# THOMPSON FALLS AIRPORT

Branch: 02A **APRON** **A-1**

**Length:** 285 LF **Width:** 94 LF **Area:** 26,790 SF **Last Const. :** 1995 **Family:** 9ACAM
**From:** A-2 **To:** T-4 **Surface:** AC

## Inspections

**Samples Surveyed:** 3 **Total Samples:** 6 **Last Inspection Date:** 8/11/2009 **PCI: 66**

**Sample # 2** **Area:** 4465 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 70 LF |
| DEPRESSION | L | 160 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 8 LF |
| WEATHERING/RAVELING | L | 22 SF |
| PATCHING | L | 20 SF |
| BLEEDING | N | 17 SF |
| OIL SPILLAGE | N | 13 SF |
| DEPRESSION | M | 4 SF |
| WEATHERING/RAVELING | M | 1 SF |

**Sample # 3** **Area:** 4465 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| DEPRESSION | L | 65 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 19 LF |
| OIL SPILLAGE | N | 50 SF |
| WEATHERING/RAVELING | L | 22 SF |
| PATCHING | L | 12 SF |
| WEATHERING/RAVELING | M | 3 SF |
| DEPRESSION | M | 3 SF |

**Sample # 6** **Area:** 4465 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 75 LF |
| WEATHERING/RAVELING | L | 22 SF |
| DEPRESSION | L | 21 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 3 LF |
| PATCHING | L | 6 SF |
| OIL SPILLAGE | N | 4 SF |
| DEPRESSION | M | 2 SF |
| WEATHERING/RAVELING | M | 1 SF |
| PATCHING | L | 1 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| DEPRESSION | L | 492 SF | 1.84 % | 10.62 |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 328 LF | 1.22 % | 5.44 |
| DEPRESSION | M | 18 SF | 0.07 % | 5.20 |
| WEATHERING/RAVELING | M | 10 SF | 0.04 % | 4.00 |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 22 LF | 0.08 % | 4.00 |
| OIL SPILLAGE | N | 134 SF | 0.50 % | 3.09 |
| PATCHING | L | 78 SF | 0.29 % | 2.10 |
| WEATHERING/RAVELING | L | 132 SF | 0.49 % | 1.76 |
| BLEEDING | N | 34 SF | 0.13 % | 0.11 |

* 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** 48.0 **% Climate/Durability** 52.0 **% Other**

# THOMPSON FALLS AIRPORT

Branch: 02A **APRON** **A-2**

**Length:** 260 LF **Width:** 169 LF **Area:** 52,490 SF **Last Const. :** 1995 **Family:** 9ACAM

**From:** Hangar **To:** T-3 **Surface:** AC

## Inspections

**Samples Surveyed:** 4 **Total Samples:** 11 **Last Inspection Date:** 8/11/2009 **PCI: 67**

**Sample # 3** **Area:** 4872 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 92 LF |
| DEPRESSION | L | 70 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 13 LF |
| WEATHERING/RAVELING | L | 25 SF |
| WEATHERING/RAVELING | M | 3 SF |
| DEPRESSION | M | 3 SF |

**Sample # 6** **Area:** 4972 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 185 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 32 LF |
| OIL SPILLAGE | N | 40 SF |
| DEPRESSION | L | 30 SF |
| WEATHERING/RAVELING | L | 25 SF |
| ALLIGATOR CRACKING | L | 12 SF |

**Sample # 7** **Area:** 4872 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 159 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 45 LF |
| WEATHERING/RAVELING | L | 35 SF |
| DEPRESSION | L | 32 SF |
| OIL SPILLAGE | N | 10 SF |
| ALLIGATOR CRACKING | L | 6 SF |
| SWELLING | L | 3 SF |

**Sample # 10** **Area:** 4290 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 119 LF |
| SWELLING | L | 156 SF |
| DEPRESSION | L | 100 SF |
| OIL SPILLAGE | N | 63 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 13 LF |
| SWELLING | M | 24 SF |
| WEATHERING/RAVELING | L | 21 SF |
| WEATHERING/RAVELING | M | 5 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| SWELLING | M | 66 SF | 0.13 % | 10.43 |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 1533 LF | 2.92 % | 9.84 |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 285 LF | 0.54 % | 8.60 |
| DEPRESSION | L | 641 SF | 1.22 % | 7.84 |
| ALLIGATOR CRACKING | L | 50 SF | 0.09 % | 7.00 |
| DEPRESSION | M | 8 SF | 0.02 % | 5.20 |
| WEATHERING/RAVELING | M | 22 SF | 0.04 % | 4.00 |
| OIL SPILLAGE | N | 312 SF | 0.59 % | 3.16 |
| SWELLING | L | 439 SF | 0.84 % | 2.61 |
| WEATHERING/RAVELING | L | 293 SF | 0.56 % | 1.87 |

* 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

12.0 **% Load** 40.0 **% Climate/Durability** 48.0 **% Other**

# THOMPSON FALLS AIRPORT

Branch: 02R **RUNWAY** **R-1**

**Length:** 4,200 LF **Width:** 60 LF **Area:** 252,000 SF **Last Const. :** 1995 **Family:** 9ACRMU
**From:** STA 0+00 **To:** STA 42+00 **Surface:** AC

## Inspections

**Samples Surveyed:** 7 **Total Samples:** 52 **Last Inspection Date:** 8/11/2009 **PCI: 79**

**Sample # 2** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 93 LF |
| WEATHERING/RAVELING | L | 96 SF |
| SWELLING | L | 80 SF |
| BLEEDING | N | 80 SF |
| WEATHERING/RAVELING | M | 24 SF |
| DEPRESSION | L | 7 SF |

**Sample # 9** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 133 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 24 SF |

**Sample # 16** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 144 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 24 SF |

**Sample # 23** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 71 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 24 SF |

**Sample # 30** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 155 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 24 SF |

**Sample # 37** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 303 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 24 SF |

**Sample # 44** **Area:** 4800 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 169 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 24 SF |
| PATCHING | L | 2 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 8012 LF | 3.18 % | 10.50 |
| WEATHERING/RAVELING | M | 1260 SF | 0.50 % | 6.15 |
| WEATHERING/RAVELING | L | 5040 SF | 2.00 % | 3.99 |
| PATCHING | L | 15 SF | 0.01 % | 2.00 |
| BLEEDING | N | 600 SF | 0.24 % | 1.56 |
| SWELLING | L | 600 SF | 0.24 % | 1.54 |
| DEPRESSION | L | 52 SF | 0.02 % | 0.30 |

* 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** 87.0 **% Climate/Durability** 13.0 **% Other**

# THOMPSON FALLS AIRPORT

Branch: 02R **RUNWAY** **R-2**

**Length:** 4,200 LF **Width:** 15 LF **Area:** 63,000 SF **Last Const. :** 1995 **Family:** 9ACRMU
**From:** R-1 width extension **To:** **Surface:** AC

## Inspections

**Samples Surveyed:** 5 **Total Samples:** 13 **Last Inspection Date:** 8/11/2009 **PCI: 64**

**Sample # 1** **Area:** 4845 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 325 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 36 SF |
| DEPRESSION | L | 20 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 6 LF |

**Sample # 2** **Area:** 4845 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 743 LF |
| WEATHERING/RAVELING | L | 96 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 17 LF |
| WEATHERING/RAVELING | M | 48 SF |
| ALLIGATOR CRACKING | L | 25 SF |
| SWELLING | L | 2 SF |

**Sample # 7** **Area:** 4845 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 61 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 48 SF |
| SWELLING | L | 2 SF |

**Sample # 11** **Area:** 4845 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 250 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 84 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 48 SF |
| ALLIGATOR CRACKING | L | 32 SF |

**Sample # 12** **Area:** 4845 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 528 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 31 LF |
| WEATHERING/RAVELING | L | 96 SF |
| WEATHERING/RAVELING | M | 48 SF |
| ALLIGATOR CRACKING | L | 12 SF |
| SWELLING | L | 1 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 4961 LF | 7.87 % | 20.13 |
| ALLIGATOR CRACKING | L | 179 SF | 0.28 % | 10.47 |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 359 LF | 0.57 % | 8.79 |
| WEATHERING/RAVELING | M | 593 SF | 0.94 % | 7.70 |
| WEATHERING/RAVELING | L | 1248 SF | 1.98 % | 3.96 |
| SWELLING | L | 13 SF | 0.02 % | 1.00 |
| DEPRESSION | L | 52 SF | 0.08 % | 0.30 |

* 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

20.0 **% Load** 78.0 **% Climate/Durability** 2.0 **% Other**

# THOMPSON FALLS AIRPORT

Branch: 02T **TAXIWAY** **T-4**

**Length:** 1,820 LF **Width:** 35 LF **Area:** 66,300 SF **Last Const. :** 1995 **Family:** 9ACRMU
**From:** R-2 **To:** A-2 **Surface:** AC

## Inspections

**Samples Surveyed:** 4 **Total Samples:** 13 **Last Inspection Date:** 8/11/2009 **PCI: 75**

**Sample # 3** **Area:** 4900 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 146 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 57 LF |
| WEATHERING/RAVELING | L | 24 SF |
| DEPRESSION | L | 13 SF |

**Sample # 6** **Area:** 4900 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 200 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 19 LF |
| WEATHERING/RAVELING | L | 24 SF |
| DEPRESSION | L | 8 SF |
| WEATHERING/RAVELING | M | 7 SF |

**Sample # 9** **Area:** 4900 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 346 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 93 LF |
| WEATHERING/RAVELING | L | 24 SF |
| ALLIGATOR CRACKING | M | 16 SF |
| DEPRESSION | L | 11 SF |
| WEATHERING/RAVELING | M | 9 SF |
| PATCHING | L | 3 SF |

**Sample # 12** **Area:** 4900 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 203 LF |
| WEATHERING/RAVELING | L | 49 SF |
| PATCHING | L | 1 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 3028 LF | 4.57 % | 13.82 |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 572 LF | 0.86 % | 10.52 |
| ALLIGATOR CRACKING | M | 54 SF | 0.08 % | 10.00 |
| WEATHERING/RAVELING | M | 54 SF | 0.08 % | 4.00 |
| PATCHING | L | 14 SF | 0.02 % | 2.00 |
| WEATHERING/RAVELING | L | 409 SF | 0.62 % | 1.98 |
| DEPRESSION | L | 108 SF | 0.16 % | 0.52 |

* 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

23.0 **% Load** 76.0 **% Climate/Durability** 1.0 **% Other**

# THOMPSON FALLS AIRPORT

Branch: 02T **TAXIWAY** **T-5**

**Length:** 1,778 LF **Width:** 25 LF **Area:** 50,090 SF **Last Const. :** 2000 **Family:** 9ACRMU
**From:** A-2 **To:** HANGARS **Surface:** AC

## Inspections

**Samples Surveyed:** 4 **Total Samples:** 10 **Last Inspection Date:** 8/11/2009 **PCI: 81**

**Sample # 1** **Area:** 5225 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 22 LF |
| OIL SPILLAGE | N | 27 SF |
| WEATHERING/RAVELING | L | 26 SF |

**Sample # 3** **Area:** 5225 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 67 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 31 LF |
| WEATHERING/RAVELING | L | 26 SF |

**Sample # 5** **Area:** 4725 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 60 LF |
| OIL SPILLAGE | N | 63 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 19 LF |
| DEPRESSION | L | 30 SF |
| WEATHERING/RAVELING | L | 25 SF |
| PATCHING | L | 5 SF |

**Sample # 8** **Area:** 4935 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | M | 124 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 42 LF |
| OIL SPILLAGE | N | 35 SF |
| WEATHERING/RAVELING | L | 25 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | M | 434 LF | 0.87 % | 10.54 |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 476 LF | 0.95 % | 4.84 |
| OIL SPILLAGE | N | 311 SF | 0.62 % | 3.18 |
| PATCHING | L | 12 SF | 0.02 % | 2.00 |
| WEATHERING/RAVELING | L | 254 SF | 0.51 % | 1.78 |
| DEPRESSION | L | 75 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** 84.0 **% Climate/Durability** 16.0 **% Other**

# THOMPSON FALLS AIRPORT

Branch: 02T **TAXIWAY** **T-6**

**Length:** 607 LF **Width:** 25 LF **Area:** 15,175 SF **Last Const. :** 2003 **Family:** 9ACRMU
**From:** T-5 **To:** HANGARS **Surface:** AC

## Inspections

**Samples Surveyed:** 3 **Total Samples:** 3 **Last Inspection Date:** 8/11/2009 **PCI: 85**

**Sample # 1** **Area:** 5225 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING/RAVELING | L | 52 SF |
| WEATHERING/RAVELING | H | 1 SF |
| PATCHING | L | 1 SF |

**Sample # 2** **Area:** 5225 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING/RAVELING | L | 52 SF |
| WEATHERING/RAVELING | M | 4 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 1 LF |
| DEPRESSION | L | 3 SF |
| PATCHING | L | 3 SF |
| SWELLING | L | 2 SF |

**Sample # 3** **Area:** 4725 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 53 LF |
| WEATHERING/RAVELING | L | 47 SF |
| DEPRESSION | L | 27 SF |
| WEATHERING/RAVELING | M | 20 SF |
| OIL SPILLAGE | N | 15 SF |
| PATCHING | L | 4 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| WEATHERING/RAVELING | H | 1 SF | 0.01 % | 6.00 |
| WEATHERING/RAVELING | M | 24 SF | 0.16 % | 4.39 |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 54 LF | 0.36 % | 3.77 |
| WEATHERING/RAVELING | L | 151 SF | 1.00 % | 2.61 |
| OIL SPILLAGE | N | 15 SF | 0.10 % | 2.00 |
| PATCHING | L | 8 SF | 0.05 % | 2.00 |
| SWELLING | L | 2 SF | 0.01 % | 1.00 |
| DEPRESSION | L | 30 SF | 0.20 % | 0.76 |

* 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**

# THOMPSON FALLS AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $26,785

| Section | Distress Description | Severity | Quantity | Work Description | Quantity | Cost | Policy |
|---|---|---|---|---|---|---|---|
| A-1 | L & T CR | M | 22 LF | Crack Sealing - AC | 22 LF | $33 | PREV. |
| A-1 | DEPRESSION | M | 18 SF | Patching - AC Deep | 40 SF | $1,446 | PREV. |
| A-1 | OIL SPILLAGE | N | 134 SF | Patching - AC Shallow | 185 SF | $2,769 | PREV. |
| A-2 | L & T CR | M | 285 LF | Crack Sealing - AC | 285 LF | $427 | PREV. |
| A-2 | DEPRESSION | M | 9 SF | Patching - AC Deep | 24 SF | $883 | PREV. |
| A-2 | SWELLING | M | 67 SF | Patching - AC Deep | 104 SF | $3,813 | PREV. |
| A-2 | OIL SPILLAGE | N | 313 SF | Patching - AC Shallow | 388 SF | $5,808 | PREV. |
| R-2 | L & T CR | M | 359 LF | Crack Sealing - AC | 359 LF | $538 | PREV. |
| T-4 | L & T CR | M | 572 LF | Crack Sealing - AC | 572 LF | $858 | PREV. |
| T-4 | ALLIGATOR CR | M | 55 SF | Patching - AC Deep | 88 SF | $3,246 | PREV. |
| T-5 | L & T CR | M | 434 LF | Crack Sealing - AC | 434 LF | $650 | PREV. |
| T-5 | OIL SPILLAGE | N | 312 SF | Patching - AC Shallow | 387 SF | $5,796 | PREV. |
| T-6 | OIL SPILLAGE | N | 15 SF | Patching - AC Shallow | 35 SF | $519 | PREV. |

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $113,497

PLAN YEAR: 2010 ESTIMATED COST: $397,794

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $4,248 | | | | $4,248 | 65 | 65 |
| A-2 | Prev. & Thin AC | $10,931 | $83,984 | | | $94,915 | 66 | 81 |
| R-2 | Prev. & Thin AC | $538 | $100,800 | | | $101,339 | 63 | 76 |
| T-4 | Prev. & Thin AC | $4,104 | $106,080 | | | $110,184 | 74 | 86 |
| T-5 | Prev. & Thin AC | $6,446 | $80,144 | | | $86,590 | 80 | 93 |
| T-6 | Basic Prev. | $519 | | | | $519 | 84 | 84 |

PLAN YEAR: 2011 ESTIMATED COST: $12,435

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $1,383 | | | | $1,383 | 62 | 62 |
| A-2 | Basic Prev. | $1,189 | | | | $1,189 | 78 | 78 |
| R-1 | Basic Prev. | $6,822 | | | | $6,822 | 76 | 76 |
| R-2 | Basic Prev. | $2,067 | | | | $2,067 | 73 | 73 |
| T-4 | Basic Prev. | $739 | | | | $739 | 83 | 83 |
| T-5 | Basic Prev. | $32 | | | | $32 | 90 | 90 |
| T-6 | Basic Prev. | $204 | | | | $204 | 82 | 82 |

PLAN YEAR: 2012 ESTIMATED COST: $15,408

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $1,509 | | | | $1,509 | 59 | 59 |
| A-2 | Basic Prev. | $1,583 | | | | $1,583 | 74 | 74 |
| R-1 | Basic Prev. | $8,353 | | | | $8,353 | 73 | 73 |
| R-2 | Basic Prev. | $2,463 | | | | $2,463 | 71 | 71 |
| T-4 | Basic Prev. | $982 | | | | $982 | 81 | 81 |
| T-5 | Basic Prev. | $252 | | | | $252 | 87 | 87 |
| T-6 | Basic Prev. | $265 | | | | $265 | 80 | 80 |

PLAN YEAR: 2013 ESTIMATED COST: $42,755

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $1,723 | | | | $1,723 | 56 | 56 |
| A-2 | Basic Prev. | $1,966 | | | | $1,966 | 72 | 72 |
| R-1 | Basic Prev. | $9,948 | | | | $9,948 | 71 | 71 |
| R-2 | Basic Prev. | $2,743 | | | | $2,743 | 68 | 68 |
| T-4 | Basic Prev. | $1,295 | | | | $1,295 | 79 | 79 |
| T-5 | Basic Prev. | $449 | | | | $449 | 85 | 85 |
| T-6 | Prev. & Thin AC | $351 | $24,280 | | | $24,631 | 77 | 89 |

PLAN YEAR: 2014 ESTIMATED COST: $20,584

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $1,943 | | | | $1,943 | 54 | 54 |
| A-2 | Basic Prev. | $2,255 | | | | $2,255 | 69 | 69 |
| R-1 | Basic Prev. | $11,022 | | | | $11,022 | 68 | 68 |
| R-2 | Basic Prev. | $2,963 | | | | $2,963 | 66 | 66 |
| T-4 | Basic Prev. | $1,677 | | | | $1,677 | 76 | 76 |
| T-5 | Basic Prev. | $634 | | | | $634 | 82 | 82 |
| T-6 | Basic Prev. | $90 | | | | $90 | 86 | 86 |

# THOMPSON FALLS AIRPORT

PLAN YEAR: 2015 ESTIMATED COST: $22,744

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $2,171 | | | | $2,171 | 50 | 50 |
| A-2 | Basic Prev. | $2,448 | | | | $2,448 | 66 | 66 |
| R-1 | Basic Prev. | $11,902 | | | | $11,902 | 65 | 65 |
| R-2 | Basic Prev. | $3,182 | | | | $3,182 | 63 | 63 |
| T-4 | Basic Prev. | $2,075 | | | | $2,075 | 74 | 74 |
| T-5 | Basic Prev. | $818 | | | | $818 | 80 | 80 |
| T-6 | Basic Prev. | $148 | | | | $148 | 84 | 84 |

PLAN YEAR: 2016 ESTIMATED COST: $80,764

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Reconstruct | | | $58,159 | | $58,159 | 47 | 100 |
| A-2 | Basic Prev. | $2,641 | | | | $2,641 | 63 | 63 |
| R-1 | Basic Prev. | $12,778 | | | | $12,778 | 63 | 63 |
| R-2 | Basic Prev. | $3,396 | | | | $3,396 | 60 | 60 |
| T-4 | Basic Prev. | $2,489 | | | | $2,489 | 71 | 71 |
| T-5 | Basic Prev. | $1,096 | | | | $1,096 | 78 | 78 |
| T-6 | Basic Prev. | $204 | | | | $204 | 82 | 82 |

PLAN YEAR: 2017 ESTIMATED COST: $24,746

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-2 | Basic Prev. | $2,834 | | | | $2,834 | 60 | 60 |
| R-1 | Basic Prev. | $13,633 | | | | $13,633 | 60 | 60 |
| R-2 | Basic Prev. | $3,794 | | | | $3,794 | 58 | 58 |
| T-4 | Basic Prev. | $2,830 | | | | $2,830 | 69 | 69 |
| T-5 | Basic Prev. | $1,390 | | | | $1,390 | 75 | 75 |
| T-6 | Basic Prev. | $265 | | | | $265 | 80 | 80 |

PLAN YEAR: 2018 ESTIMATED COST: $27,800

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-2 | Basic Prev. | $3,225 | | | | $3,225 | 57 | 57 |
| R-1 | Basic Prev. | $15,269 | | | | $15,269 | 58 | 58 |
| R-2 | Basic Prev. | $4,199 | | | | $4,199 | 56 | 56 |
| T-4 | Basic Prev. | $3,061 | | | | $3,061 | 66 | 66 |
| T-5 | Basic Prev. | $1,695 | | | | $1,695 | 73 | 73 |
| T-6 | Basic Prev. | $351 | | | | $351 | 77 | 77 |

PLAN YEAR: 2019 ESTIMATED COST: $30,955

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $102 | | | | $102 | 88 | 88 |
| A-2 | Basic Prev. | $3,651 | | | | $3,651 | 55 | 55 |
| R-1 | Basic Prev. | $16,882 | | | | $16,882 | 55 | 55 |
| R-2 | Basic Prev. | $4,574 | | | | $4,574 | 54 | 54 |
| T-4 | Basic Prev. | $3,293 | | | | $3,293 | 64 | 64 |
| T-5 | Basic Prev. | $2,013 | | | | $2,013 | 70 | 70 |
| T-6 | Basic Prev. | $441 | | | | $441 | 75 | 75 |

PLAN YEAR: 2020 ESTIMATED COST: $404,908

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $260 | | | | $260 | 84 | 84 |
| A-2 | Prev. & Thin AC | $4,090 | $83,984 | | | $88,074 | 52 | 66 |
| R-1 | Basic Prev. | $18,373 | | | | $18,373 | 53 | 53 |
| R-2 | Prev. & Thin AC | $4,912 | $100,800 | | | $105,713 | 52 | 63 |
| T-4 | Prev. & Thin AC | $3,520 | $106,080 | | | $109,600 | 61 | 74 |
| T-5 | Prev. & Thin AC | $2,210 | $80,144 | | | $82,354 | 68 | 80 |
| T-6 | Basic Prev. | $534 | | | | $534 | 72 | 72 |

PLAN YEAR: 2021 ESTIMATED COST: $35,745

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Prev. & Fog Seal | $409 | $5,358 | | | $5,767 | 81 | 88 |
| A-2 | Basic Prev. | $2,641 | | | | $2,641 | 63 | 63 |
| R-1 | Basic Prev. | $19,727 | | | | $19,727 | 51 | 51 |
| R-2 | Basic Prev. | $3,396 | | | | $3,396 | 60 | 60 |
| T-4 | Basic Prev. | $2,489 | | | | $2,489 | 71 | 71 |
| T-5 | Basic Prev. | $1,096 | | | | $1,096 | 78 | 78 |
| T-6 | Basic Prev. | $628 | | | | $628 | 70 | 70 |

# THOMPSON FALLS AIRPORT

PLAN YEAR: 2022 ESTIMATED COST: $533,633

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $260 | | | | $260 | 84 | 84 |
| A-2 | Basic Prev. | $2,834 | | | | $2,834 | 60 | 60 |
| R-1 | Reconstruct | | | $521,844 | | $521,844 | 50 | 100 |
| R-2 | Basic Prev. | $3,794 | | | | $3,794 | 58 | 58 |
| T-4 | Basic Prev. | $2,830 | | | | $2,830 | 69 | 69 |
| T-5 | Basic Prev. | $1,390 | | | | $1,390 | 75 | 75 |
| T-6 | Basic Prev. | $681 | | | | $681 | 67 | 67 |

PLAN YEAR: 2023 ESTIMATED COST: $37,603

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $409 | | | | $409 | 81 | 81 |
| A-2 | Basic Prev. | $3,225 | | | | $3,225 | 57 | 57 |
| R-2 | Basic Prev. | $4,199 | | | | $4,199 | 56 | 56 |
| T-4 | Basic Prev. | $3,061 | | | | $3,061 | 66 | 66 |
| T-5 | Basic Prev. | $1,695 | | | | $1,695 | 73 | 73 |
| T-6 | Prev. & Thin AC | $734 | $24,280 | | | $25,014 | 65 | 77 |

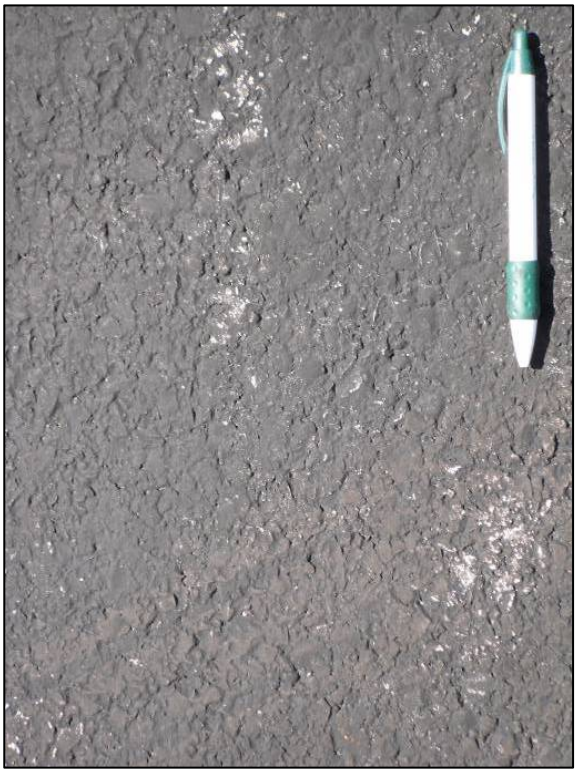
PLAN YEAR: 2024 ESTIMATED COST: $14,575

| SectionI | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI before | PCI after |
|---|---|---|---|---|---|---|---|---|
| A-1 | Basic Prev. | $604 | | | | $604 | 78 | 78 |
| A-2 | Basic Prev. | $3,651 | | | | $3,651 | 55 | 55 |
| R-2 | Basic Prev. | $4,574 | | | | $4,574 | 54 | 54 |
| T-4 | Basic Prev. | $3,293 | | | | $3,293 | 64 | 64 |
| T-5 | Basic Prev. | $2,013 | | | | $2,013 | 70 | 70 |
| T-6 | Basic Prev. | $441 | | | | $441 | 75 | 75 |

# THOMPSON FALLS AIRPORT

8/11/2009

**A-1**, overview



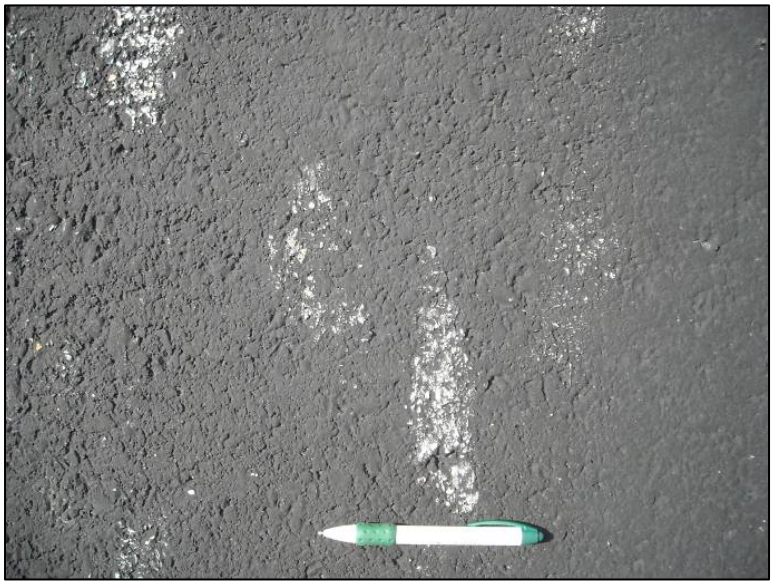
**A-1**, surface detail with scrape

**A-2**, overview with depression

**A-2**, surface detail with scrape

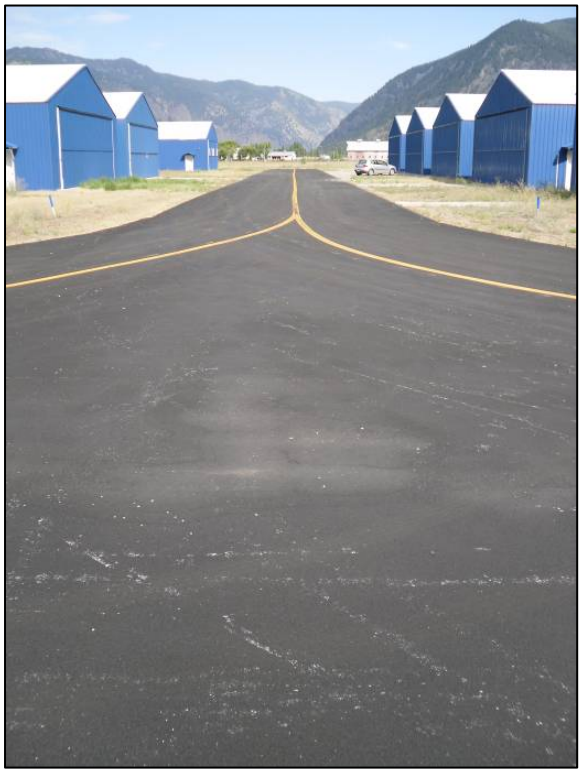
# THOMPSON FALLS AIRPORT

8/11/2009



**T-4**, surface detail with scrapes

**T-4**, alligator cracking, scrapes, & vegetation



**T-5**, overview with depression

**T-5**, surface detail

# THOMPSON FALLS AIRPORT

8/11/2009

**T-6**, overview

**T-6**, surface detail

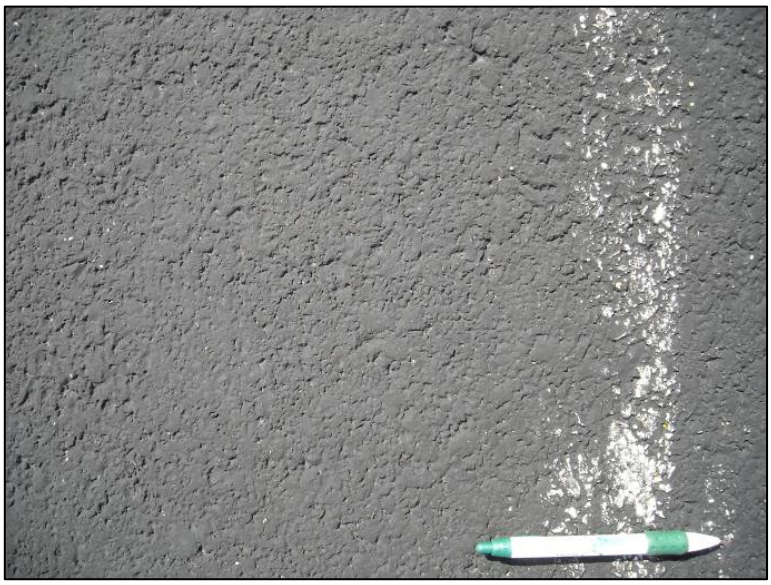
**R-1**, overview

**R-1**, surface detail with bleeding & scrapes

# THOMPSON FALLS AIRPORT

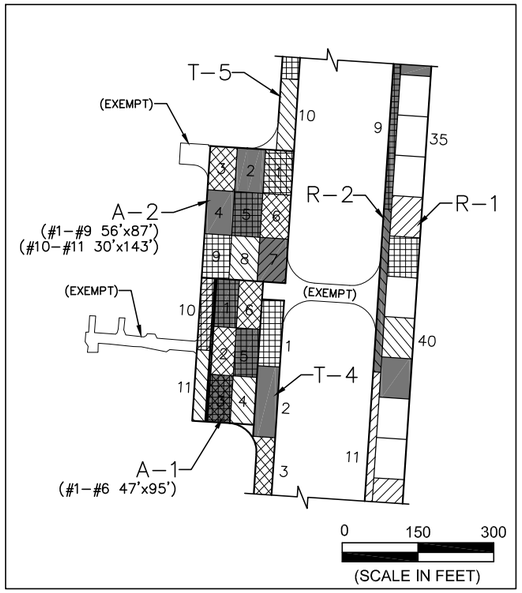
8/11/2009

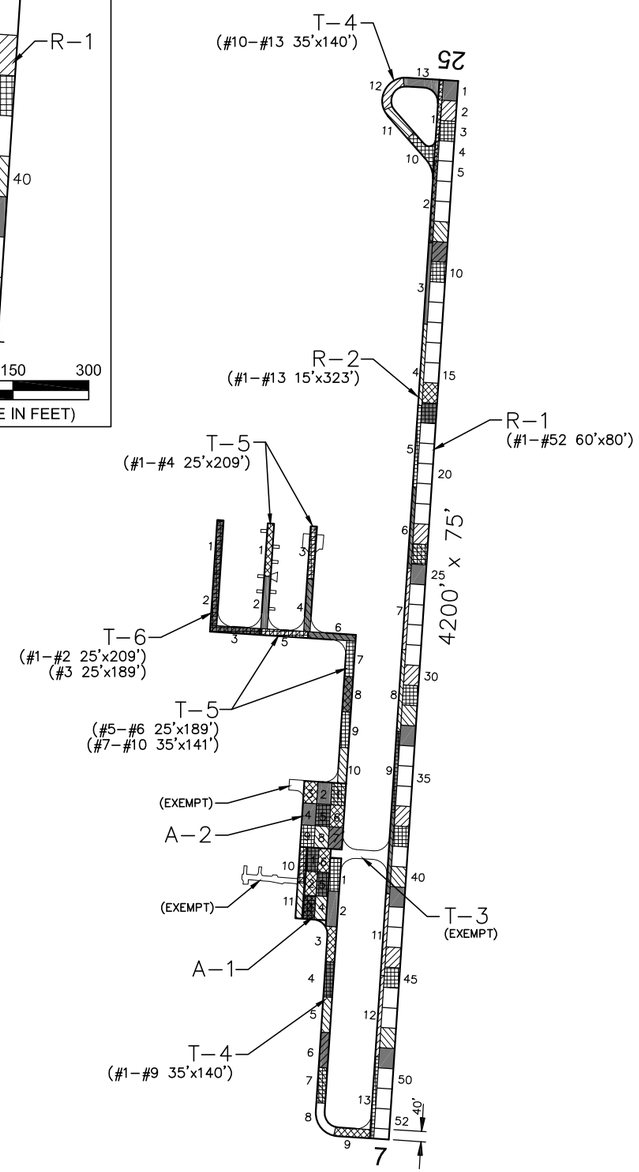
**R-2**, overview with vegetation, scrapes & alligator cracking

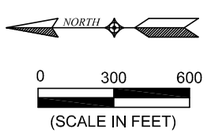


**R-2**, surface detail with scrape

# THOMPSON FALLS




# 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–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:**

A BASE COURSE MODIFIED TO 70% CRUSHED ONE FACE.
1 AIP–01, 1983
2 AIP–02, 1995, REHABILITATE RUNWAY 7–25 AND PORTION OF APRON (A–1); CONSTRUCT CONNECTING TAXIWAY, PARTIAL PARALLEL TAXIWAY, AND TURNAROUND; EXPAND APRON.
3 AIP–03, 2000, CONSTRUCT HANGAR ACCESS TAXIWAYS (T–5).
4 AIP–04, 2003, CONSTRUCT TAXIWAY (T–6); CRACK SEAL, FOG SEAL, AND REMARK REMAINING PAVEMENTS.
5 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

| | |
|---|---|
| DATE OF PAVEMENT STRENGTH SURVEY: | APRIL 25, 1990 |
| EVALUATED BY: | J. STYBA |
| DATE OF MOST RECENT PAVEMENT CONDITION SURVEY: | AUG. 11, 2009 |
| EVALUATED BY: | B. BURKLAND |

**MONTANA AVIATION SYSTEM PLAN**
**2009 UPDATE - PAVEMENT CONDITION INDEXES**

**THOMPSON FALLS AIRPORT**

PREPARED FOR: MONTANA AERONAUTICS DIVISION

THOMPSON FALLS
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA

THOMPSON FALLS