

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:** 9/5/2012 **PCI:** 41

Sample # 1

Area: 5,184 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	43 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	63 LF
PATCHING	L	100 SF
RAVELING	L	2,590 SF
WEATHERING	L	3,600 SF
WEATHERING	M	1,584 SF

Sample # 4

Area: 5,728 SF

Distress Description	Severity	Quantity
DEPRESSION	L	60 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	200 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
RAVELING	L	600 SF
RAVELING	M	300 SF
RAVELING	H	240 SF
WEATHERING	L	1,700 SF

Sample # 7

Area: 5,728 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	275 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	52 LF
OIL SPILLAGE	N	10 SF
PATCHING	L	12 SF
RAVELING	L	360 SF
WEATHERING	L	5,728 SF

Sample # 10

Area: 5,536 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	88 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	96 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	186 LF
RAVELING	L	540 SF
WEATHERING	L	4,936 SF
WEATHERING	M	600 SF

DEER LODGE AIRPORT

Branch: 08A

APRON

A-3

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	736 SF	23.09%	23.16
DEPRESSION	L	150 SF	1.89%	1.37
LONGITUDINAL/TRANSVERSE CRACKING	L	1,511 LF	0.13%	9.35
LONGITUDINAL/TRANSVERSE CRACKING	M	586 LF	0.03%	11.53
LONGITUDINAL/TRANSVERSE CRACKING	H	464 LF	4.56%	18.08
OIL SPILLAGE	N	24.94 SF	0.23%	2
PATCHING	L	279.34 SF	0.9574	2.48
RAVELING	L	10201 SF	0.0021	13.21
RAVELING	M	748.24 SF	0.0426	8.84
RAVELING	H	598.59 SF	0.0014	17.82
WEATHERING	L	39816.4 SF	0.0004	5.54
WEATHERING	M	5447.2 SF	0.0002	5.37

* 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

77.0 % Climate/Durability

3.0 % 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:** 9/5/2012 **PCI:** 57

Sample # 1

Area: 5,264 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	180 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
RAVELING	L	1,370 SF
WEATHERING	L	2,632 SF
WEATHERING	M	2,632 SF

Sample # 2

Area: 5,264 SF

Distress Description	Severity	Quantity
BLEEDING	N	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF
PATCHING	L	65 SF
RAVELING	L	600 SF
WEATHERING	L	1,120 SF
WEATHERING	M	200 SF

Sample # 3

Area: 5,264 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	80 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	174 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
OIL SPILLAGE	N	1,500 SF
RAVELING	L	780 SF
WEATHERING	L	3,400 SF
WEATHERING	M	1,050 SF
WEATHERING	H	814 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	81 SF	1.41%	14.57
BLEEDING	N	50 SF	0.24%	2.21
LONGITUDINAL/TRANSVERSE CRACKING	L	487 LF	2.66%	10.21
LONGITUDINAL/TRANSVERSE CRACKING	M	52 LF	0.06%	6.80
OIL SPILLAGE	N	1,511 SF	6.02%	16.80
PATCHING	L	65.46 SF	4.21%	2.3
RAVELING	L	2769.5 SF	0.0002	12.86
WEATHERING	L	7202.72 SF	0.0167	4.59
WEATHERING	M	3909.53 SF	0.0007	10.04
WEATHERING	H	819.77 SF	0.075	16.52

* 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

15.0 % Load

65.0 % Climate/Durability

20.0 % 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:** 9/5/2012 **PCI:** **88**

Sample # 1		Area: 5,250 SF
	Distress Description	Severity Quantity
	DEPRESSION	L 6 SF
	RAVELING	L 300 SF
	RAVELING	M 150 SF
	RAVELING	H 2 SF

Sample # 6		Area: 5,250 SF
	Distress Description	Severity Quantity
	RAVELING	L 125 SF

Sample # 11		Area: 5,250 SF
	Distress Description	Severity Quantity
	RAVELING	L 190 SF

Sample # 16		Area: 5,250 SF
	Distress Description	Severity Quantity
	OIL SPILLAGE	N 8 SF
	RAVELING	L 175 SF

Sample # 21		Area: 4,000 SF
	Distress Description	Severity Quantity
	OIL SPILLAGE	N 12 SF
	RAVELING	L 50 SF
	RAVELING	H 5 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	27 SF	2.32%	0.30
OIL SPILLAGE	N	88 SF	2.88%	2.01
RAVELING	L	3,715 SF	0.10%	6.75
RAVELING	M	663 SF	5.18%	7.51
RAVELING	H	31 SF	0.17%	6.00

* 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 90.0 % Climate/Durability 10.0 % 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: 9/5/2012

PCI: 77

Sample # 4

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	101 LF
RAVELING	L	1,200 SF
WEATHERING	L	4,875 SF

Sample # 14

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	70 LF
RAVELING	L	725 SF
WEATHERING	L	4,875 SF

Sample # 24

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	81 LF
RAVELING	L	1,040 SF
WEATHERING	L	4,875 SF

Sample # 34

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	34 LF
RAVELING	L	1,750 SF
WEATHERING	L	4,875 SF

Sample # 44

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	107 LF
RAVELING	L	420 SF
WEATHERING	L	4,875 SF

Sample # 54

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	84 LF
RAVELING	L	1,250 SF
WEATHERING	L	4,875 SF

Sample # 64

Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
OIL SPILLAGE	N	2 SF
RAVELING	L	455 SF
WEATHERING	L	4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	5,222 LF	0.07%	6.32
OIL SPILLAGE	N	19 SF	0.10%	2.00
RAVELING	L	66,145 SF	0.04%	13.72
WEATHERING	L	330,000 SF	1.25%	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

93.0 % Climate/Durability

7.0 % 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: 9/5/2012 **PCI: 80**

Sample #	Distress Description	Severity	Quantity	Area:
3	RAVELING	L	1,800 SF	4,500 SF
	RAVELING	M	45 SF	
	WEATHERING	L	4,500 SF	
8	RAVELING	L	450 SF	4,500 SF
	WEATHERING	L	4,500 SF	
13	RAVELING	L	540 SF	4,500 SF
	WEATHERING	L	4,500 SF	
18	LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF	4,500 SF
	OIL SPILLAGE	N	3 SF	
	RAVELING	L	225 SF	
	WEATHERING	L	4,500 SF	
23	RAVELING	L	360 SF	4,500 SF
	WEATHERING	L	4,500 SF	
28	RAVELING	L	2,330 SF	3,885 SF
	RAVELING	M	80 SF	
	WEATHERING	L	3,885 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	7 LF	0.01%	2.50
OIL SPILLAGE	N	7 SF	1.35%	2.00
RAVELING	L	12,970 SF	0.11%	14.20
RAVELING	M	284 SF	2.83%	6.04
WEATHERING	L	59,987 SF	25.21%	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 93.0 % Climate/Durability 7.0 % 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: 9/5/2012 **PCI: 83**

Sample # 1 Area: 5,392 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF
RAVELING	L	500 SF
WEATHERING	L	5,392 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	500 SF	25.42%	9.46
WEATHERING	L	5,392 SF	0.46%	5.96
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF	0.53%	2.71

* 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: 17 Last Inspection Date: 11/13/2012 **PCI: 67**

Sample # 2 Area: 4,400 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	82 LF
RAVELING	L	1,000 SF
WEATHERING	L	4,400 SF

Sample # 5 Area: 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	91 LF
OIL SPILLAGE	N	50 SF
PATCHING	L	200 SF
RAVELING	L	300 SF
WEATHERING	L	3,500 SF

Sample # 8 Area: 4,900 SF

Distress Description	Severity	Quantity
DEPRESSION	L	20 SF
DEPRESSION	M	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	36 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
RAVELING	L	850 SF
WEATHERING	L	4,900 SF

Sample # 10 Area: 6,020 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	81 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF
RAVELING	L	300 SF
WEATHERING	L	6,020 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CR	L	134 SF	0.43%	13.30
RAVELING	L	3,295 SF	10.63%	10.13
LONGITUDINAL/TRANSVERSE CRACKING	H	22 LF	0.07%	7.50
WEATHERING	L	31,000 SF	100.00%	5.96
LONGITUDINAL/TRANSVERSE CRACKING	L	384 LF	1.24%	5.47
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF	0.06%	4.00
PATCHING	L	330 SF	1.06%	3.69
OIL SPILLAGE	N	83 SF	0.27%	2.76

* 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

80.0 % Load 20.0 % Climate/Durability 0.0 % Other

DEER LODGE AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$53,098**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Poliv
A-3	L & T CR	H	464 LF	Crack Sealing - AC	464 LF	\$1,160	SAFETY
A-3	RAVELING	H	599 SF	Patching - AC Shallow	599 SF	\$11,972	SAFETY
A-4	L & T CR	M	52 LF	Crack Sealing - AC	52 LF	\$131	PREV.
A-4	OIL SPILLAGE	N	1,511 SF	Patching - AC Shallow	1,671 SF	\$33,421	PREV.
A-5	OIL SPILLAGE	N	88 SF	Patching - AC Shallow	130 SF	\$2,606	PREV.
R-3	OIL SPILLAGE	N	19 SF	Patching - AC Shallow	41 SF	\$821	PREV.
R-4	OIL SPILLAGE	N	7 SF	Patching - AC Shallow	21 SF	\$427	PREV.
T-2	L & T CR	H	21 LF	Crack Sealing - AC	21 LF	\$54	PREV.
T-2	L & T CR	M	20 LF	Crack Sealing - AC	20 LF	\$49	PREV.
T-2	OIL SPILLAGE	N	82 SF	Patching - AC Shallow	123 SF	\$2,458	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$98,809**

Plan Year: 2013		Estimated Cost: \$547,847					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Major Below Critical	\$0	\$0	\$363,249	\$0	\$363,249	40	100
A-4	Major Above Critical	\$0	\$0	\$0	\$65,278	\$65,278	56	100
A-5	Preventive	\$301	\$0	\$0	\$0	\$301	86	86
R-3	Global MR + Preventive	\$8,817	\$82,501	\$0	\$0	\$91,318	76	81
R-4	Global MR + Preventive	\$941	\$14,997	\$0	\$0	\$15,938	79	84
T-1B	Global MR + Preventive	\$47	\$1,348	\$0	\$0	\$1,395	81	88
T-2	Global MR + Preventive	\$2,620	\$7,750	\$0	\$0	\$10,370	67	68

Plan Year: 2014		Estimated Cost: \$28,990					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-5	Global MR + Preventive	\$553	\$19,393	\$0	\$0	\$19,946	83	90
R-3	Preventive	\$6,035	\$0	\$0	\$0	\$6,035	78	78
R-4	Preventive	\$539	\$0	\$0	\$0	\$539	81	81
T-1B	Preventive	\$31	\$0	\$0	\$0	\$31	84	85
T-2	Preventive	\$2,440	\$0	\$0	\$0	\$2,440	67	67

Plan Year: 2015		Estimated Cost: \$13,115					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-5	Preventive	\$292	\$0	\$0	\$0	\$292	86	87
R-3	Preventive	\$9,088	\$0	\$0	\$0	\$9,088	76	76
R-4	Preventive	\$942	\$0	\$0	\$0	\$942	79	79
T-1B	Preventive	\$48	\$0	\$0	\$0	\$48	82	82
T-2	Preventive	\$2,746	\$0	\$0	\$0	\$2,746	67	67

Plan Year: 2016		Estimated Cost: \$17,358					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$127	\$0	\$0	\$0	\$127	88	88
A-4	Preventive	\$37	\$0	\$0	\$0	\$37	88	88
A-5	Preventive	\$561	\$0	\$0	\$0	\$561	83	83
R-3	Preventive	\$11,899	\$0	\$0	\$0	\$11,899	74	74
R-4	Preventive	\$1,533	\$0	\$0	\$0	\$1,533	77	77
T-1B	Preventive	\$80	\$0	\$0	\$0	\$80	79	79
T-2	Preventive	\$3,120	\$0	\$0	\$0	\$3,120	66	66

Plan Year: 2017		Estimated Cost: \$21,524					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$335	\$0	\$0	\$0	\$335	85	85
A-4	Preventive	\$96	\$0	\$0	\$0	\$96	85	85
A-5	Preventive	\$827	\$0	\$0	\$0	\$827	80	80
R-3	Preventive	\$14,468	\$0	\$0	\$0	\$14,468	73	73
R-4	Preventive	\$2,079	\$0	\$0	\$0	\$2,079	75	75
T-1B	Preventive	\$135	\$0	\$0	\$0	\$135	77	77
T-2	Preventive	\$3,583	\$0	\$0	\$0	\$3,583	65	65

Plan Year: 2018		Estimated Cost: \$149,759					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$539	\$0	\$0	\$0	\$539	82	82
A-4	Preventive	\$155	\$0	\$0	\$0	\$155	82	82
A-5	Preventive	\$1,742	\$0	\$0	\$0	\$1,742	78	78
R-3	Global MR + Preventive	\$16,800	\$95,641	\$0	\$0	\$112,441	72	74
R-4	Global MR + Preventive	\$2,578	\$17,385	\$0	\$0	\$19,964	73	77
T-1B	Global MR + Preventive	\$187	\$1,563	\$0	\$0	\$1,750	75	79
T-2	Global MR + Preventive	\$4,183	\$8,984	\$0	\$0	\$13,168	63	66

DEER LODGE AIRPORT

Plan Year: 2019		Estimated Cost: \$47,640				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$988	\$0	\$0	\$0	\$988	79	79
A-4	Preventive	\$284	\$0	\$0	\$0	\$284	79	79
A-5	Global MR + Preventive	\$2,716	\$22,482	\$0	\$0	\$25,198	75	81
R-3	Preventive	\$15,130	\$0	\$0	\$0	\$15,130	73	73
R-4	Preventive	\$2,163	\$0	\$0	\$0	\$2,163	75	75
T-1B	Preventive	\$139	\$0	\$0	\$0	\$139	77	77
T-2	Preventive	\$3,739	\$0	\$0	\$0	\$3,739	65	65

Plan Year: 2020		Estimated Cost: \$28,878				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$1,739	\$0	\$0	\$0	\$1,739	76	76
A-4	Preventive	\$500	\$0	\$0	\$0	\$500	76	76
A-5	Preventive	\$1,745	\$0	\$0	\$0	\$1,745	78	78
R-3	Preventive	\$17,646	\$0	\$0	\$0	\$17,646	72	72
R-4	Preventive	\$2,701	\$0	\$0	\$0	\$2,701	73	73
T-1B	Preventive	\$194	\$0	\$0	\$0	\$194	75	75
T-2	Preventive	\$4,354	\$0	\$0	\$0	\$4,354	64	64

Plan Year: 2021		Estimated Cost: \$34,476				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$2,480	\$0	\$0	\$0	\$2,480	74	74
A-4	Preventive	\$713	\$0	\$0	\$0	\$713	74	74
A-5	Preventive	\$2,778	\$0	\$0	\$0	\$2,778	75	75
R-3	Preventive	\$19,931	\$0	\$0	\$0	\$19,931	71	71
R-4	Preventive	\$3,185	\$0	\$0	\$0	\$3,185	72	72
T-1B	Preventive	\$244	\$0	\$0	\$0	\$244	74	74
T-2	Preventive	\$5,144	\$0	\$0	\$0	\$5,144	62	62

Plan Year: 2022		Estimated Cost: \$177,733				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$3,219	\$0	\$0	\$0	\$3,219	71	71
A-4	Preventive	\$926	\$0	\$0	\$0	\$926	71	71
A-5	Preventive	\$3,805	\$0	\$0	\$0	\$3,805	73	73
R-3	Preventive	\$22,777	\$0	\$0	\$0	\$22,777	70	70
R-4	Preventive	\$3,631	\$0	\$0	\$0	\$3,631	71	71
T-1B	Preventive	\$290	\$0	\$0	\$0	\$290	72	72
T-2	Major Below Critical	\$0	\$0	\$143,085	\$0	\$143,085	60	100

Plan Year: 2023		Estimated Cost: \$174,363				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$4,326	\$0	\$0	\$0	\$4,326	69	69
A-4	Preventive	\$1,244	\$0	\$0	\$0	\$1,244	69	69
A-5	Preventive	\$4,834	\$0	\$0	\$0	\$4,834	71	71
R-3	Global MR + Preventive	\$26,740	\$110,874	\$0	\$0	\$137,614	69	71
R-4	Global MR + Preventive	\$4,047	\$20,155	\$0	\$0	\$24,202	70	72
T-1B	Global MR + Preventive	\$332	\$1,812	\$0	\$0	\$2,144	71	74

Plan Year: 2024		Estimated Cost: \$68,643				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$6,025	\$0	\$0	\$0	\$6,025	67	67
A-4	Preventive	\$1,733	\$0	\$0	\$0	\$1,733	67	67
A-5	Global MR + Preventive	\$6,849	\$26,063	\$0	\$0	\$32,912	68	73
R-3	Preventive	\$23,846	\$0	\$0	\$0	\$23,846	70	70
R-4	Preventive	\$3,822	\$0	\$0	\$0	\$3,822	71	71
T-1B	Preventive	\$305	\$0	\$0	\$0	\$305	72	72

Plan Year: 2025		Estimated Cost: \$47,786				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$7,744	\$0	\$0	\$0	\$7,744	65	65
A-4	Preventive	\$2,227	\$0	\$0	\$0	\$2,227	65	65
A-5	Preventive	\$5,025	\$0	\$0	\$0	\$5,025	71	71
R-3	Preventive	\$28,089	\$0	\$0	\$0	\$28,089	69	69
R-4	Preventive	\$4,259	\$0	\$0	\$0	\$4,259	70	70
T-1B	Preventive	\$349	\$0	\$0	\$0	\$349	71	71
T-2	Preventive	\$94	\$0	\$0	\$0	\$94	88	88

DEER LODGE AIRPORT

Plan Year: 2026		Estimated Cost: \$57,036					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$9,487	\$0	\$0	\$0	\$9,487	63	63	
A-4	Preventive	\$2,728	\$0	\$0	\$0	\$2,728	63	63	
A-5	Preventive	\$7,000	\$0	\$0	\$0	\$7,000	69	69	
R-3	Preventive	\$32,132	\$0	\$0	\$0	\$32,132	68	68	
R-4	Preventive	\$5,056	\$0	\$0	\$0	\$5,056	69	69	
T-1B	Preventive	\$391	\$0	\$0	\$0	\$391	70	70	
T-2	Preventive	\$242	\$0	\$0	\$0	\$242	85	85	

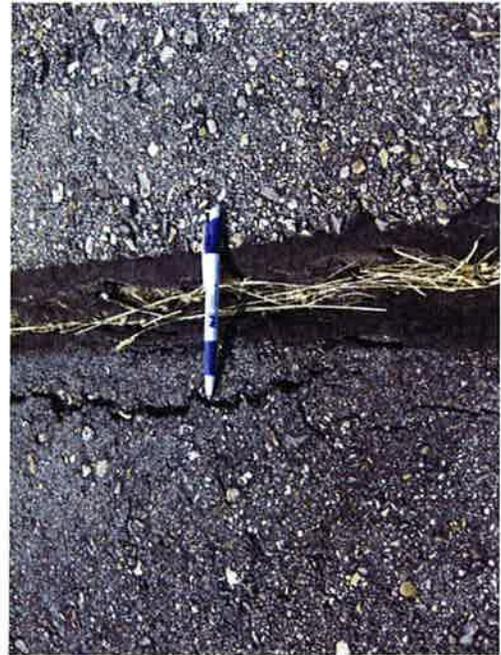
Plan Year: 2027		Estimated Cost: \$66,992					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$11,278	\$0	\$0	\$0	\$11,278	62	62	
A-4	Preventive	\$3,243	\$0	\$0	\$0	\$3,243	62	62	
A-5	Preventive	\$9,512	\$0	\$0	\$0	\$9,512	67	67	
R-3	Preventive	\$36,291	\$0	\$0	\$0	\$36,291	68	68	
R-4	Preventive	\$5,825	\$0	\$0	\$0	\$5,825	69	69	
T-1B	Preventive	\$460	\$0	\$0	\$0	\$460	69	69	
T-2	Preventive	\$383	\$0	\$0	\$0	\$383	82	82	

DEER LODGE AIRPORT

9/19/2012



A-3, Overview with cracks



A-3, Surface detail with crack



A-4, Overview with depression



A-5, Overview

DEER LODGE AIRPORT

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A-5, Surface detail with raveling



A-5, Surface detail with raveling



R-3, Overview



R-3, Surface detail with crack

DEER LODGE AIRPORT

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A-4, Overview

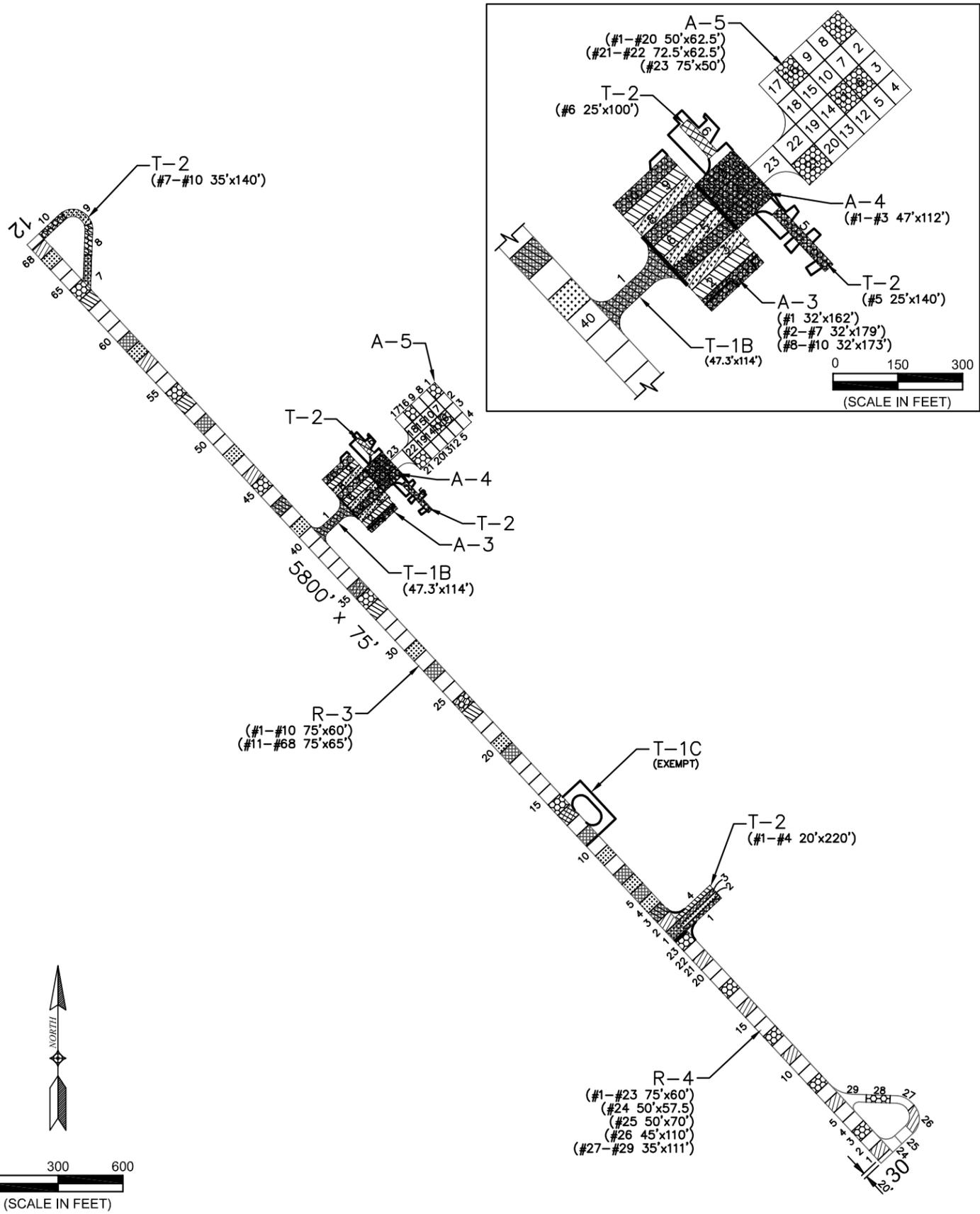


R-4, Surface detail with crack



T-1B, Surface detail with weathering

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.	
RUNWAYS										
R-3	E-4	CBR=13.5		6" P-208	2.5" P-401	2" P-401	30,000			▲▲▲▲
R-4		CBR=13.5		4" P-209	4" P-401		30,000			▲▲▲
TAXIWAYS										
T-1B	E-4	CBR=13.5		6"P-208,2"P-207	2.5" P-401		12,500			▲▲▲
T-2	E-4	CBR=13.5		6"P-208,4"P-207	2.5" P-401		12,500			▲▲▲
APRONS										
A-3	E-4	CBR=13.5		6"P-208,2"P-207	2.5" P-401	1.5" P-401	30,000			▲▲▲▲
A-4	E-4	CBR=13.5		4" P-207	2.5" P-401	1.5" P-401	30,000			▲▲▲▲
A-5		CBR=13.5	P-154	4" P-208	4" P-401		30,000			▲▲▲

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-4) [INSPECTED PRIOR TO CONSTRUCTION].
- ▲ AIP-010, 2009, REHABILITATE APRON (A-3), RUNWAY (R-3, R-4) AND TAXIWAY (T-1B, T-2).

LEGEND [Pattern] 1997 SURVEY AREA [Pattern] 2000 SURVEY AREA [Pattern] 2003 SURVEY AREA [Pattern] 2006 SURVEY AREA (NOT SURVEYED) [Pattern] 2009 SURVEY AREA [Pattern] 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	AUG. 23, 1987	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES DEER LODGE CITY-COUNTY
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 19, 2012	PREPARED FOR:  DEER LODGE MONTANA
	EVALUATED BY:	J. WALLA	
			PREPARED BY:  Engineering Planning Consulting
			DATE: DEC. 2012