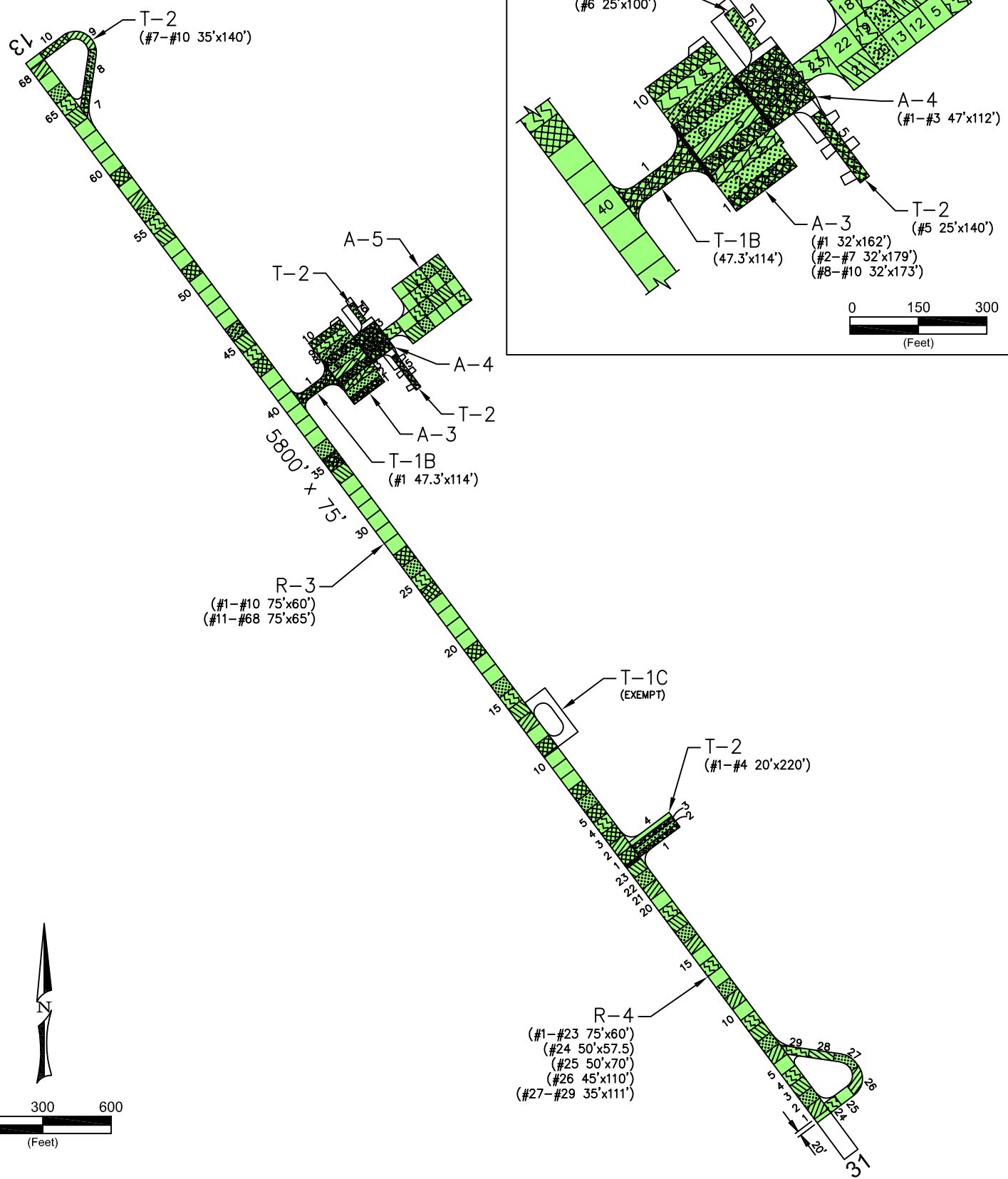


# DEER LODGE

# PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY



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-3	E-4	CBR=13.5		6" P-208	2.5" P-401	2"P-401,P-609	30,000			1,2,4
R-4		CBR=13.5		4" P-209	4" P-401	P-609	30,000			2,4
<b>TAXIWAYS</b>										
T-1B	E-4	CBR=13.5		6"P-208,2"P-207	2.5" P-401	P-609	12,500			1,4
T-2	E-4	CBR=13.5		6"P-208,4"P-207	2.5" P-401	P-609	12,500			1,4
<b>APRONS</b>										
A-3	E-4	CBR=13.5		6"P-208,2"P-207	2.5" P-401	1.5"P-401,P-609	30,000			1,3,4
A-4	E-4	CBR=13.5		4" P-207	2.5" P-401	1.5"P-401,P-609	30,000			1,3
A-5		CBR=13.5	P-154	4" P-208	4" P-401	P-609	30,000			3

**REMARKS:**

- AIP-002-1995, RECONSTRUCT RUNWAY, TAXIWAY, AND APRON; EXPAND APRON; CONSTRUCT ACCESS TAXIWAY; EXTEND AND CONSTRUCT RUNWAY TURNAROUNDS.
- AIP-006-2006, EXTEND RUNWAY AND CONSTRUCT TURNAROUND; OVERLAY RUNWAY.
- AIP-008-2009, CONSTRUCT APRON (A-5), OVERLAY APRON (A-3,A-4) [INSPECTED PRIOR TO CONSTRUCTION].
- AIP-010-2012, CRACK SEAL, FOG SEAL, AND REMARK RUNWAY (R-3,R-4), TAXIWAY (T-1B,T-2), APRON (A-3).

<b>LEGEND</b> [Grey Box] 2006 SURVEY AREA (NOT SURVEYED) [Diagonal Lines] 2009 SURVEY AREA [Cross-hatch] 2012 SURVEY AREA [Dotted] 2015 SURVEY AREA [Grid] 2018 SURVEY AREA [Green Box] MAINTAIN: PCI > 60 [Yellow Box] TRANSITION: PCI 45 TO 60 [Red Box] RECONSTRUCT: PCI < 45	DATE OF PAVEMENT STRENGTH SURVEY:		<b>MONTANA AVIATION SYSTEM PLAN</b> <b>2018 UPDATE - PAVEMENT CONDITION INDEXES</b> <b>DEER LODGE CITY-COUNTY</b> <b>(385)</b> Date: _____ Prepared For: _____ Prepared By: _____ 
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 10, 2018	
	EVALUATED BY:	S. BROWN	
LOCATION:	DEER LODGE MONTANA	DECEMBER 2018	



**A-3, Overview**



**A-3, Patch Depression and Crack**



**A-4, Overview**



**A-4, Surface, Patch and Crack**



**R-3, Overview**



**R-3, Cracks**



**T-1B, Overview**



**T-1B, Surface with Duct Marker**



**T-2, Overview**



**T-2, Crack with Mechanical Raveling**

# DEER LODGE AIRPORT

Branch: 08A      **APRON**

**A-3**

**Length:** 317 LF      **Width:** 179 LF      **Area:** 55,310 SF      **Last Const:** 1996      **Family:** ACAM  
**From:** CONN TAXIWAY      **To:** A-4      **Surface:** AAC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 10      **Last Inspection Date:** 10/10/2018      **PCI:** 61

**Sample # 1**      **Area:** 5,184 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	232 LF
WEATHERING	L	5184 SF
DEPRESSION	L	22.7 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF

**Sample # 3**      **Area:** 5,728 SF

Distress Description	Severity	Quantity
RAVELING	L	480 SF
JOINT REFLECTION CRACKING	L	469 LF
JOINT REFLECTION CRACKING	M	43 LF
WEATHERING	L	5728 SF
DEPRESSION	L	6.4 SF
DEPRESSION	M	32 SF
PATCHING	M	34.6 SF

**Sample # 7**      **Area:** 5,728 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	505 LF
PATCHING	L	34.6 SF
DEPRESSION	M	32 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF
RAVELING	L	720 SF
WEATHERING	L	5728 SF

**Sample # 9**      **Area:** 5,536 SF

Distress Description	Severity	Quantity
DEPRESSION	H	3 SF
WEATHERING	L	5536 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	403 LF
RAVELING	L	390 SF
DEPRESSION	L	128.3 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	78 LF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	HIGH	7 SF	0.01%	12.00
DEPRESSION	LOW	393 SF	0.71%	4.83
DEPRESSION	MEDIUM	160 SF	0.29%	7.59
JOINT REFLECTION CRACKING	LOW	1,170 LF	2.11%	5.86
JOINT REFLECTION CRACKING	MEDIUM	107 LF	0.19%	1.27
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,843 LF	5.14%	15.07
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	272 LF	0.49%	8.23
PATCHING	LOW	86 SF	0.16%	2.01
PATCHING	MEDIUM	86 SF	0.16%	6.96
RAVELING	LOW	3,966 SF	7.17%	8.27
WEATHERING	LOW	55,310 SF	0.00%	5.96

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load      69.0 % Climate/Durability      31.0 % Other

# DEER LODGE AIRPORT

Branch: 08A

APRON

**A-4**

Length: 142 LF

Width: 112 LF

Area: 15,904 SF

Last Const: 1996

Family: ACAM

From: A-3

To: A-4

Surface: AAC

**Inspections**

Samples Surveyed: 3

Total Samples: 3

Last Inspection Date: 10/10/2018

**PCI: 67**

Sample # 1

Area: 5,264 SF

Distress Description	Severity	Quantity
DEPRESSION	L	15 SF
RAVELING	L	1155 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF
PATCHING	L	0.1 SF
WEATHERING	L	5264 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	462 LF
SWELL	L	6 SF

Sample # 2

Area: 5,264 SF

Distress Description	Severity	Quantity
DEPRESSION	L	20 SF
WEATHERING	L	5264 SF
PATCHING	L	12.1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	356 LF

Sample # 3

Area: 5,264 SF

Distress Description	Severity	Quantity
DEPRESSION	L	15 SF
RAVELING	L	1155 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF
PATCHING	L	0.1 SF
WEATHERING	L	5264 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	462 LF
SWELL	L	6 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	44 SF	0.28%	1.41
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,188 LF	7.47%	19.46
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	75 LF	0.47%	8.06
PATCHING	LOW	12 SF	0.08%	2.00
RAVELING	LOW	1,163 SF	7.31%	8.36
SWELL	LOW	6 SF	0.04%	1.00
WEATHERING	LOW	15,904 SF	100.00%	5.96

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

15.0 % Load

95.0 % Climate/Durability

5.0 % Other

# DEER LODGE AIRPORT

Branch: 08A      **APRON**

**A-5**

**Length:** 250 LF      **Width:** 322 LF      **Area:** 75,312 SF      **Last Const:** 2009      **Family:** ACAM  
**From:** A-4      **To:** NE      **Surface:** AC

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 23      **Last Inspection Date:** 10/10/2018      **PCI:** 96

<b>Sample #</b> 4	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L	<b>Quantity</b> 6 LF	<b>Area:</b> 3,125 SF
<b>Sample #</b> 9	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L	<b>Quantity</b> 10 LF	<b>Area:</b> 3,125 SF
<b>Sample #</b> 15	<b>Distress Description</b> PATCHING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L L	<b>Quantity</b> 0.4 SF 11 LF	<b>Area:</b> 3,125 SF
<b>Sample #</b> 19	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L	<b>Quantity</b> 10 LF	<b>Area:</b> 3,125 SF
<b>Sample #</b> 23	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION	<b>Severity</b> L L	<b>Quantity</b> 25 LF 0.02 SF	<b>Area:</b> 3,750 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	0.1 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	287 LF	0.38%	3.84
PATCHING	LOW	1.9 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      95.0 % Climate/Durability      5.0 % Other

# DEER LODGE AIRPORT

Branch: 08R RUNWAY

**R-3**

Length: 4400 LF      Width: 75 LF      Area: 330,000 SF      Last Const: 1996      Family: ACRML  
 From: STA 12+00      To: STA 56+00      Surface: AAC

**Inspections**

**Samples Surveyed:** 7      **Total Samples:** 69      **Last Inspection Date:** 10/10/2018      **PCI:** 86

<b>Sample # 4</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L M	<b>Quantity</b> 124 LF 4 LF	<b>Area:</b> 4,500 SF
<b>Sample # 15</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L M	<b>Quantity</b> 86 LF 16 LF	<b>Area:</b> 4,875 SF
<b>Sample # 25</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> M L	<b>Quantity</b> 1 LF 112 LF	<b>Area:</b> 4,875 SF
<b>Sample # 35</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L	<b>Quantity</b> 228 LF	<b>Area:</b> 4,875 SF
<b>Sample # 44</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L	<b>Quantity</b> 200 LF	<b>Area:</b> 4,875 SF
<b>Sample # 55</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<b>Severity</b> L L	<b>Quantity</b> 176 LF 0.2 SF	<b>Area:</b> 4,875 SF
<b>Sample # 65</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION	<b>Severity</b> L M L	<b>Quantity</b> 234 LF 8 LF 5 SF	<b>Area:</b> 4,875 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	49 SF	0.01%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	11,342 LF	3.44%	11.15
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	284 LF	0.09%	4.00
PATCHING	LOW	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      98.0 % Climate/Durability      2.0 % Other

# DEER LODGE AIRPORT

Branch: 08R RUNWAY

**R-4**

**Length:** 1400 LF      **Width:** 25 LF      **Area:** 59,987 SF      **Last Const:** 2006      **Family:** ACRML  
**From:** STA 56+00      **To:** STA 70+00      **Surface:** AC

**Inspections**

**Samples Surveyed:** 6      **Total Samples:** 29      **Last Inspection Date:** 10/10/2018      **PCI:** 92

<b>Sample #</b> 4	<b>Distress Description</b> WEATHERING	<b>Severity</b> L	<b>Quantity</b> 4500 SF	<b>Area:</b> 4,500 SF
<b>Sample #</b> 9	<b>Distress Description</b> WEATHERING	<b>Severity</b> L	<b>Quantity</b> 4500 SF	<b>Area:</b> 4,500 SF
<b>Sample #</b> 14	<b>Distress Description</b> WEATHERING	<b>Severity</b> L	<b>Quantity</b> 4500 SF	<b>Area:</b> 4,500 SF
<b>Sample #</b> 19	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	<b>Severity</b> L L	<b>Quantity</b> 1 LF 4500 SF	<b>Area:</b> 4,500 SF
<b>Sample #</b> 24	<b>Distress Description</b> WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L L	<b>Quantity</b> 2875 SF 27 LF	<b>Area:</b> 2,875 SF
<b>Sample #</b> 29	<b>Distress Description</b> WEATHERING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION	<b>Severity</b> L L L	<b>Quantity</b> 3885 SF 6 LF 15 SF	<b>Area:</b> 3,885 SF

**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
DEPRESSION	LOW	36 SF	0.06%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	82 LF	0.14%	2.63
WEATHERING	LOW	59,987 SF	100.00%	5.96

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load      97.0 % Climate/Durability      3.0 % Other



# DEER LODGE AIRPORT

Branch: 08T TAXIWAY

**T-1B**

**Length:** 114 LF      **Width:** 47 LF      **Area:** 5,392 SF      **Last Const:** 1997      **Family:** ACRML  
**From:** R-3      **To:** A-3      **Surface:** AC

**Inspections**

**Samples Surveyed:** 1      **Total Samples:** 1      **Last Inspection Date:** 10/10/2018      **PCI:** **83**

**Sample #** 1      **Area:** 5,392 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	1 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	111 LF
WEATHERING	L	5392 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	111 LF	2.06%	7.57
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1 LF	0.02%	4.00
WEATHERING	LOW	5,392 SF	100.00%	5.96

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load      100.0 % Climate/Durability      0.0 % Other

# DEER LODGE AIRPORT

Branch: 08T TAXIWAY

**T-2**

**Length:** 560 LF      **Width:** 35 LF      **Area:** 31,000 SF      **Last Const:** 1997      **Family:** ACRML  
**From:** SOUTH END OF RUNWAY      **To:**      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 10      **Last Inspection Date:** 10/10/2018      **PCI:** 77

<b>Sample # 1</b>	<p><b>Distress Description</b>                  RAVELING                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING                  WEATHERING</p>	<p><b>Severity</b>                  H                  L                  L                  H</p>	<p><b>Quantity</b>                  12.3 SF                  21 LF                  4388 SF                  12 SF</p>	<b>Area:</b> 4,400 SF
<b>Sample # 3</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING                  RAVELING</p>	<p><b>Severity</b>                  M                  L                  L                  H</p>	<p><b>Quantity</b>                  3 LF                  37 LF                  4400 SF                  1.5 SF</p>	<b>Area:</b> 4,400 SF
<b>Sample # 7</b>	<p><b>Distress Description</b>                  DEPRESSION                  WEATHERING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  L                  L                  L</p>	<p><b>Quantity</b>                  7.1 SF                  4900 SF                  14 LF</p>	<b>Area:</b> 4,900 SF
<b>Sample # 9</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  SLIPPAGE                  WEATHERING</p>	<p><b>Severity</b>                  L                  NA                  L</p>	<p><b>Quantity</b>                  13 LF                  175 SF                  4900 SF</p>	<b>Area:</b> 4,900 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	12 SF	0.04%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	142 LF	0.46%	3.99
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	5 LF	0.02%	4.00
RAVELING	HIGH	23 SF	0.07%	6.00
SLIPPAGE	N/A	292 SF	0.94%	10.96
WEATHERING	HIGH	20 SF	0.06%	3.23
WEATHERING	LOW	30,980 SF	99.94%	5.96

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load      67.0 % Climate/Durability      33.0 % Other

**DEER LODGE AIRPORT (08)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$65,439**

Plan Year: 2019		Estimated Cost:					\$203,347	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$5,373	\$18,805	\$0	\$0	\$24,179	61	66	
A-4	Preventive + Global MR	\$1,063	\$5,407	\$0	\$0	\$6,471	67	71	
A-5	Global MR	\$0	\$25,606	\$0	\$0	\$25,606	96	97	
R-3	Preventive + Global MR	\$1,370	\$112,199	\$0	\$0	\$113,570	86	88	
R-4	Global MR	\$0	\$20,395	\$0	\$0	\$20,395	92	94	
T-1B	Preventive + Global MR	\$39	\$1,833	\$0	\$0	\$1,872	83	85	
T-2	Preventive + Global MR	\$715	\$10,540	\$0	\$0	\$11,255	77	80	

Plan Year: 2020		Estimated Cost:					\$6,632	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$4,383	\$0	\$0	\$0	\$4,383	64	64	
A-4	Preventive	\$822	\$0	\$0	\$0	\$822	70	70	
A-5	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-3	Preventive	\$953	\$0	\$0	\$0	\$953	87	87	
R-4	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-1B	Preventive	\$30	\$0	\$0	\$0	\$30	84	84	
T-2	Preventive	\$443	\$0	\$0	\$0	\$443	79	79	

Plan Year: 2021		Estimated Cost:					\$7,535	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$4,839	\$0	\$0	\$0	\$4,839	63	63	
A-4	Preventive	\$934	\$0	\$0	\$0	\$934	68	68	
A-5	None	\$0	\$0	\$0	\$0	\$0	96	96	
R-3	Preventive	\$1,156	\$0	\$0	\$0	\$1,156	87	87	
R-4	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-1B	Preventive	\$34	\$0	\$0	\$0	\$34	84	84	
T-2	Preventive	\$571	\$0	\$0	\$0	\$571	78	78	

Plan Year: 2022		Estimated Cost:					\$8,440	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$5,296	\$0	\$0	\$0	\$5,296	61	61	
A-4	Preventive	\$1,047	\$0	\$0	\$0	\$1,047	67	67	
A-5	None	\$0	\$0	\$0	\$0	\$0	96	96	
R-3	Preventive	\$1,358	\$0	\$0	\$0	\$1,358	86	86	
R-4	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-1B	Preventive	\$38	\$0	\$0	\$0	\$38	83	83	
T-2	Preventive	\$701	\$0	\$0	\$0	\$701	77	77	

Plan Year: 2023		Estimated Cost:					\$176,158	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Major Below Critical	\$0	\$0	\$172,567	\$0	\$172,567	59	100	
A-4	Preventive	\$1,159	\$0	\$0	\$0	\$1,159	65	66	
A-5	None	\$0	\$0	\$0	\$0	\$0	95	95	
R-3	Preventive	\$1,560	\$0	\$0	\$0	\$1,560	85	85	
R-4	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-1B	Preventive	\$43	\$0	\$0	\$0	\$43	82	82	
T-2	Preventive	\$829	\$0	\$0	\$0	\$829	76	76	

Plan Year: 2024		Estimated Cost:					\$180,019	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-4	Preventive + Global MR	\$1,270	\$5,407	\$0	\$0	\$6,677	64	69	
A-5	Global MR	\$0	\$25,606	\$0	\$0	\$25,606	95	96	
R-3	Preventive + Global MR	\$1,763	\$112,199	\$0	\$0	\$113,962	85	87	
R-4	Global MR	\$0	\$20,395	\$0	\$0	\$20,395	91	92	
T-1B	Preventive + Global MR	\$47	\$1,833	\$0	\$0	\$1,880	81	84	
T-2	Preventive + Global MR	\$958	\$10,540	\$0	\$0	\$11,498	75	78	

Plan Year: 2025		Estimated Cost:					\$3,105	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-4	Preventive	\$1,031	\$0	\$0	\$0	\$1,031	67	67	
A-5	None	\$0	\$0	\$0	\$0	\$0	96	96	
R-3	Preventive	\$1,349	\$0	\$0	\$0	\$1,349	86	86	
R-4	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-1B	Preventive	\$38	\$0	\$0	\$0	\$38	83	83	
T-2	Preventive	\$687	\$0	\$0	\$0	\$687	77	77	

Plan Year: 2026		Estimated Cost:					\$3,551	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-4	Preventive	\$1,143	\$0	\$0	\$0	\$1,143	66	66	
A-5	None	\$0	\$0	\$0	\$0	\$0	95	95	
R-3	Preventive	\$1,551	\$0	\$0	\$0	\$1,551	85	85	
R-4	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-1B	Preventive	\$42	\$0	\$0	\$0	\$42	82	82	
T-2	Preventive	\$814	\$0	\$0	\$0	\$814	76	76	

**DEER LODGE AIRPORT (08)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$65,439**

Plan Year: 2027		Estimated Cost:					\$4,105		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive	\$110	\$0	\$0	\$0	\$110	88	88		
A-4	Preventive	\$1,254	\$0	\$0	\$0	\$1,254	64	64		
A-5	None	\$0	\$0	\$0	\$0	\$0	95	95		
R-3	Preventive	\$1,751	\$0	\$0	\$0	\$1,751	85	85		
R-4	None	\$0	\$0	\$0	\$0	\$0	91	91		
T-1B	Preventive	\$46	\$0	\$0	\$0	\$46	81	81		
T-2	Preventive	\$943	\$0	\$0	\$0	\$943	75	75		

Plan Year: 2028		Estimated Cost:					\$4,721		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive	\$267	\$0	\$0	\$0	\$267	85	85		
A-4	Preventive	\$1,366	\$0	\$0	\$0	\$1,366	63	63		
A-5	None	\$0	\$0	\$0	\$0	\$0	95	95		
R-3	Preventive	\$1,956	\$0	\$0	\$0	\$1,956	84	84		
R-4	Preventive	\$8	\$0	\$0	\$0	\$8	90	90		
T-1B	Preventive	\$51	\$0	\$0	\$0	\$51	81	81		
T-2	Preventive	\$1,073	\$0	\$0	\$0	\$1,073	74	74		

Plan Year: 2029		Estimated Cost:					\$181,348		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive	\$424	\$0	\$0	\$0	\$424	82	82		
A-4	Preventive + Global MR	\$1,478	\$5,407	\$0	\$0	\$6,886	61	66		
A-5	Global MR	\$0	\$25,606	\$0	\$0	\$25,606	94	95		
R-3	Preventive + Global MR	\$2,158	\$112,199	\$0	\$0	\$114,357	83	85		
R-4	Preventive + Global MR	\$47	\$20,395	\$0	\$0	\$20,442	89	91		
T-1B	Preventive + Global MR	\$58	\$1,833	\$0	\$0	\$1,891	80	82		
T-2	Preventive + Global MR	\$1,202	\$10,540	\$0	\$0	\$11,741	73	76		

Plan Year: 2030		Estimated Cost:					\$4,621		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive	\$666	\$0	\$0	\$0	\$666	79	80		
A-4	Preventive	\$1,237	\$0	\$0	\$0	\$1,237	64	65		
A-5	None	\$0	\$0	\$0	\$0	\$0	95	95		
R-3	Preventive	\$1,741	\$0	\$0	\$0	\$1,741	85	85		
R-4	None	\$0	\$0	\$0	\$0	\$0	91	91		
T-1B	Preventive	\$46	\$0	\$0	\$0	\$46	81	81		
T-2	Preventive	\$930	\$0	\$0	\$0	\$930	75	75		

Plan Year: 2031		Estimated Cost:					\$5,700		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive	\$1,292	\$0	\$0	\$0	\$1,292	77	77		
A-4	Preventive	\$1,349	\$0	\$0	\$0	\$1,349	63	63		
A-5	None	\$0	\$0	\$0	\$0	\$0	95	95		
R-3	Preventive	\$1,944	\$0	\$0	\$0	\$1,944	84	84		
R-4	Preventive	\$6	\$0	\$0	\$0	\$6	90	90		
T-1B	Preventive	\$50	\$0	\$0	\$0	\$50	81	81		
T-2	Preventive	\$1,059	\$0	\$0	\$0	\$1,059	74	74		

Plan Year: 2032		Estimated Cost:					\$6,819		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive	\$1,920	\$0	\$0	\$0	\$1,920	74	74		
A-4	Preventive	\$1,462	\$0	\$0	\$0	\$1,462	62	62		
A-5	None	\$0	\$0	\$0	\$0	\$0	94	94		
R-3	Preventive	\$2,149	\$0	\$0	\$0	\$2,149	83	84		
R-4	Preventive	\$45	\$0	\$0	\$0	\$45	89	89		
T-1B	Preventive	\$57	\$0	\$0	\$0	\$57	80	80		
T-2	Preventive	\$1,187	\$0	\$0	\$0	\$1,187	73	73		

Plan Year: 2033		Estimated Cost:					\$126,859		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-3	Preventive + Global MR	\$2,549	\$118,916	\$0	\$0	\$121,465	71	86		
A-4	Preventive	\$1,574	\$0	\$0	\$0	\$1,574	60	60		
A-5	None	\$0	\$0	\$0	\$0	\$0	94	94		
R-3	Preventive	\$2,348	\$0	\$0	\$0	\$2,348	83	83		
R-4	Preventive	\$83	\$0	\$0	\$0	\$83	89	89		
T-1B	Preventive	\$73	\$0	\$0	\$0	\$73	79	79		
T-2	Preventive	\$1,316	\$0	\$0	\$0	\$1,316	72	72		