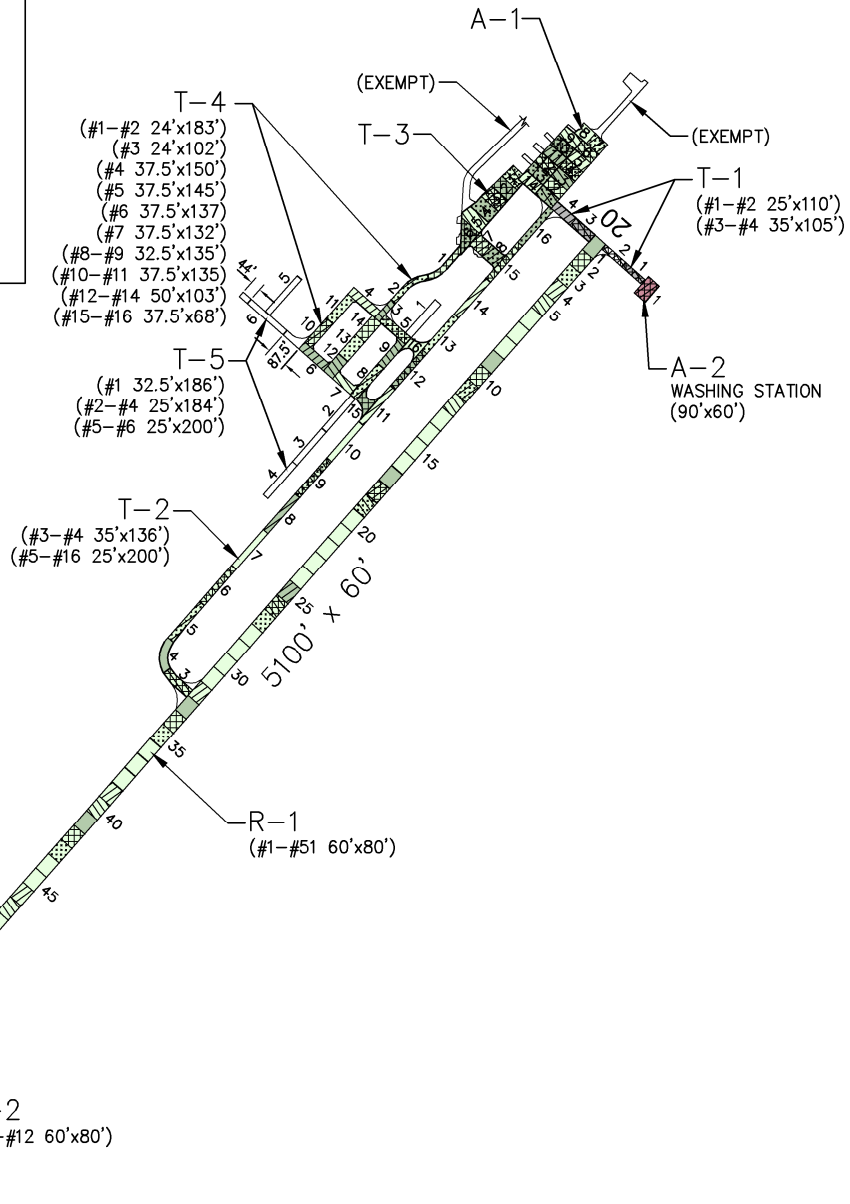
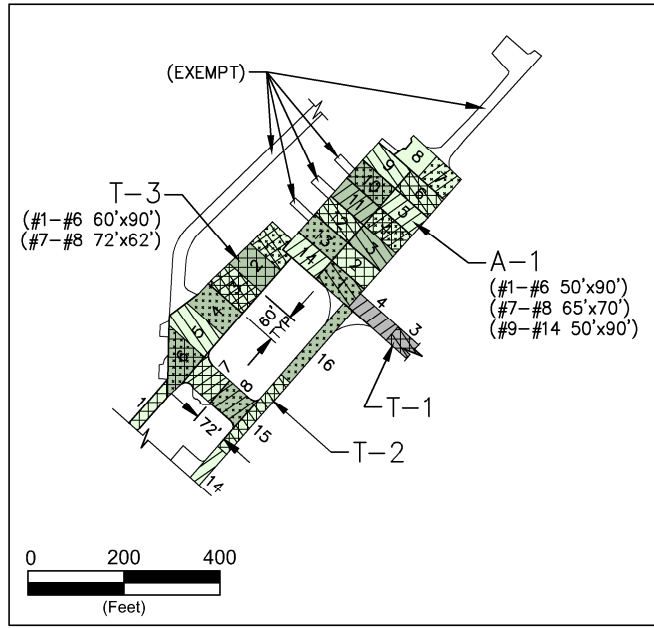


# THREE FORKS



## 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-1             | CBR=12     |                 |                | 4" P-208    | 2.5" P-401     | 2"P-401, P-609 | 12,500                |      |           | 1,3,4   |
| R-2             |            |                 | P-154          | 4" P-208    | 2.5" P-401     | 2"P-401, P-609 | 12,500                |      |           | 2,3,4   |
| <b>TAXIWAYS</b> |            |                 |                |             |                |                |                       |      |           |         |
| T-1             | CBR=12     |                 |                | 4" P-208    | 2.5" P-401     | 2"P-401, P-609 | 12,500                |      |           | 1,4     |
| T-2             |            |                 | P-154          | 4" P-208    | 2.5" P-401     | 2"P-401, P-609 | 12,500                |      |           | 2,4     |
| T-3             |            |                 | P-154          | 4" P-208    | 2.5" P-401     | 2"P-401, P-609 | 12,500                |      |           | 3,4     |
| T-4             |            |                 |                | 4" P-208    | 2.5" P-401     | P-609          | 12,500                |      |           | 3,4     |
| T-5             |            |                 | P-154          | 4" P-208    | 2.5" P-401     |                | 12,500                |      |           | 5       |
| <b>APRONS</b>   |            |                 |                |             |                |                |                       |      |           |         |
| A-1             | CBR=12     |                 |                | 4" P-208    | 2.5" P-401     | 2"P-401, P-609 | 12,500                |      |           | 1,3,4   |
| A-2             |            |                 |                |             | 6" P-501       |                | UNKNOWN               |      |           |         |

**REMARKS:**

1. AIP-01, 1986, ALL PAVEMENTS CONSTRUCTED.
2. AIP-02, 1993, CONSTRUCT RUNWAY EXTENSION (R-2) AND PARTIAL PARALLEL TAXIWAY (T-2).
3. AIP-03, 2000, OVERLAY RUNWAY (R-1,R-2), APRON (A-1), AND TAXIWAYS (T-1,T-2,T-3); RECONSTRUCT TAXIWAY (T-4).
4. AIP-007-2011, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
5. AIP-009-2014, CONSTRUCT TAXIWAY (T-5).

**LEGEND**

- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA
- 2015 SURVEY AREA
- MAINTAIN: PCI > 60
- TRANSITION: PCI 45 TO 60
- RECONSTRUCT: PCI < 45

|  |                     |
|--|---------------------|
| DATE OF PAVEMENT STRENGTH SURVEY:              | JUNE 8, 1990        |
| EVALUATED BY:                                  | J. STYBA            |
| DATE OF MOST RECENT PAVEMENT CONDITION SURVEY: | AUG. 4, 2015        |
| EVALUATED BY:                                  | B. BURKLAND         |
| LOCATION:                                      | THREE FORKS MONTANA |

**MONTANA AVIATION SYSTEM PLAN  
2015 UPDATE - PAVEMENT CONDITION INDEXES**

**THREE FORKS AIRPORT  
(9S5)**

Date: DECEMBER 2015 Prepared For: MONTANA DEPARTMENT OF TRANSPORTATION Prepared By: RPA Robert Peccia & Associates, Inc.

THREE FORKS

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# THREE FORKS AIRPORT

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8/4/2015



**A-1**, Overview



**A-1**, Surface detail with cracking



**R-1**, Surface detail with animal burrow



**R-1**, Overview with cracks

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# THREE FORKS AIRPORT

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8/4/2015



**R-2, Overview**



**R-2, Surface detail with cracking & raveling (plant growth)**



**T-2, Surface detail with cracking & weathering**



**T-2, Overview**

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# THREE FORKS AIRPORT

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8/4/2015



T-3, Overview with cracks



T-3, Surface detail with alligator cracking



T-4, Surface detail with "patch"



T-4, Overview with oil spills

# THREE FORKS AIRPORT

Branch: 49A

APRON

**A-1**

**Length:** 360 LF **Width:** 180 LF **Area:** 63,800 SF **Last Const. :** 2000 **Family:** ACAM15  
**From:** ENTIRE ASPHALT APRON **To:** **Surface:** AAC

**Inspections**

**Samples Surveyed:** 5 **Total Samples:** 14 **Last Inspection Date (RPA)** 8/6/2015 **PCI:** 73

**Sample # 1** **Area:** 4500 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 180 LF   |
| WEATHERING                       | L        | 90 SF    |
| RAVELING                         | L        | 90 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 20 LF    |

**Sample # 4** **Area:** 4500 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 124 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 45 LF    |
| RAVELING                         | L        | 90 SF    |
| WEATHERING                       | L        | 68 SF    |
| DEPRESSION                       | H        | 4 SF     |

**Sample # 7** **Area:** 4550 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 94 LF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 52 LF    |
| RAVELING                         | L        | 98 SF    |
| WEATHERING                       | L        | 57 SF    |
| DEPRESSION                       | H        | 3 SF     |
| DEPRESSION                       | L        | 2 SF     |

**Sample # 10** **Area:** 4500 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 237 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 60 LF    |
| RAVELING                         | L        | 90 SF    |
| WEATHERING                       | L        | 37 SF    |
| DEPRESSION                       | H        | 8 SF     |

**Sample # 13** **Area:** 4500 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 222 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 32 LF    |
| RAVELING                         | L        | 90 SF    |
| WEATHERING                       | L        | 68 SF    |
| DEPRESSION                       | H        | 1 SF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity | Density | Deduct |
|----------------------------------|----------|----------|---------|--------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 2425 LF  | 3.80 %  | 12.04  |
| DEPRESSION                       | H        | 45 SF    | 0.07 %  | 12.00  |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 591 LF   | 0.93 %  | 10.86  |
| RAVELING                         | L        | 1296 SF  | 2.03 %  | 4.02   |
| WEATHERING                       | L        | 905 SF   | 1.42 %  | 0.59   |
| DEPRESSION                       | L        | 6 SF     | 0.01 %  | 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                      69.0 % Climate/Durability                      31.0 % Other

# THREE FORKS AIRPORT

Branch: 49R

**RUNWAY**

**R-1**

**Length:** 4,100 LF    **Width:** 60 LF    **Area:** 246,000 SF    **Last Const. :** 2000    **Family:** ACRMU15  
**From:** RWY 20-2 STA 0+00    **To:** RWY 20-2 STA 41+00    **Surface:** AAC

**Inspections**

**Samples Surveyed:** 7    **Total Samples:** 51    **Last Inspection Date (RPA)** 8/6/2015    **PCI:** **66**

**Sample # 3**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 441 LF   |
| WEATHERING                       | L        | 1440 SF  |
| RAVELING                         | M        | 57 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 11 LF    |
| RAVELING                         | L        | 15 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | H        | 2 LF     |

**Sample # 11**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1440 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 310 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 19 LF    |
| RAVELING                         | L        | 60 SF    |
| RAVELING                         | M        | 3 SF     |

**Sample # 19**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1440 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 279 LF   |
| RAVELING                         | M        | 84 SF    |
| RAVELING                         | L        | 80 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 19 LF    |
| RAVELING                         | H        | 6 SF     |

**Sample # 27**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1440 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 301 LF   |
| RAVELING                         | L        | 93 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 28 LF    |

**Sample # 35**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1440 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 306 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 25 LF    |
| RAVELING                         | L        | 30 SF    |
| RAVELING                         | M        | 2 SF     |

**Sample # 43**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 442 LF   |
| WEATHERING                       | L        | 1440 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 44 LF    |
| RAVELING                         | L        | 32 SF    |
| OIL SPILLAGE                     | N        | 1 SF     |

**Sample # 51**    **Area:** 4800 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1440 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 343 LF   |
| RAVELING                         | L        | 23 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 6 LF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity | Density | Deduct |
|----------------------------------|----------|----------|---------|--------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 17733 LF | 7.21 %  | 19.02  |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 1113 LF  | 0.45 %  | 7.93   |
| LONGITUDINAL/TRANSVERSE CRACKING | H        | 15 LF    | 0.01 %  | 7.50   |
| RAVELING                         | H        | 44 SF    | 0.02 %  | 6.00   |
| RAVELING                         | M        | 1069 SF  | 0.43 %  | 5.87   |
| WEATHERING                       | L        | 73800 SF | 30.00 % | 3.65   |
| RAVELING                         | L        | 2438 SF  | 0.99 %  | 2.60   |
| OIL SPILLAGE                     | N        | 7 SF     | 0.00 %  | 2.00   |

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**THREE FORKS AIRPORT**

Branch: 49R

**RUNWAY**

**R-1**

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\* 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**

96.0 % **Climate/Durability**

4.0 % **Other**

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**THREE FORKS AIRPORT** Branch: 49T **TAXIWAY** **T-2**

**Length:** 0 LF **Width:** 0 LF **Area:** 74,150 SF **Last Const. :** 2000 **Family:** ACRMU15  
**From:** PARALLEL TO RWY 20-2 **To:** **Surface:** AAC

**Inspections**

**Samples Surveyed:** 5 **Total Samples:** 16 **Last Inspection Date (RPA)** 8/6/2015 **PCI:** **80**

**Sample # 1** **Area:** 3700 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1110 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 288 LF   |
| RAVELING                         | L        | 180 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 18 LF    |
| RAVELING                         | M        | 2 SF     |

**Sample # 5** **Area:** 5000 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1250 SF  |
| RAVELING                         | L        | 250 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 28 LF    |

**Sample # 9** **Area:** 5000 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1250 SF  |
| RAVELING                         | L        | 250 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 10 LF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 3 LF     |

**Sample # 13** **Area:** 5000 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1250 SF  |
| RAVELING                         | L        | 250 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 69 LF    |

**Sample # 16** **Area:** 5000 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1250 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 145 LF   |
| RAVELING                         | L        | 250 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 3 LF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity | Density | Deduct |
|----------------------------------|----------|----------|---------|--------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 1689 LF  | 2.28 %  | 8.15   |
| RAVELING                         | L        | 3692 SF  | 4.98 %  | 6.79   |
| RAVELING                         | M        | 6 SF     | 0.01 %  | 4.00   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 75 LF    | 0.10 %  | 3.99   |
| WEATHERING                       | L        | 19116 SF | 25.78 % | 3.32   |

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

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

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

# THREE FORKS AIRPORT

Branch: 49T

TAXIWAY

T-3

**Length:** 370 LF **Width:** 90 LF **Area:** 33,300 SF **Last Const. :** 2000 **Family:** ACRMU15  
**From:** A-1 **To:** T-2 **Surface:** AAC

**Inspections**

**Samples Surveyed:** 4 **Total Samples:** 8 **Last Inspection Date (RPA)** 8/6/2015 **PCI:** 67

**Sample # 1** **Area:** 5400 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 189 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 90 LF    |
| RAVELING                         | L        | 270 SF   |
| WEATHERING                       | L        | 108 SF   |

**Sample # 4** **Area:** 5700 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 170 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 110 LF   |
| RAVELING                         | L        | 270 SF   |
| WEATHERING                       | L        | 114 SF   |
| DEPRESSION                       | L        | 48 SF    |
| DEPRESSION                       | M        | 16 SF    |
| RAVELING                         | H        | 5 SF     |
| PATCHING                         | L        | 4 SF     |
| SWELLING                         | L        | 1 SF     |

**Sample # 6** **Area:** 6900 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 165 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 106 LF   |
| RAVELING                         | L        | 345 SF   |
| WEATHERING                       | L        | 62 SF    |
| PATCHING                         | M        | 37 SF    |
| DEPRESSION                       | L        | 7 SF     |
| DEPRESSION                       | M        | 3 SF     |

**Sample # 8** **Area:** 4950 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 190 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 87 LF    |
| RAVELING                         | L        | 247 SF   |
| WEATHERING                       | L        | 43 SF    |
| OIL SPILLAGE                     | N        | 5 SF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity | Density | Deduct |
|----------------------------------|----------|----------|---------|--------|
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 570 LF   | 1.71 %  | 14.51  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 1036 LF  | 3.11 %  | 10.33  |
| PATCHING                         | M        | 54 SF    | 0.16 %  | 7.00   |
| RAVELING                         | L        | 1643 SF  | 4.93 %  | 6.75   |
| RAVELING                         | H        | 7 SF     | 0.02 %  | 6.00   |
| DEPRESSION                       | M        | 28 SF    | 0.08 %  | 5.20   |
| OIL SPILLAGE                     | N        | 7 SF     | 0.02 %  | 2.00   |
| PATCHING                         | L        | 6 SF     | 0.02 %  | 2.00   |
| DEPRESSION                       | L        | 80 SF    | 0.24 %  | 1.11   |
| SWELLING                         | L        | 1 SF     | 0.00 %  | 1.00   |
| WEATHERING                       | L        | 474 SF   | 1.42 %  | 0.59   |

\* 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

**THREE FORKS AIRPORT** Branch: 49T TAXIWAY T-4

Length: 1,918 LF Width: 37 LF Area: 70,344 SF Last Const. : 2000 Family: ACRMU15  
 From: T-2 To: T-3 Surface: AC

**Inspections**

Samples Surveyed: 5 Total Samples: 16 Last Inspection Date (RPA) 8/6/2015 PCI: 74

Sample # 2 Area: 5000 SF

| Distress Description | Severity | Quantity |
|----------------------|----------|----------|
| WEATHERING           | L        | 1000 SF  |
| RAVELING             | L        | 50 SF    |
| RAVELING             | M        | 1 SF     |
| OIL SPILLAGE         | N        | 1 SF     |

Sample # 5 Area: 5437 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 1088 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 93 LF    |
| RAVELING                         | L        | 54 SF    |

Sample # 8 Area: 4388 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 878 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 61 LF    |
| RAVELING                         | L        | 44 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 2 LF     |
| OIL SPILLAGE                     | N        | 6 SF     |
| PATCHING                         | L        | 1 SF     |

Sample # 11 Area: 4725 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 945 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 219 LF   |
| RAVELING                         | L        | 50 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 8 LF     |

Sample # 14 Area: 5150 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| ALLIGATOR CRACKING               | L        | 1030 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 60 LF    |
| RAVELING                         | L        | 51 SF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 6 LF     |
| DEPRESSION                       | L        | 5 SF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity | Density | Deduct |
|----------------------------------|----------|----------|---------|--------|
| ALLIGATOR CRACKING               | L        | 2933 SF  | 4.17 %  | 34.35  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 1233 LF  | 1.75 %  | 6.76   |
| RAVELING                         | M        | 3 SF     | 0.00 %  | 4.00   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 46 LF    | 0.06 %  | 4.00   |
| RAVELING                         | L        | 709 SF   | 1.01 %  | 2.63   |
| WEATHERING                       | L        | 11138 SF | 15.83 % | 2.39   |
| OIL SPILLAGE                     | N        | 20 SF    | 0.03 %  | 2.00   |
| PATCHING                         | L        | 3 SF     | 0.00 %  | 2.00   |
| DEPRESSION                       | L        | 14 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**

59.0 % Load 37.0 % Climate/Durability 4.0 % Other

**THREE FORKS AIRPORT****FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: \$129,877**

| PLAN YEAR: 2016 |                   |          | ESTIMATED COST: |            |            | \$300,918 | PCI    |       |
|-----------------|-------------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance       | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| T-3             | Prev. & Seal Coat | \$3,234  | \$9,324         |            |            | \$12,558  | 65     | 69    |
| R-2             | Prev. & Seal Coat | \$3,540  | \$16,800        |            |            | \$20,340  | 69     | 74    |
| T-4             | Local Repair      |          |                 |            | \$129,827  | \$129,827 | 72     | 100   |
| R-1             | Prev. & Seal Coat | \$26,248 | \$68,880        |            |            | \$95,128  | 64     | 68    |
| T-2             | Prev. & Seal Coat | \$1,450  | \$20,762        |            |            | \$22,212  | 78     | 83    |
| A-1             | Prev. & Seal Coat | \$2,989  | \$17,864        |            |            | \$20,853  | 71     | 76    |

| PLAN YEAR: 2017 |             |          | ESTIMATED COST: |            |            | \$30,638 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| R-1             | Basic Prev. | \$22,094 |                 |            |            | \$22,094 | 66     | 66    |
| T-2             | Basic Prev. | \$733    |                 |            |            | \$733    | 80     | 81    |
| R-2             | Basic Prev. | \$2,766  |                 |            |            | \$2,766  | 71     | 71    |
| A-1             | Basic Prev. | \$2,397  |                 |            |            | \$2,397  | 73     | 74    |
| T-3             | Basic Prev. | \$2,648  |                 |            |            | \$2,648  | 67     | 67    |

| PLAN YEAR: 2018 |             |          | ESTIMATED COST: |            |            | \$38,915 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| T-3             | Basic Prev. | \$3,363  |                 |            |            | \$3,363  | 65     | 66    |
| T-2             | Basic Prev. | \$1,454  |                 |            |            | \$1,454  | 78     | 78    |
| R-2             | Basic Prev. | \$3,628  |                 |            |            | \$3,628  | 69     | 69    |
| A-1             | Basic Prev. | \$3,094  |                 |            |            | \$3,094  | 71     | 71    |
| R-1             | Basic Prev. | \$27,376 |                 |            |            | \$27,376 | 65     | 65    |

| PLAN YEAR: 2019 |             |          | ESTIMATED COST: |            |            | \$48,397 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| T-3             | Basic Prev. | \$4,093  |                 |            |            | \$4,093  | 64     | 64    |
| R-1             | Basic Prev. | \$32,768 |                 |            |            | \$32,768 | 63     | 63    |
| R-2             | Basic Prev. | \$4,983  |                 |            |            | \$4,983  | 67     | 67    |
| A-1             | Basic Prev. | \$4,281  |                 |            |            | \$4,281  | 69     | 69    |
| T-2             | Basic Prev. | \$2,272  |                 |            |            | \$2,272  | 75     | 76    |

| PLAN YEAR: 2020 |             |          | ESTIMATED COST: |            |            | \$58,842 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| T-4             | Basic Prev. | \$246    |                 |            |            | \$246    | 87     | 87    |
| R-1             | Basic Prev. | \$38,347 |                 |            |            | \$38,347 | 61     | 61    |
| A-1             | Basic Prev. | \$5,946  |                 |            |            | \$5,946  | 67     | 67    |
| R-2             | Basic Prev. | \$6,362  |                 |            |            | \$6,362  | 66     | 66    |
| T-3             | Basic Prev. | \$4,850  |                 |            |            | \$4,850  | 62     | 62    |
| T-2             | Basic Prev. | \$3,091  |                 |            |            | \$3,091  | 73     | 73    |

| PLAN YEAR: 2021 |                   |          | ESTIMATED COST: |            |            | \$225,350 | PCI    |       |
|-----------------|-------------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance       | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| R-1             | Prev. & Seal Coat | \$44,961 | \$79,851        |            |            | \$124,812 | 59     | 63    |
| A-1             | Prev. & Seal Coat | \$7,685  | \$20,709        |            |            | \$28,394  | 65     | 69    |
| T-4             | Basic Prev.       | \$485    |                 |            |            | \$485     | 84     | 84    |
| T-2             | Prev. & Seal Coat | \$3,916  | \$24,069        |            |            | \$27,985  | 71     | 76    |
| R-2             | Prev. & Seal Coat | \$7,756  | \$19,476        |            |            | \$27,232  | 64     | 68    |
| T-3             | Prev. & Seal Coat | \$5,632  | \$10,809        |            |            | \$16,442  | 60     | 64    |

| PLAN YEAR: 2022 |             |          | ESTIMATED COST: |            |            | \$61,839 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| A-1             | Basic Prev. | \$6,102  |                 |            |            | \$6,102  | 67     | 67    |
| R-1             | Basic Prev. | \$40,126 |                 |            |            | \$40,126 | 61     | 61    |
| T-4             | Basic Prev. | \$726    |                 |            |            | \$726    | 81     | 81    |
| T-3             | Basic Prev. | \$5,074  |                 |            |            | \$5,074  | 62     | 62    |
| T-2             | Basic Prev. | \$3,198  |                 |            |            | \$3,198  | 73     | 74    |
| R-2             | Basic Prev. | \$6,613  |                 |            |            | \$6,613  | 66     | 66    |

| PLAN YEAR: 2023 |             |          | ESTIMATED COST: |            |            | \$74,133 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| A-1             | Basic Prev. | \$7,941  |                 |            |            | \$7,941  | 65     | 65    |
| T-3             | Basic Prev. | \$5,902  |                 |            |            | \$5,902  | 61     | 61    |
| R-2             | Basic Prev. | \$8,095  |                 |            |            | \$8,095  | 64     | 64    |
| T-2             | Basic Prev. | \$4,071  |                 |            |            | \$4,071  | 71     | 71    |
| R-1             | Basic Prev. | \$46,836 |                 |            |            | \$46,836 | 60     | 60    |
| T-4             | Basic Prev. | \$1,288  |                 |            |            | \$1,288  | 79     | 79    |

| PLAN YEAR: 2024 |             |          | ESTIMATED COST: |            |            | \$90,087 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total    | before | after |
| R-2             | Basic Prev. | \$9,622  |                 |            |            | \$9,622  | 62     | 62    |
| R-1             | Basic Prev. | \$56,046 |                 |            |            | \$56,046 | 58     | 58    |
| T-3             | Basic Prev. | \$7,005  |                 |            |            | \$7,005  | 59     | 59    |
| A-1             | Basic Prev. | \$9,884  |                 |            |            | \$9,884  | 63     | 63    |
| T-2             | Basic Prev. | \$5,335  |                 |            |            | \$5,335  | 69     | 69    |
| T-4             | Basic Prev. | \$2,195  |                 |            |            | \$2,195  | 76     | 76    |

| PLAN YEAR: 2025 |             |          | ESTIMATED COST: |            |            | \$107,985 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| T-2             | Basic Prev. | \$7,334  |                 |            |            | \$7,334   | 67     | 68    |
| T-3             | Basic Prev. | \$8,316  |                 |            |            | \$8,316   | 57     | 57    |
| R-1             | Basic Prev. | \$66,056 |                 |            |            | \$66,056  | 56     | 56    |
| A-1             | Basic Prev. | \$11,962 |                 |            |            | \$11,962  | 61     | 61    |
| R-2             | Basic Prev. | \$11,211 |                 |            |            | \$11,211  | 61     | 61    |
| T-4             | Basic Prev. | \$3,106  |                 |            |            | \$3,106   | 74     | 74    |

| PLAN YEAR: 2026 |                   |          | ESTIMATED COST: |            |            | \$307,909 | PCI    |       |
|-----------------|-------------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance       | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| R-2             | Prev. & Seal Coat | \$13,281 | \$22,578        |            |            | \$35,859  | 59     | 63    |
| R-1             | Prev. & Seal Coat | \$77,016 | \$92,569        |            |            | \$169,585 | 54     | 58    |
| T-3             | Prev. & Seal Coat | \$9,747  | \$12,531        |            |            | \$22,278  | 55     | 59    |
| T-4             | Basic Prev.       | \$4,016  |                 |            |            | \$4,016   | 72     | 72    |
| A-1             | Prev. & Seal Coat | \$14,893 | \$24,008        |            |            | \$38,901  | 58     | 63    |
| T-2             | Prev. & Seal Coat | \$9,367  | \$27,902        |            |            | \$37,270  | 66     | 70    |

| PLAN YEAR: 2027 |             |          | ESTIMATED COST: |            |            | \$114,505 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| T-2             | Basic Prev. | \$7,586  |                 |            |            | \$7,586   | 68     | 68    |
| R-2             | Basic Prev. | \$11,744 |                 |            |            | \$11,744  | 61     | 61    |
| T-3             | Basic Prev. | \$8,691  |                 |            |            | \$8,691   | 57     | 58    |
| R-1             | Basic Prev. | \$69,006 |                 |            |            | \$69,006  | 56     | 57    |
| A-1             | Basic Prev. | \$12,444 |                 |            |            | \$12,444  | 61     | 61    |
| T-4             | Basic Prev. | \$5,034  |                 |            |            | \$5,034   | 70     | 70    |

| PLAN YEAR: 2028 |             |          | ESTIMATED COST: |            |            | \$136,876 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| T-2             | Basic Prev. | \$9,737  |                 |            |            | \$9,737   | 66     | 66    |
| T-3             | Basic Prev. | \$10,205 |                 |            |            | \$10,205  | 56     | 56    |
| R-1             | Basic Prev. | \$80,549 |                 |            |            | \$80,549  | 55     | 55    |
| T-4             | Basic Prev. | \$7,121  |                 |            |            | \$7,121   | 68     | 68    |
| A-1             | Basic Prev. | \$15,405 |                 |            |            | \$15,405  | 59     | 59    |
| R-2             | Basic Prev. | \$13,859 |                 |            |            | \$13,859  | 59     | 59    |

| PLAN YEAR: 2029 |             |          | ESTIMATED COST: |            |            | \$162,044 | PCI    |       |
|-----------------|-------------|----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance | Local    | Global          | Major<Crit | Major>Crit | Total     | before | after |
| A-1             | Basic Prev. | \$19,099 |                 |            |            | \$19,099  | 56     | 57    |
| R-2             | Basic Prev. | \$16,495 |                 |            |            | \$16,495  | 58     | 58    |
| T-2             | Basic Prev. | \$11,923 |                 |            |            | \$11,923  | 64     | 64    |
| R-1             | Basic Prev. | \$93,423 |                 |            |            | \$93,423  | 53     | 53    |
| T-3             | Basic Prev. | \$11,869 |                 |            |            | \$11,869  | 54     | 54    |
| T-4             | Basic Prev. | \$9,235  |                 |            |            | \$9,235   | 66     | 66    |

| PLAN YEAR: 2030 |             |           | ESTIMATED COST: |            |            | \$189,717 | PCI    |       |
|-----------------|-------------|-----------|-----------------|------------|------------|-----------|--------|-------|
| SectionID       | Maintenance | Local     | Global          | Major<Crit | Major>Crit | Total     | before | after |
| A-1             | Basic Prev. | \$23,190  |                 |            |            | \$23,190  | 54     | 54    |
| T-2             | Basic Prev. | \$14,177  |                 |            |            | \$14,177  | 62     | 62    |
| T-3             | Basic Prev. | \$13,728  |                 |            |            | \$13,728  | 52     | 52    |
| T-4             | Basic Prev. | \$11,374  |                 |            |            | \$11,374  | 64     | 64    |
| R-2             | Basic Prev. | \$19,358  |                 |            |            | \$19,358  | 56     | 56    |
| R-1             | Basic Prev. | \$107,890 |                 |            |            | \$107,890 | 51     | 51    |