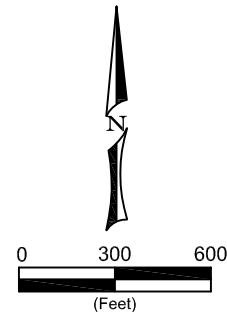
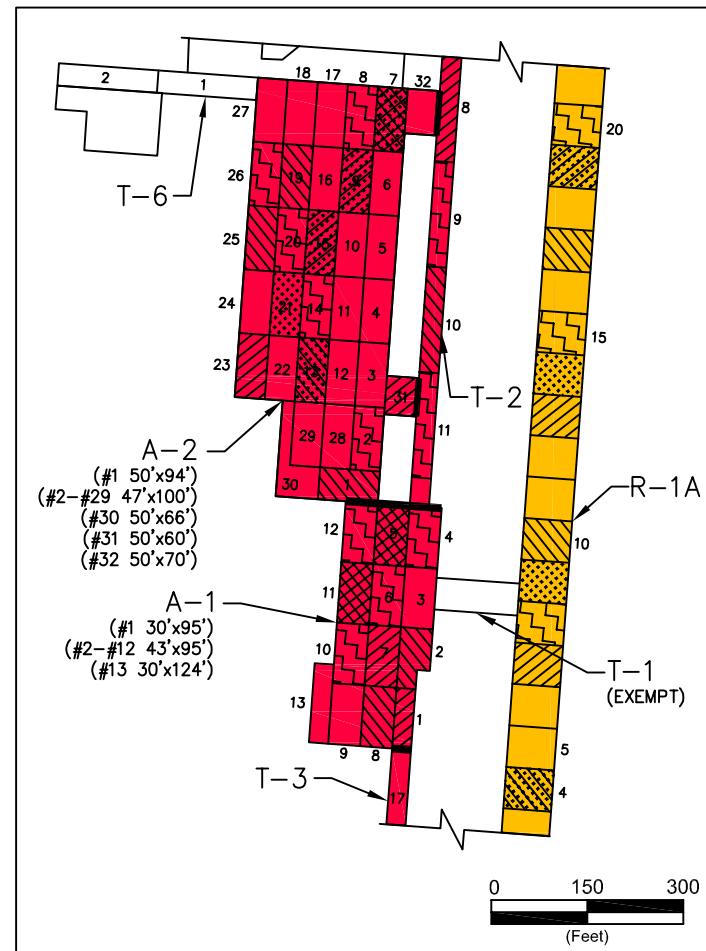
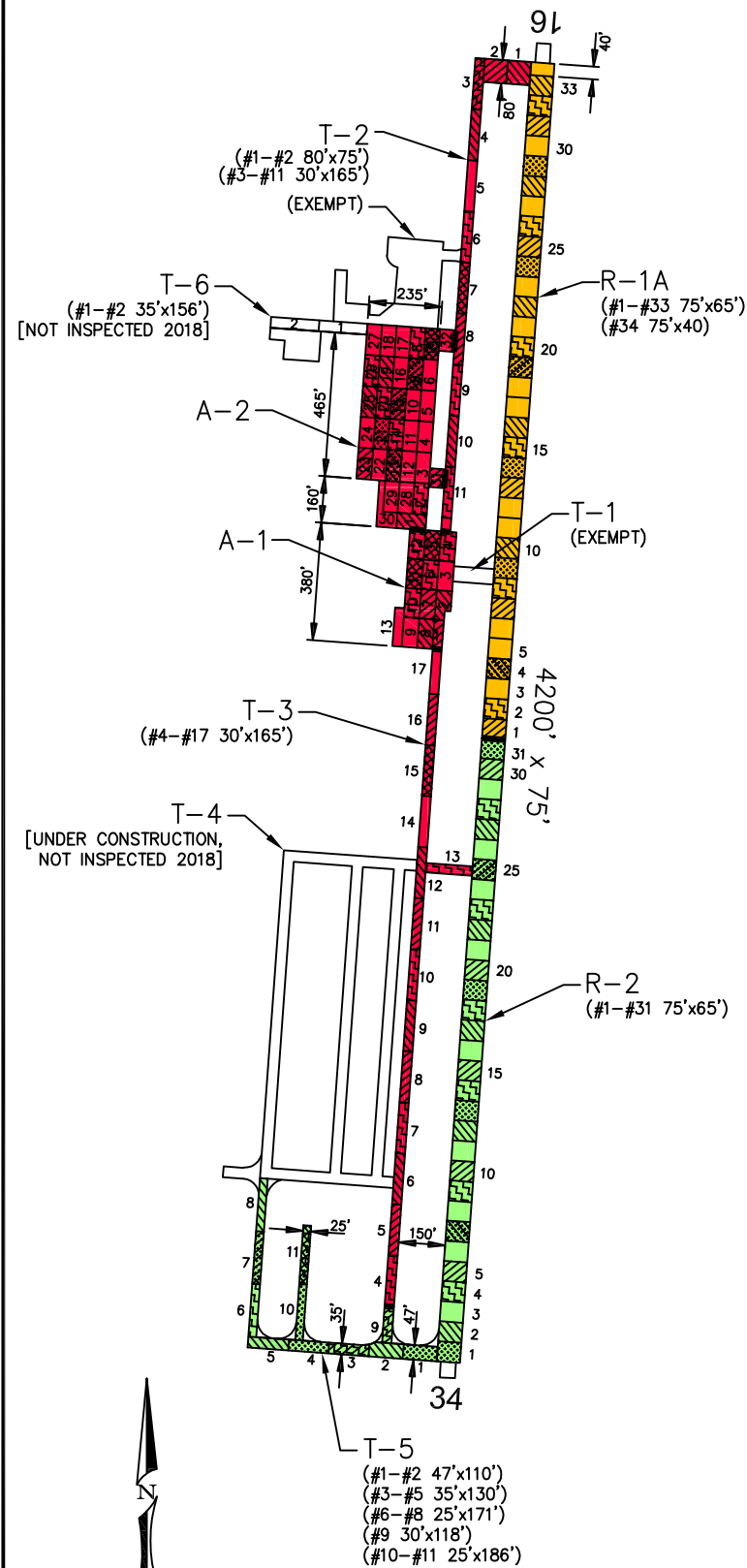


HAMILTON



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.	
RUNWAYS										
R-1A	E-6	F6	4" P-154	7" P-208	P-609	1.5"P-402,P-608	17,000	25,000		1,3,5,9
R-2	E-6	F-6	FABRIC, 40" P-154	4" P-208	2" P-401	1.5"P-402,P-608	25,000			5,9
TAXIWAYS										
T-1	E-6	F6	4" P-154	7" P-208	P-609	P-609	17,000	25,000		1,3
T-2	E-6	F-6	6" P-152	9" P-208	P-609	1.5" P-402				3,6
T-3	E-6	F-6	6" P-152	9" P-208	P-609					4
T-4			FABRIC, 8" P-154	4" P-208	2" P-401					5
T-5	E-6	F-6	12" P-154	8" P-208	4" P-401	P-608	75,000	200,000		7,8,9
T-6	E-6	F-6	12" P-154	4" P-208	3" TYPE S-3	P-608	12,500			8,9
APRONS										
A-1	E-6	F6	4" P-154	7" P-208	P-609		17,000	25,000		3
A-2	E-6	F-6	6" P-152, FABRIC	9" P-208	P-609		17,000	25,000		2,4

REMARKS:

- A. INFORMATION PROVIDED BY JOHN W. STYBA, FAA HLN ADO, AUG. 1988
- 1. TAKEN FROM 5320-1 DATED 9/11/68
- 2. STABILIZATION FABRIC
- 3. 1980
- 4. AIP-001-1983, CONSTRUCT TAXIWAY (T-3) AND APRON (A-2).
- 5. AIP-002-1992, RUNWAY RECONSTRUCTION (R-2); RUNWAY OVERLAY (R-1A).
- 6. NON-AIP BY COUNTY, 1994
- 7. AIP-004-2002, CONSTRUCT TAXIWAY (T-5).
- 8. AIP-006-2005, CONSTRUCT TAXIWAY (T-6); FOG SEAL TAXIWAY (T-5).
- 9. AIP-012-2014, CRACK SEAL, SEAL COAT, AND REMARK RUNWAY (R-1A,R-2) AND TAXIWAYS (T-5,T-6).

LEGEND

- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA
- 2015 SURVEY AREA
- 2018 SURVEY AREA
- MAINTAIN: PCI > 60
- TRANSITION: PCI 45 TO 60
- RECONSTRUCT: PCI < 45

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 22, 2018
EVALUATED BY:	S. BROWN
LOCATION:	HAMILTON MONTANA

**MONTANA AVIATION SYSTEM PLAN
2018 UPDATE - PAVEMENT CONDITION INDEXES
RAVALLI COUNTY AIRPORT
(655)**

Date: Prepared For: Prepared By:

DECEMBER 2018





A-1, Overview



A-1, Alligator Cracking



A-2, Overview



A-2, Alligator Cracking and Depression



R-1A, Overview



R-1A, Cracks



R-2, Overview



R-2, Cracks



T-2, Overview



T-2, Surface with Raveling



T-3, Overview with Alligator Cracking



T-3, Alligator Cracking and Patch

HAMILTON AIRPORT

Branch: 06A

APRON

A-1

Length: 380 LF

Width: 150 LF

Area: 57,000 SF

Last Const: 1980

Family: ACAM

From: STA 0+00 A1

To: STA 3+80 A1

Surface: ST

Inspections

Samples Surveyed: 4

Total Samples: 13

Last Inspection Date: 10/22/2018

PCI: 19

Sample # 4

Area: 4,085 SF

Distress Description	Severity	Quantity
DEPRESSION	L	100 SF
WEATHERING	L	4,085 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	270 LF
ALLIGATOR	M	96 SF
ALLIGATOR	L	2,850 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	120 LF

Sample # 6

Area: 4,085 SF

Distress Description	Severity	Quantity
ALLIGATOR	L	4,085 SF
DEPRESSION	L	105 SF
WEATHERING	L	4,085 SF

Sample # 10

Area: 4,085 SF

Distress Description	Severity	Quantity
DEPRESSION	L	92 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	242 LF
ALLIGATOR	L	720 SF
PATCHING	L	3 SF
SWELL	M	6 SF

Sample # 12

Area: 4,085 SF

Distress Description	Severity	Quantity
DEPRESSION	M	43 SF
ALLIGATOR	L	3,733 SF
PATCHING	L	352 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	39,726 SF	69.69%	67.89
ALLIGATOR	MEDIUM	335 SF	0.59%	24.26
DEPRESSION	LOW	1,036 SF	1.82%	10.55
DEPRESSION	MEDIUM	151 SF	0.26%	7.22
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	942 LF	1.65%	24.83
LONGITUDINAL/TRANSVERSE CRACKING	LOW	844 LF	1.48%	6.06
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	419 LF	0.73%	9.81
PATCHING	LOW	1,238 SF	2.17%	5.87
SWELL	MEDIUM	19 SF	0.03%	10.00
WEATHERING	LOW	28,500 SF	50.00%	4.81

* 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

54.0 % Load

30.0 % Climate/Durability

16.0 % Other

HAMILTON AIRPORT

Branch: 06A

APRON

A-2

Length: 0 LF

Width: 0 LF

Area: 145,800 SF

Last Const: 1983

Family: ACAM

From: 0+00 A2

To: STA 6+60 A1

Surface: ST

Inspections

Samples Surveyed: 5 **Total Samples:** 32 **Last Inspection Date:** 10/22/2018 **PCI:** 23

Sample # 2 **Area:** 4,700 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,700 SF
PATCHING	M	20 SF
ALLIGATOR	L	944 SF
DEPRESSION	L	95 SF

Sample # 8 **Area:** 4,700 SF

Distress Description	Severity	Quantity
ALLIGATOR	M	4,042 SF
WEATHERING	L	4,700 SF

Sample # 14 **Area:** 4,700 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,700 SF
ALLIGATOR	M	1,400 SF
PATCHING	M	52 SF
ALLIGATOR	L	240 SF

Sample # 20 **Area:** 4,700 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,700 SF
ALLIGATOR	M	2,400 SF
DEPRESSION	L	152 SF
ALLIGATOR	L	2,300 SF

Sample # 26 **Area:** 4,700 SF

Distress Description	Severity	Quantity
PATCHING	M	24 SF
DEPRESSION	L	100 SF
WEATHERING	L	4,700 SF
ALLIGATOR	M	130 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	21,616 SF	14.83%	47.47
ALLIGATOR	MEDIUM	49,460 SF	33.92%	72.28
DEPRESSION	LOW	2,153 SF	1.48%	9.08
PATCHING	MEDIUM	596 SF	0.41%	7.78
WEATHERING	LOW	145,800 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

84.0 % Load

10.0 % Climate/Durability

6.0 % Other

HAMILTON AIRPORT

Branch: 06R

RUNWAY

R-1A

Length: 2,200 LF

Width: 75 LF

Area: 165,000 SF

Last Const: 1992

Family: ACRMU

From: STA 12+00

To: STA 34+00

Surface: AC

Inspections

Samples Surveyed: 6 **Total Samples:** 34 **Last Inspection Date:** 10/22/2018 **PCI:** **57**

Sample # 2 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
WEATHERING	L	4,875 SF
BLEEDING	NA	258 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	467 LF

Sample # 8 **Area:** 4,875 SF

Distress Description	Severity	Quantity
BLEEDING	NA	348 SF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	509 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF

Sample # 15 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	584 LF
WEATHERING	L	4,875 SF
RAVELING	H	2 SF
DEPRESSION	L	13 SF

Sample # 20 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
DEPRESSION	L	22 SF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	602 LF

Sample # 26 **Area:** 4,875 SF

Distress Description	Severity	Quantity
DEPRESSION	L	48 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	698 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
RAVELING	H	32 SF
WEATHERING	L	4,875 SF

Sample # 32 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,875 SF
DEPRESSION	L	207 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	744 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	3,418 SF	2.07%	11.17
DEPRESSION	LOW	1,631 SF	0.99%	6.58
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	11 LF	0.01%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	20,330 LF	12.32%	26.13
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	276 LF	0.17%	4.65

HAMILTON AIRPORT

Branch: 06R

RUNWAY

R-1A

RAVELING

HIGH 191 SF

0.12%

6.65

WEATHERING

LOW 165,000 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

74.0 % Climate/Durability

26.0 % Other

HAMILTON AIRPORT

Branch: 06R

RUNWAY

R-2

Length: 2,200 LF

Width: 75 LF

Area: 165,000 SF

Last Const: 1992

Family: ACRMU

From: STA 12+00

To: STA 34+00

Surface: AC

Inspections

Samples Surveyed: 6 **Total Samples:** 31 **Last Inspection Date:** 10/22/2018 **PCI:** **66**

Sample # 4 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	487 LF

Sample # 9 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	584 LF
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
WEATHERING	L	4,875 SF

Sample # 14 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	607 LF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF

Sample # 18 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	518 LF
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
WEATHERING	L	4,875 SF

Sample # 23 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
WEATHERING	L	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	390 LF

Sample # 28 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	504 LF
WEATHERING	L	4,875 SF
RAVELING	H	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	9 SF	0.01%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	15,846 LF	10.56%	24.01
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	297 LF	0.20%	5.12
RAVELING	HIGH	5 SF	0.00%	6.00
WEATHERING	LOW	150,000 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

HAMILTON AIRPORT

Branch: 06T

TAXIWAY

T-2

Length: 1,885 LF

Width: 30 LF

Area: 56,550 SF

Last Const: 1994

Family: ACRMU

From: STA 0+00 T2

To: STA 14+30 T2

Surface: AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 10/22/2018 **PCI:** **10**

Sample # 3 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR	H	888 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	92 LF
DEPRESSION	M	64 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	56 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	51 LF
RAVELING	L	4,950 SF
WEATHERING	M	4,950 SF

Sample # 6 **Area:** 4,950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	72 LF
ALLIGATOR	L	1,568 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	85 LF
ALLIGATOR	H	495 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
RAVELING	L	4,950 SF

Sample # 9 **Area:** 4,950 SF

Distress Description	Severity	Quantity
RAVELING	L	4,950 SF
ALLIGATOR	H	495 SF
ALLIGATOR	L	1,485 SF
ALLIGATOR	M	2,145 SF

Sample # 11 **Area:** 4,950 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	96 LF
RAVELING	L	4,950 SF
ALLIGATOR	M	267 SF
ALLIGATOR	L	1,485 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	HIGH	5,364 SF	9.48%	69.67
ALLIGATOR	LOW	12,959 SF	22.92%	52.44
ALLIGATOR	MEDIUM	6,889 SF	12.18%	58.84
DEPRESSION	MEDIUM	183 SF	0.32%	8.13
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	640 LF	1.13%	20.76
LONGITUDINAL/TRANSVERSE CRACKING	LOW	506 LF	0.89%	4.73
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	251 LF	0.44%	7.86
RAVELING	LOW	56,550 SF	100.00%	26.35
WEATHERING	MEDIUM	14,138 SF	25.00%	10.15

* 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

70.0 % Load

27.0 % Climate/Durability

3.0 % Other

HAMILTON AIRPORT

Branch: 06T

TAXIWAY

T-3

Length: 2,735 LF

Width: 30 LF

Area: 82,050 SF

Last Const: 1983

Family: STPA

From: STA 0+00 T3

To: STA 23+00 T3

Surface: ST

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 10/22/2018 **PCI:** 14

Sample # 4 **Area:** 4,950 SF

Distress Description	Severity	Quantity
ALLIGATOR	L	2,970 SF
WEATHERING	M	4,950 SF
RAVELING	L	4,950 SF
PATCHING	M	240 SF

Sample # 7 **Area:** 4,950 SF

Distress Description	Severity	Quantity
RAVELING	L	4,950 SF
WEATHERING	M	4,950 SF
DEPRESSION	L	240 SF
ALLIGATOR	L	4,538 SF

Sample # 10 **Area:** 4,950 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,950 SF
RAVELING	L	4,950 SF
ALLIGATOR	M	2,970 SF
ALLIGATOR	L	1,980 SF
PATCHING	M	168 SF

Sample # 13 **Area:** 4,950 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,950 SF
RAVELING	L	4,950 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	85 LF
DEPRESSION	L	25 SF
ALLIGATOR	M	704 SF
PATCHING	L	120 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	39,316 SF	47.92%	62.09
ALLIGATOR	MEDIUM	15,225 SF	18.56%	64.45
DEPRESSION	LOW	1,098 SF	1.34%	8.43
LONGITUDINAL/TRANSVERSE CRACKING	LOW	352 LF	0.43%	3.94
PATCHING	LOW	497 SF	0.61%	2.69
PATCHING	MEDIUM	1,691 SF	2.06%	12.59
RAVELING	LOW	82,050 SF	100.00%	26.35
WEATHERING	MEDIUM	82,050 SF	100.00%	20.34

* 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

63.0 % Load

33.0 % Climate/Durability

4.0 % Other

HAMILTON AIRPORT (06)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$341,405**

Plan Year: 2019		Estimated Cost:					\$2,877,301		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Major Below Critical	\$0	\$0	\$370,500	\$0	\$370,500	19	100		
A-2	Major Below Critical	\$0	\$0	\$947,700	\$0	\$947,700	23	100		
R-1A	Major Below Critical	\$0	\$0	\$578,161	\$0	\$578,161	57	100		
R-2	Preventive + Global MR	\$10,711	\$51,000	\$0	\$0	\$61,710	66	70		
T-2	Major Below Critical	\$0	\$0	\$367,575	\$0	\$367,575	9	100		
T-3	Major Below Critical	\$0	\$0	\$533,325	\$0	\$533,325	13	100		
T-5	Global MR	\$0	\$18,330	\$0	\$0	\$18,330	92	93		

Plan Year: 2020		Estimated Cost:					\$8,715		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	None	\$0	\$0	\$0	\$0	\$0	97	97		
A-2	None	\$0	\$0	\$0	\$0	\$0	97	97		
R-1A	None	\$0	\$0	\$0	\$0	\$0	97	97		
R-2	Preventive	\$8,715	\$0	\$0	\$0	\$8,715	68	68		
T-2	None	\$0	\$0	\$0	\$0	\$0	97	97		
T-3	None	\$0	\$0	\$0	\$0	\$0	97	97		
T-5	None	\$0	\$0	\$0	\$0	\$0	93	93		

Plan Year: 2021		Estimated Cost:					\$9,653		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	None	\$0	\$0	\$0	\$0	\$0	94	94		
A-2	None	\$0	\$0	\$0	\$0	\$0	94	94		
R-1A	None	\$0	\$0	\$0	\$0	\$0	94	94		
R-2	Preventive	\$9,653	\$0	\$0	\$0	\$9,653	67	67		
T-2	None	\$0	\$0	\$0	\$0	\$0	94	94		
T-3	None	\$0	\$0	\$0	\$0	\$0	94	94		
T-5	None	\$0	\$0	\$0	\$0	\$0	92	92		

Plan Year: 2022		Estimated Cost:					\$10,591		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	None	\$0	\$0	\$0	\$0	\$0	91	91		
A-2	None	\$0	\$0	\$0	\$0	\$0	91	91		
R-1A	None	\$0	\$0	\$0	\$0	\$0	91	91		
R-2	Preventive	\$10,591	\$0	\$0	\$0	\$10,591	66	66		
T-2	None	\$0	\$0	\$0	\$0	\$0	91	91		
T-3	None	\$0	\$0	\$0	\$0	\$0	91	91		
T-5	None	\$0	\$0	\$0	\$0	\$0	92	92		

Plan Year: 2023		Estimated Cost:					\$12,539		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$114	\$0	\$0	\$0	\$114	88	88		
A-2	Preventive	\$291	\$0	\$0	\$0	\$291	88	88		
R-1A	Preventive	\$330	\$0	\$0	\$0	\$330	88	88		
R-2	Preventive	\$11,527	\$0	\$0	\$0	\$11,527	65	65		
T-2	Preventive	\$113	\$0	\$0	\$0	\$113	88	88		
T-3	Preventive	\$164	\$0	\$0	\$0	\$164	88	88		
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91		

Plan Year: 2024		Estimated Cost:					\$84,189		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$270	\$0	\$0	\$0	\$270	85	86		
A-2	Preventive	\$689	\$0	\$0	\$0	\$689	85	86		
R-1A	Preventive	\$780	\$0	\$0	\$0	\$780	85	86		
R-2	Preventive + Global MR	\$12,465	\$51,000	\$0	\$0	\$63,465	63	67		
T-2	Preventive	\$267	\$0	\$0	\$0	\$267	85	86		
T-3	Preventive	\$388	\$0	\$0	\$0	\$388	85	86		
T-5	Global MR	\$0	\$18,330	\$0	\$0	\$18,330	91	92		

Plan Year: 2025		Estimated Cost:					\$14,256		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$425	\$0	\$0	\$0	\$425	83	83		
A-2	Preventive	\$1,088	\$0	\$0	\$0	\$1,088	83	83		
R-1A	Preventive	\$1,231	\$0	\$0	\$0	\$1,231	83	83		
R-2	Preventive	\$10,478	\$0	\$0	\$0	\$10,478	66	66		
T-2	Preventive	\$422	\$0	\$0	\$0	\$422	83	83		
T-3	Preventive	\$612	\$0	\$0	\$0	\$612	83	83		
T-5	None	\$0	\$0	\$0	\$0	\$0	92	92		

Plan Year: 2026		Estimated Cost:					\$16,862		PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$613	\$0	\$0	\$0	\$613	80	80		
A-2	Preventive	\$1,569	\$0	\$0	\$0	\$1,569	80	80		
R-1A	Preventive	\$1,775	\$0	\$0	\$0	\$1,775	80	80		
R-2	Preventive	\$11,415	\$0	\$0	\$0	\$11,415	65	65		
T-2	Preventive	\$608	\$0	\$0	\$0	\$608	80	80		
T-3	Preventive	\$883	\$0	\$0	\$0	\$883	80	80		
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91		

HAMILTON AIRPORT (06)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$341,405**

Plan Year: 2027		Estimated Cost:					\$23,333	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,236	\$0	\$0	\$0	\$1,236	77	77	
A-2	Preventive	\$3,161	\$0	\$0	\$0	\$3,161	77	77	
R-1A	Preventive	\$3,578	\$0	\$0	\$0	\$3,578	77	77	
R-2	Preventive	\$12,352	\$0	\$0	\$0	\$12,352	64	64	
T-2	Preventive	\$1,226	\$0	\$0	\$0	\$1,226	77	77	
T-3	Preventive	\$1,779	\$0	\$0	\$0	\$1,779	77	77	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2028		Estimated Cost:					\$29,780	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,856	\$0	\$0	\$0	\$1,856	74	75	
A-2	Preventive	\$4,748	\$0	\$0	\$0	\$4,748	74	75	
R-1A	Preventive	\$5,373	\$0	\$0	\$0	\$5,373	74	75	
R-2	Preventive	\$13,290	\$0	\$0	\$0	\$13,290	62	62	
T-2	Preventive	\$1,841	\$0	\$0	\$0	\$1,841	74	75	
T-3	Preventive	\$2,672	\$0	\$0	\$0	\$2,672	74	75	
T-5	None	\$0	\$0	\$0	\$0	\$0	90	90	

Plan Year: 2029		Estimated Cost:					\$1,194,365	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$2,480	\$122,550	\$0	\$0	\$125,030	72	87	
A-2	Preventive + Global MR	\$6,345	\$313,470	\$0	\$0	\$319,815	72	87	
R-1A	Preventive + Global MR	\$7,180	\$354,750	\$0	\$0	\$361,930	72	87	
R-2	Preventive + Global MR	\$14,235	\$51,000	\$0	\$0	\$65,235	61	65	
T-2	Preventive + Global MR	\$2,461	\$121,582	\$0	\$0	\$124,043	72	87	
T-3	Preventive + Global MR	\$3,570	\$176,407	\$0	\$0	\$179,978	72	87	
T-5	Preventive + Global MR	\$5	\$18,330	\$0	\$0	\$18,334	90	91	

Plan Year: 2030		Estimated Cost:					\$15,323	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$348	\$0	\$0	\$0	\$348	84	84	
A-2	Preventive	\$890	\$0	\$0	\$0	\$890	84	84	
R-1A	Preventive	\$1,007	\$0	\$0	\$0	\$1,007	84	84	
R-2	Preventive	\$12,233	\$0	\$0	\$0	\$12,233	64	64	
T-2	Preventive	\$345	\$0	\$0	\$0	\$345	84	84	
T-3	Preventive	\$501	\$0	\$0	\$0	\$501	84	84	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2031		Estimated Cost:					\$17,635	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$503	\$0	\$0	\$0	\$503	81	81	
A-2	Preventive	\$1,285	\$0	\$0	\$0	\$1,285	81	81	
R-1A	Preventive	\$1,455	\$0	\$0	\$0	\$1,455	81	81	
R-2	Preventive	\$13,170	\$0	\$0	\$0	\$13,170	62	62	
T-2	Preventive	\$499	\$0	\$0	\$0	\$499	81	81	
T-3	Preventive	\$723	\$0	\$0	\$0	\$723	81	81	
T-5	None	\$0	\$0	\$0	\$0	\$0	90	90	

Plan Year: 2032		Estimated Cost:					\$22,312	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$923	\$0	\$0	\$0	\$923	78	79	
A-2	Preventive	\$2,361	\$0	\$0	\$0	\$2,361	78	79	
R-1A	Preventive	\$2,672	\$0	\$0	\$0	\$2,672	78	79	
R-2	Preventive	\$14,108	\$0	\$0	\$0	\$14,108	61	61	
T-2	Preventive	\$916	\$0	\$0	\$0	\$916	78	79	
T-3	Preventive	\$1,329	\$0	\$0	\$0	\$1,329	78	79	
T-5	Preventive	\$4	\$0	\$0	\$0	\$4	90	90	

Plan Year: 2033		Estimated Cost:					\$465,132	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,548	\$0	\$0	\$0	\$1,548	76	76	
A-2	Preventive	\$3,959	\$0	\$0	\$0	\$3,959	76	76	
R-1A	Preventive	\$4,481	\$0	\$0	\$0	\$4,481	76	76	
R-2	Major Below Critical	\$0	\$0	\$451,350	\$0	\$451,350	60	100	
T-2	Preventive	\$1,536	\$0	\$0	\$0	\$1,536	76	76	
T-3	Preventive	\$2,228	\$0	\$0	\$0	\$2,228	76	76	
T-5	Preventive	\$30	\$0	\$0	\$0	\$30	89	89	