.06 %	0.30
BLEEDING	N	28 SF	0.06 %	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** 66.0 **% Climate/Durability** 34.0 **% Other**

SCOBEY AIRPORT

Branch: 35A **APRON** **A-12**

Length: 128 LF **Width:** 76 LF **Area:** 9,728 SF **Last Const. :** 1998 **Family:** 9ACAM
From: EAST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 6/17/2009 **PCI: 65**

Sample # 1 **Area:** 4480 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	896 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	164 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	44 LF
WEATHERING/RAVELING	M	90 SF
PATCHING	M	48 SF
OIL SPILLAGE	N	18 SF
DEPRESSION	L	4 SF
PATCHING	L	1 SF

Sample # 2 **Area:** 4480 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	448 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	53 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
WEATHERING/RAVELING	M	96 SF
OIL SPILLAGE	N	50 SF
DEPRESSION	L	7 SF
PATCHING	L	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	1459 SF	15.00 %	11.99
LONGITUDINAL/TRANSVERSE CRACKING	M	86 LF	0.88 %	10.62
WEATHERING/RAVELING	M	202 SF	2.08 %	10.50
LONGITUDINAL/TRANSVERSE CRACKING	L	236 LF	2.42 %	8.53
PATCHING	M	52 SF	0.54 %	8.10
OIL SPILLAGE	N	74 SF	0.76 %	3.30
PATCHING	L	5 SF	0.06 %	2.00
DEPRESSION	L	12 SF	0.12 %	0.32

* 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**

SCOBEY AIRPORT

Branch: 35R **RUNWAY** **R-11**

Length: 3,400 LF **Width:** 75 LF **Area:** 255,000 SF **Last Const. :** 1998 **Family:** 9ACRML
From: STA 26+00 **To:** STA 60+00 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 52 **Last Inspection Date:** 6/17/2009 **PCI: 70**

Sample # 3 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	71 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	58 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF
WEATHERING/RAVELING	M	48 SF
DEPRESSION	M	31 SF
DEPRESSION	H	12 SF

Sample # 10 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	198 LF
WEATHERING/RAVELING	L	488 SF
WEATHERING/RAVELING	M	96 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF

Sample # 17 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	148 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	82 LF
WEATHERING/RAVELING	M	96 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	9 LF

Sample # 24 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF
WEATHERING/RAVELING	M	96 SF

Sample # 31 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
WEATHERING/RAVELING	M	96 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF

Sample # 38 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	89 LF
WEATHERING/RAVELING	M	96 SF

Sample # 45 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	74 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	48 LF
WEATHERING/RAVELING	M	96 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	11 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	H	90 SF	0.04 %	12.00
LONGITUDINAL/TRANSVERSE CRACKING	H	583 LF	0.23 %	10.72
WEATHERING/RAVELING	M	4663 SF	1.83 %	9.97
WEATHERING/RAVELING	L	25526 SF	10.01 %	9.83
LONGITUDINAL/TRANSVERSE CRACKING	M	1540 LF	0.60 %	9.01
LONGITUDINAL/TRANSVERSE CRACKING	L	5583 LF	2.19 %	7.91
DEPRESSION	M	232 SF	0.09 %	5.20

* 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** 27.0 **% Other**

SCOBEY AIRPORT

Branch: 35R **RUNWAY** **R-12**

Length: 620 LF **Width:** 75 LF **Area:** 46,500 SF **Last Const. :** 1998 **Family:** 9ACRML
From: STA 19+80 **To:** STA 26+00 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 6/17/2009 **PCI: 73**

Sample # 2 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	250 LF
WEATHERING/RAVELING	L	488 SF
WEATHERING/RAVELING	M	96 SF

Sample # 5 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	136 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	86 LF
WEATHERING/RAVELING	M	96 SF
PATCHING	L	1 SF

Sample # 8 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	284 LF
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	79 LF
WEATHERING/RAVELING	M	96 SF

Sample # 11 **Area:** 5400 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	540 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	78 LF
WEATHERING/RAVELING	M	108 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1737 LF	3.74 %	11.89
LONGITUDINAL/TRANSVERSE CRACKING	M	383 LF	0.82 %	10.31
WEATHERING/RAVELING	M	920 SF	1.98 %	10.29
WEATHERING/RAVELING	L	4653 SF	10.01 %	9.83
PATCHING	L	2 SF	0.00 %	2.00

* 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** 100.0 **% Climate/Durability** 0.0 **% Other**

SCOBEY AIRPORT

Branch: 35T **TAXIWAY** **T-11**

Length: 1,214 LF **Width:** 35 LF **Area:** 40,640 SF **Last Const. :** 1998 **Family:** 9ACRML

From: R-11 **To:** T-12, A-11, & A-12 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 6/17/2009 **PCI: 61**

Sample # 2 **Area:** 5145 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	515 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	148 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	94 LF
WEATHERING/RAVELING	M	51 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
OIL SPILLAGE	N	2 SF

Sample # 4 **Area:** 5145 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	515 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF
WEATHERING/RAVELING	M	51 SF

Sample # 6 **Area:** 5145 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	514 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
WEATHERING/RAVELING	M	51 SF
DEPRESSION	M	36 SF
DEPRESSION	L	32 SF

Sample # 8 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	98 LF
DEPRESSION	L	90 SF
PATCHING	H	54 SF
WEATHERING/RAVELING	M	50 SF
OIL SPILLAGE	N	12 SF
DEPRESSION	M	8 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	H	107 SF	0.26 %	16.09
LONGITUDINAL/TRANSVERSE CRACKING	H	90 LF	0.22 %	10.58
WEATHERING/RAVELING	L	4562 SF	11.23 %	10.41
LONGITUDINAL/TRANSVERSE CRACKING	M	290 LF	0.71 %	9.69
WEATHERING/RAVELING	M	404 SF	0.99 %	7.86
LONGITUDINAL/TRANSVERSE CRACKING	L	758 LF	1.86 %	7.05
DEPRESSION	M	88 SF	0.22 %	6.43
DEPRESSION	L	243 SF	0.60 %	4.03
OIL SPILLAGE	N	28 SF	0.07 %	2.00

* 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** 83.0 **% Climate/Durability** 17.0 **% Other**

SCOBEY AIRPORT

Branch: 35T **TAXIWAY** **T-12**

Length: 230 LF **Width:** 25 LF **Area:** 5,750 SF **Last Const. :** 1998 **Family:** 9ACRML

From: T-1 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 6/17/2009 **PCI: 66**

Sample # 1 **Area:** 5625 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	563 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	32 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	19 LF
WEATHERING/RAVELING	M	56 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	H	33 LF	0.57 %	15.24
LONGITUDINAL/TRANSVERSE CRACKING	M	43 LF	0.75 %	9.88
WEATHERING/RAVELING	L	576 SF	10.01 %	9.83
WEATHERING/RAVELING	M	57 SF	1.00 %	7.86
LONGITUDINAL/TRANSVERSE CRACKING	L	19 LF	0.34 %	3.73

* 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**

SCOBEY AIRPORT

Branch: 35T **TAXIWAY** **T-13**

Length: 374 LF **Width:** 25 LF **Area:** 12,577 SF **Last Const. :** 2003 **Family:** 9ACRML

From: T-11 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 6/17/2009 **PCI: 86**

Sample # 1 **Area:** 4025 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	40 SF
WEATHERING/RAVELING	M	40 SF
PATCHING	L	2 SF

Sample # 2 **Area:** 6700 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
WEATHERING/RAVELING	L	67 SF
WEATHERING/RAVELING	M	44 SF
PATCHING	L	5 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	99 SF	0.78 %	7.19
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF	0.28 %	3.53
WEATHERING/RAVELING	L	125 SF	1.00 %	2.61
PATCHING	L	8 SF	0.07 %	2.00

* 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** 100.0 **% Climate/Durability** 0.0 **% Other**

SCOBEY AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $46,413

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	L & T CR	H	152 LF	Crack Sealing - AC	152 LF	$228	PREV.
A-11	SWELLING	M	3 SF	Patching - AC Deep	13 SF	$459	PREV.
A-11	L & T CR	M	728 LF	Crack Sealing - AC	728 LF	$1,092	PREV.
A-11	DEPRESSION	H	26 SF	Patching - AC Deep	50 SF	$1,835	PREV.
A-11	DEPRESSION	M	93 SF	Patching - AC Deep	135 SF	$4,985	PREV.
A-11	OIL SPILLAGE	N	403 SF	Patching - AC Shallow	488 SF	$7,316	PREV.
A-12	L & T CR	M	86 LF	Crack Sealing - AC	86 LF	$129	PREV.
A-12	OIL SPILLAGE	N	74 SF	Patching - AC Shallow	113 SF	$1,686	PREV.
A-12	PATCHING	M	53 SF	Patching - AC Deep	86 SF	$3,151	PREV.
R-11	L & T CR	H	583 LF	Crack Sealing - AC	583 LF	$875	PREV.
R-11	L & T CR	M	1540 LF	Crack Sealing - AC	1540 LF	$2,310	PREV.
R-11	DEPRESSION	H	90 SF	Patching - AC Deep	132 SF	$4,876	PREV.
R-11	DEPRESSION	M	232 SF	Patching - AC Deep	297 SF	$10,985	PREV.
R-12	L & T CR	M	384 LF	Crack Sealing - AC	384 LF	$575	PREV.
T-11	L & T CR	H	90 LF	Crack Sealing - AC	90 LF	$134	SAFET
T-11	PATCHING	H	108 SF	Patching - AC Deep	154 SF	$5,665	SAFET
T-12	L & T CR	H	33 LF	Crack Sealing - AC	33 LF	$49	PREV.
T-12	L & T CR	M	43 LF	Crack Sealing - AC	43 LF	$64	PREV.

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $101,107

PLAN YEAR: 2010 ESTIMATED COST: $617,290

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$15,914				$15,914	51	51
A-12	Prev. & Thin AC	$4,966	$15,565			$20,531	63	78
R-11	Prev. & Thin AC	$19,046	$408,001			$427,047	69	79
R-12	Prev. & Thin AC	$575	$74,400			$74,975	72	85
T-11	Reconstruct			$69,510		$69,510	60	100
T-12	Prev. & Thin AC	$113	$9,200			$9,314	65	73

PLAN YEAR: 2011 ESTIMATED COST: $106,960

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Reconstruct			$99,282		$99,282	48	100
A-12	Basic Prev.	$284				$284	75	75
R-11	Basic Prev.	$6,325				$6,325	77	77
R-12	Basic Prev.	$657				$657	81	81
T-12	Basic Prev.	$225				$225	71	71
T-13	Basic Prev.	$187				$187	81	81

PLAN YEAR: 2012 ESTIMATED COST: $9,544

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-12	Basic Prev.	$355				$355	72	72
R-11	Basic Prev.	$7,754				$7,754	74	74
R-12	Basic Prev.	$929				$929	79	79
T-12	Basic Prev.	$242				$242	69	69
T-13	Basic Prev.	$263				$263	78	78

PLAN YEAR: 2013 ESTIMATED COST: $31,480

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-12	Basic Prev.	$413				$413	69	69
R-11	Basic Prev.	$8,995				$8,995	72	72
R-12	Basic Prev.	$1,219				$1,219	76	76
T-11	Basic Prev.	$137				$137	88	88
T-12	Basic Prev.	$253				$253	68	68
T-13	Prev. & Thin AC	$340	$20,123			$20,464	76	91

PLAN YEAR: 2014 ESTIMATED COST: $12,849

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$176				$176	88	88
A-12	Basic Prev.	$449				$449	66	66
R-11	Basic Prev.	$10,071				$10,071	71	71
R-12	Basic Prev.	$1,470				$1,470	74	74
T-11	Basic Prev.	$370				$370	84	84
T-12	Basic Prev.	$263				$263	67	67
T-13	Basic Prev.	$50				$50	88	88

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PLAN YEAR: 2015 ESTIMATED COST: $22,509

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$451				$451	84	84
A-12	Basic Prev.	$485				$485	63	63
R-11	Basic Prev.	$10,779				$10,779	69	69
R-12	Basic Prev.	$1,688				$1,688	72	72
T-11	Prev. & Fog Seal	$583	$8,128			$8,711	81	88
T-12	Basic Prev.	$273				$273	65	65
T-13	Basic Prev.	$122				$122	84	84

PLAN YEAR: 2016 ESTIMATED COST: $24,493

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Prev. & Fog Seal	$709	$9,300			$10,009	81	88
A-12	Basic Prev.	$520				$520	61	61
R-11	Basic Prev.	$11,243				$11,243	68	68
R-12	Basic Prev.	$1,878				$1,878	70	70
T-11	Basic Prev.	$370				$370	84	84
T-12	Basic Prev.	$285				$285	64	64
T-13	Basic Prev.	$187				$187	81	81

PLAN YEAR: 2017 ESTIMATED COST: $15,862

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$452				$452	84	84
A-12	Basic Prev.	$588				$588	58	58
R-11	Basic Prev.	$11,691				$11,691	66	66
R-12	Basic Prev.	$1,986				$1,986	69	69
T-11	Basic Prev.	$583				$583	81	81
T-12	Basic Prev.	$299				$299	62	62
T-13	Basic Prev.	$263				$263	78	78

PLAN YEAR: 2018 ESTIMATED COST: $26,617

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$710				$710	81	81
A-12	Basic Prev.	$666				$666	55	55
R-11	Basic Prev.	$12,158				$12,158	65	65
R-12	Basic Prev.	$2,069				$2,069	67	67
T-11	Basic Prev.	$824				$824	78	78
T-12	Reconstruct			$9,849		$9,849	60	100
T-13	Basic Prev.	$340				$340	76	76

PLAN YEAR: 2019 ESTIMATED COST: $18,111

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$1,050				$1,050	78	78
A-12	Basic Prev.	$747				$747	52	52
R-11	Basic Prev.	$12,681				$12,681	64	64
R-12	Basic Prev.	$2,151				$2,151	66	66
T-11	Basic Prev.	$1,075				$1,075	76	76
T-13	Basic Prev.	$407				$407	74	74

PLAN YEAR: 2020 ESTIMATED COST: $529,717

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$1,400				$1,400	74	74
A-12	Reconstruct			$20,486		$20,486	49	100
R-11	Prev. & Thin AC	$13,307	$408,001			$421,308	62	69
R-12	Prev. & Thin AC	$2,238	$74,400			$76,638	65	72
T-11	Prev. & Fog Seal	$1,293	$8,128			$9,421	74	78
T-13	Basic Prev.	$464				$464	72	72

PLAN YEAR: 2021 ESTIMATED COST: $25,770

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Prev. & Fog Seal	$1,738	$9,300			$11,038	72	78
R-11	Basic Prev.	$11,243				$11,243	68	68
R-12	Basic Prev.	$1,879				$1,879	70	70
T-11	Basic Prev.	$1,075				$1,075	76	76
T-12	Basic Prev.	$19				$19	88	88
T-13	Basic Prev.	$515				$515	70	70

PLAN YEAR: 2022 ESTIMATED COST: $16,965

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$1,400				$1,400	74	74
R-11	Basic Prev.	$11,691				$11,691	66	66
R-12	Basic Prev.	$1,986				$1,986	69	69
T-11	Basic Prev.	$1,294				$1,294	74	74
T-12	Basic Prev.	$52				$52	84	84
T-13	Basic Prev.	$541				$541	69	69

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PLAN YEAR: 2023					ESTIMATED COST:	$39,403	PCI	
SectionI	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**before**	**after**
A-11	Basic Prev.	$1,737				$1,737	72	72
A-12	Basic Prev.	$37				$37	88	88
R-11	Basic Prev.	$12,158				$12,158	65	65
R-12	Basic Prev.	$2,069				$2,069	67	67
T-11	Basic Prev.	$1,484				$1,484	72	72
T-12	Prev. & Fog Seal	$82	$1,150			$1,232	81	88
T-13	Prev. & Thin AC	$563	$20,123			$20,686	67	76

PLAN YEAR: 2024					ESTIMATED COST:	$19,030	PCI	
SectionI	**Maintenance**	**Local**	**Global**	**Major<Crit**	**Major>Crit**	**Total**	**before**	**after**
A-11	Basic Prev.	$1,995				$1,995	69	69
A-12	Basic Prev.	$94				$94	84	84
R-11	Basic Prev.	$12,681				$12,681	64	64
R-12	Basic Prev.	$2,151				$2,151	66	66
T-11	Basic Prev.	$1,648				$1,648	70	70
T-12	Basic Prev.	$52				$52	84	84
T-13	Basic Prev.	$407				$407	74	74

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A-11, overview

A-11, surface detail with cracks & depression

A-12, surface detail with patch & crack

A-12, overview

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T-11, failed patch with depression

T-11, surface detail with crack

T-12, overview

T-12, surface detail

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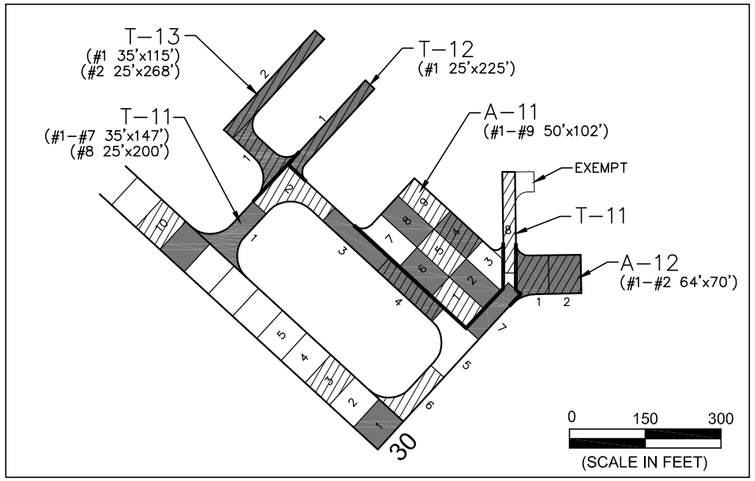
T-13, surface detail with weathered aggregate

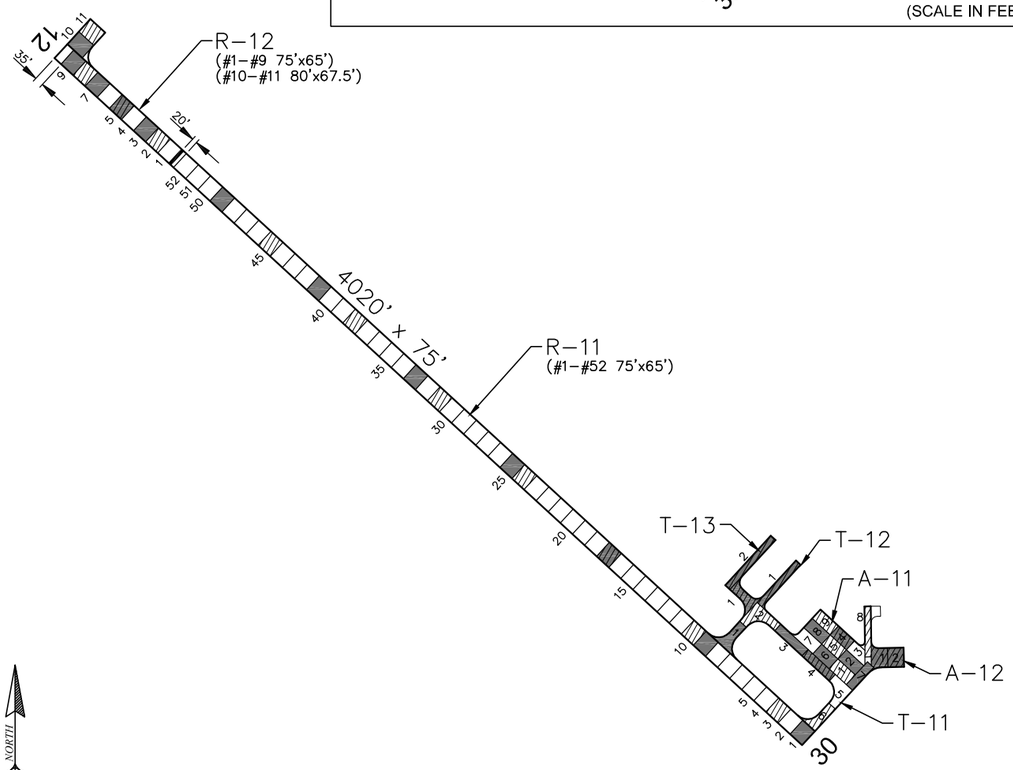
R-11, surface detail with cracks & depression

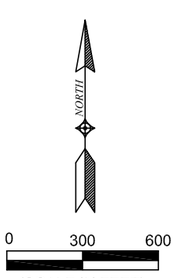
R-12, overview with double markings

R-12, surface detail with cracks

SCOBEY







PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

SCOBEY

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–11		F6	6" P–208	6" P–207	4" P–401		12,500			1 2
R–12		F7	14" P–154		4" P–401		12,500			1 2
TAXIWAYS										
T–11		F6	6" P–154	6" P–207	4" P–401		12,500			1 2
T–12			14" P–154		4" P–401		12,500			1 2
T–13			6" P–152	10" P–208	4" P–401		12,500			2
APRONS										
A–11		F6	8" P–154	6" P–207	4" P–401		12,500			1 2
A–12		F6	GEOGRID 12" P–152, 6" P–154	6" P–207	4" P–401		12,500			1 2

REMARKS:

ADAP–01, 1979, CONSTRUCT RUNWAY EXTENSION, CONNECTING TAXIWAY, AND APRON EXTENSIONS. RESURFACE RUNWAY, TAXIWAY, AND APRON.

AIP–01, 1985, REHABILITATE ALL PAVEMENTS.

1 AIP–02, 1998, RECONSTRUCT RUNWAY, TAXIWAYS, AND APRON. CONSTRUCT HANGAR ACCESS TAXIWAY (T–12).

2 AIP–003, 2003, CONSTRUCT HANGAR ACCESS TAXIWAY (T–13), CRACK SEAL, FOG SEAL, AND REMARK ALL AIRCRAFT PAVEMENTS.

LEGEND

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

DATE OF PAVEMENT STRENGTH SURVEY:	JUNE 22, 1967
EVALUATED BY:	W. MOORE
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	JUNE 17, 2009
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

SCOBEY AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION

SCOBEY
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA