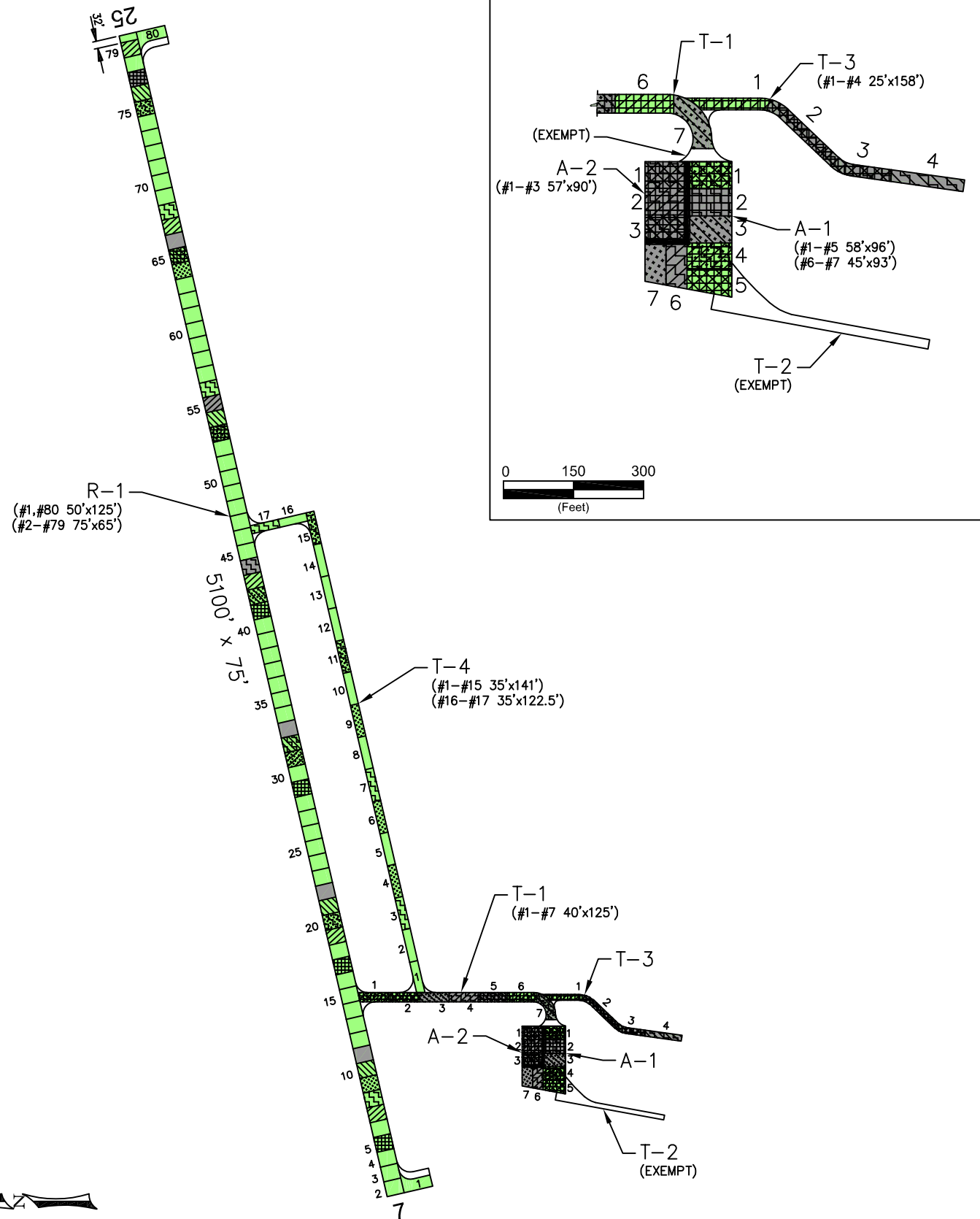


# ROUNDUP



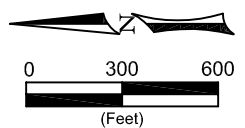
# PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

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	E-5	F5		10" P-208	2" P-401	2"P-401,P-609	22,000			2,3,4,5,7
<b>TAXIWAYS</b>										
T-1	E-5	F5		10" P-208	1" P-609	2"P-401,P-609	14,000			1,3,5,7
T-2	E-5	F5		10" P-208	2" P-401	2"P-401,P-609	22,000			2,5,7
T-3				8" P-208	3" P-401	P-609	12,500			3,5,7
T-4		CBR=5	FABRIC 12" P-154	6" P-208	3" P-401		12,500			6,7
<b>APRONS</b>										
A-1	E-5	F5		10" P-208	1" P-609	2"P-401,P-609	14,000			1,3,5,7
A-2	E-5	F5		10" P-208	2" P-401	2"P-401,P-609	22,000			2,3,5,7

**REMARKS:**

- ADAP-01, 1980, CONSTRUCT RUNWAY, TAXIWAY, AND APRON.
- AIP-001-1987, REHABILITATE RUNWAY, TAXIWAY, AND APRON.
- AIP-003-2002, CONSTRUCT HANGAR ACCESS TAXIWAY (T-3); OVERLAY RUNWAY (R-1), TAXIWAY (T-1), AND APRON (A-1,A-2).
- AIP-004-2004, RUNWAY (R-1) PAVEMENT MAINTENANCE.
- AIP-007-2007, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-011-2013, CONSTRUCT TAXIWAY (T-4).
- AIP-013-2016, CRACK SEAL, SURFACE SEAL AND REMARK ALL PAVEMENTS.

<b>LEGEND</b> ■ 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:		<b>MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES</b>	
	EVALUATED BY:			
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 24, 2018	Date:	Prepared For:
	EVALUATED BY:	C. CANFIELD S. BROWN N. SCHROHT	DECEMBER 2018	Prepared By:
LOCATION:	ROUNDUP MONTANA			



ROUNDUP



**A-2, Overview**



**A-2, Crack with Failed Seal**



**R-1, Overview**



**R-1, Crack**



**T-1, Overview**



**T-1, Patch**



**T-3, Overview**



**T-3, Depression and Crack with Failed Sealant**



**T-4, Overview**



**T-4, Bleeding and Crack**

# ROUNDUP AIRPORT

Branch: 47A      **APRON**

**A-1**

**Length:** 0 LF      **Width:** 0 LF      **Area:** 36,400 SF      **Last Const:** 2002      **Family:** ACAM  
**From:** T-1      **To:** T-2      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 7      **Last Inspection Date:** 8/24/2018      **PCI:** 70

**Sample # 1**      **Area:** 5,568 SF

Distress Description	Severity	Quantity
WEATHERING	L	5568 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	302 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF

**Sample # 2**      **Area:** 5,568 SF

Distress Description	Severity	Quantity
WEATHERING	L	5568 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	235 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	66 LF
PATCHING	L	0.4 SF

**Sample # 4**      **Area:** 5,568 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	240 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	142 LF
WEATHERING	L	5568 SF

**Sample # 6**      **Area:** 4,185 SF

Distress Description	Severity	Quantity
WEATHERING	L	4185 SF
RAVELING	H	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	257 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	7 LF	0.02%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,802 LF	4.95%	14.66
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	401 LF	1.10%	11.74
PATCHING	LOW	1 SF	0.00%	2.00
RAVELING	HIGH	44 SF	0.12%	6.78
WEATHERING	LOW	36,400 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

# ROUNDUP AIRPORT

Branch: 47A      **APRON**

**A-2**

**Length:** 171 LF      **Width:** 90 LF      **Area:** 15,390 SF      **Last Const:** 2002      **Family:** ACAM  
**From:** NE CORNER OF APRON      **To:**      **Surface:** AAC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 3      **Last Inspection Date:** 8/24/2018      **PCI:** **63**

**Sample # 1**      **Area:** 5,130 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	154 LF
WEATHERING	L	4297.5 SF
PATCHING	L	18.9 SF
RAVELING	L	832.5 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	61 LF

**Sample # 2**      **Area:** 5,130 SF

Distress Description	Severity	Quantity
PATCHING	L	22 SF
DEPRESSION	L	0.8 SF
RAVELING	L	780 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	66 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	235 LF
WEATHERING	L	4350 SF

**Sample # 3**      **Area:** 5,130 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	164 LF
RAVELING	L	990 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	118 LF
WEATHERING	L	4140 SF
PATCHING	L	22.2 SF
DEPRESSION	L	6.5 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	7 SF	0.05%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	4 LF	0.03%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	823 LF	5.35%	15.50
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	270 LF	1.75%	14.69
PATCHING	LOW	63 SF	0.41%	2.29
RAVELING	LOW	2,603 SF	16.91%	12.69
WEATHERING	LOW	12,788 SF	83.09%	5.76

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

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

0.0 % Load      99.0 % Climate/Durability      1.0 % Other

# ROUNDUP AIRPORT

Branch: 47R RUNWAY

**R-1**

**Length:** 5,100 LF      **Width:** 75 LF      **Area:** 382,500 SF      **Last Const:** 2002      **Family:** ACRML  
**From:** R/W 6-24 STA 0+00      **To:** R/W 6-24 STA 51+00      **Surface:** AAC

**Inspections**

**Samples Surveyed:** 7      **Total Samples:** 80      **Last Inspection Date:** 8/24/2018      **PCI:** 74

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

Distress Description	Severity	Quantity
PATCHING	L	0.18 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	246 LF
DEPRESSION	M	0.09 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	47 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	448 LF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	265 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF

**Sample # 44**      **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	253 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

**Sample # 56**      **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	31 LF
DEPRESSION	H	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	252 LF

**Sample # 68**      **Area:** 4,875 SF

Distress Description	Severity	Quantity
RAVELING	H	6 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
PATCHING	L	0.09 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	371 LF

**Sample # 75**      **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	345 LF
RAVELING	H	33.9 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	HIGH	22 SF	0.01%	12.00
DEPRESSION	MEDIUM	1 SF	0.00%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	24,435 LF	6.39%	17.54
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,424 LF	0.37%	7.23
PATCHING	LOW	3 SF	0.00%	2.00
RAVELING	HIGH	447 SF	0.12%	6.70

\* 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      66.0 % Climate/Durability      34.0 % Other

# ROUNDUP AIRPORT

Branch: 47T

TAXIWAY

**T-1**

**Length:** 918 LF

**Width:** 40 LF

**Area:** 36,720 SF

**Last Const:** 2002

**Family:** ACRML

**From:** R/W 6-24 STA 8+25

**To:** APRON A-1

**Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 7      **Last Inspection Date:** 8/24/2018      **PCI:** **68**

<b>Sample # 2</b>	<p><b>Distress Description</b></p> RAVELING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<p><b>Severity</b></p> H M L L L	<p><b>Quantity</b></p> 2 SF 18 LF 5000 SF 361 LF 150 SF	<b>Area:</b> 5,000 SF
<b>Sample # 4</b>	<p><b>Distress Description</b></p> WEATHERING LONGITUDINAL/TRANSVERSE CRACKING PATCHING LONGITUDINAL/TRANSVERSE CRACKING	<p><b>Severity</b></p> L L L M	<p><b>Quantity</b></p> 5000 SF 251 LF 0.09 SF 13 LF	<b>Area:</b> 5,000 SF
<b>Sample # 6</b>	<p><b>Distress Description</b></p> PATCHING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	<p><b>Severity</b></p> L L L	<p><b>Quantity</b></p> 0.14 SF 372 LF 5000 SF	<b>Area:</b> 5,000 SF
<b>Sample # 7</b>	<p><b>Distress Description</b></p> WEATHERING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<p><b>Severity</b></p> L L L M	<p><b>Quantity</b></p> 5000 SF 114 SF 374 LF 21 LF	<b>Area:</b> 5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	209 SF	0.57%	3.83
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,493 LF	6.79%	18.28
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	95 LF	0.26%	5.99
PATCHING	LOW	276 SF	0.75%	3.00
RAVELING	HIGH	4 SF	0.01%	6.00
WEATHERING	LOW	36,720 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                      91.0 % Climate/Durability                      9.0 % Other

# ROUNDUP AIRPORT

Branch: 47T TAXIWAY

**T-3**

**Length:** 632 LF      **Width:** 25 LF      **Area:** 15,800 SF      **Last Const:** 2002      **Family:** ACRML  
**From:** T-1      **To:** HANGARS      **Surface:** AC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 4      **Last Inspection Date:** 8/24/2018      **PCI:** **80**

**Sample # 1**      **Area:** 3,950 SF

Distress Description	Severity	Quantity
DEPRESSION	L	6 SF
PATCHING	L	3.14 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	54 LF
RAVELING	H	2.33 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF
RUTTING	L	36 SF

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

Distress Description	Severity	Quantity
RAVELING	H	1.1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF
PATCHING	L	0.2 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	8 SF	0.05%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	155 LF	0.98%	4.90
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	33 LF	0.21%	5.31
PATCHING	LOW	4 SF	0.03%	2.00
RAVELING	HIGH	5 SF	0.03%	6.00
RUTTING	LOW	48 SF	0.30%	11.03

\* 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**

37.0 % Load      62.0 % Climate/Durability      1.0 % Other



# ROUNDUP AIRPORT

Branch: 47T TAXIWAY

**T-4**

Length: 2,360 LF      Width: 35 LF      Area: 82,600 SF      Last Const: 2013      Family: ACRML  
 From: T-1      To: R-1      Surface: AC

**Inspections**

Samples Surveyed: 5      Total Samples: 17      Last Inspection Date: 8/24/2018      **PCI: 92**

Sample # 3      Area: 4,935 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
PATCHING	L	0.22 SF

Sample # 7      Area: 4,935 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	267 LF
BLEEDING	NA	3.7 SF
DEPRESSION	L	0.02 SF

Sample # 11      Area: 4,935 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	11 LF
RAVELING	H	0.33 SF

Sample # 15      Area: 4,935 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
PATCHING	L	0.4 SF
DEPRESSION	L	0.17 SF
BLEEDING	NA	6 SF

Sample # 17      Area: 4,935 SF

Distress Description	Severity	Quantity
PATCHING	L	0.2 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	32 SF	0.04%	0.00
DEPRESSION	LOW	1 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,098 LF	1.33%	5.69
PATCHING	LOW	3 SF	0.00%	2.00
RAVELING	HIGH	1 SF	0.00%	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      98.0 % Climate/Durability      2.0 % Other

**ROUNDUP AIRPORT (47)**

**FIFTEEN YEAR PROJECTIONS** ESTIMATED AVERAGE ANNUAL COST: **\$75,103**

Plan Year: 2019						Estimated Cost:	\$213,388	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$1,949	\$12,376	\$0	\$0	\$14,325	69	75	
A-2	Preventive + Global MR	\$1,375	\$5,233	\$0	\$0	\$6,608	62	69	
R-1	Preventive + Global MR	\$13,937	\$130,049	\$0	\$0	\$143,986	73	78	
T-1	Preventive + Global MR	\$2,341	\$12,485	\$0	\$0	\$14,826	67	73	
T-3	Preventive + Global MR	\$188	\$5,372	\$0	\$0	\$5,560	80	83	
T-4	Global MR	\$0	\$28,084	\$0	\$0	\$28,084	91	96	

Plan Year: 2020						Estimated Cost:	\$12,993	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,363	\$0	\$0	\$0	\$1,363	73	73	
A-2	Preventive	\$1,008	\$0	\$0	\$0	\$1,008	67	67	
R-1	Preventive	\$8,859	\$0	\$0	\$0	\$8,859	77	77	
T-1	Preventive	\$1,638	\$0	\$0	\$0	\$1,638	71	71	
T-3	Preventive	\$125	\$0	\$0	\$0	\$125	82	82	
T-4	None	\$0	\$0	\$0	\$0	\$0	95	95	

Plan Year: 2021						Estimated Cost:	\$16,082	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,619	\$0	\$0	\$0	\$1,619	71	71	
A-2	Preventive	\$1,173	\$0	\$0	\$0	\$1,173	65	65	
R-1	Preventive	\$11,215	\$0	\$0	\$0	\$11,215	75	75	
T-1	Preventive	\$1,932	\$0	\$0	\$0	\$1,932	69	70	
T-3	Preventive	\$144	\$0	\$0	\$0	\$144	81	81	
T-4	None	\$0	\$0	\$0	\$0	\$0	93	93	

Plan Year: 2022						Estimated Cost:	\$19,238	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,889	\$0	\$0	\$0	\$1,889	70	70	
A-2	Preventive	\$1,337	\$0	\$0	\$0	\$1,337	63	63	
R-1	Preventive	\$13,557	\$0	\$0	\$0	\$13,557	74	74	
T-1	Preventive	\$2,277	\$0	\$0	\$0	\$2,277	68	68	
T-3	Preventive	\$178	\$0	\$0	\$0	\$178	80	80	
T-4	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2023						Estimated Cost:	\$22,499	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,209	\$0	\$0	\$0	\$2,209	68	68	
A-2	Preventive	\$1,502	\$0	\$0	\$0	\$1,502	60	61	
R-1	Preventive	\$15,899	\$0	\$0	\$0	\$15,899	72	72	
T-1	Preventive	\$2,620	\$0	\$0	\$0	\$2,620	66	66	
T-3	Preventive	\$254	\$0	\$0	\$0	\$254	78	79	
T-4	Preventive	\$15	\$0	\$0	\$0	\$15	90	90	

Plan Year: 2024						Estimated Cost:	\$262,557	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$2,530	\$12,376	\$0	\$0	\$14,906	66	72	
A-2	Major Below Critical	\$0	\$0	\$49,979	\$0	\$49,979	58	100	
R-1	Preventive + Global MR	\$18,251	\$130,049	\$0	\$0	\$148,300	71	76	
T-1	Preventive + Global MR	\$2,963	\$12,485	\$0	\$0	\$15,448	64	70	
T-3	Preventive + Global MR	\$331	\$5,372	\$0	\$0	\$5,703	77	81	
T-4	Preventive + Global MR	\$138	\$28,084	\$0	\$0	\$28,222	88	93	

Plan Year: 2025						Estimated Cost:	\$17,382	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,831	\$0	\$0	\$0	\$1,831	70	70	
A-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-1	Preventive	\$13,173	\$0	\$0	\$0	\$13,173	74	74	
T-1	Preventive	\$2,211	\$0	\$0	\$0	\$2,211	68	68	
T-3	Preventive	\$168	\$0	\$0	\$0	\$168	80	80	
T-4	None	\$0	\$0	\$0	\$0	\$0	92	92	

Plan Year: 2026						Estimated Cost:	\$20,466	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,151	\$0	\$0	\$0	\$2,151	68	68	
A-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-1	Preventive	\$15,515	\$0	\$0	\$0	\$15,515	72	72	
T-1	Preventive	\$2,554	\$0	\$0	\$0	\$2,554	66	66	
T-3	Preventive	\$245	\$0	\$0	\$0	\$245	79	79	
T-4	Preventive	\$2	\$0	\$0	\$0	\$2	90	90	

**ROUNDUP AIRPORT (47)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$75,103**

Plan Year: 2027		Estimated Cost:					\$23,686	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,472	\$0	\$0	\$0	\$2,472	66	67	
A-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-1	Preventive	\$17,871	\$0	\$0	\$0	\$17,871	71	71	
T-1	Preventive	\$2,897	\$0	\$0	\$0	\$2,897	64	64	
T-3	Preventive	\$320	\$0	\$0	\$0	\$320	77	77	
T-4	Preventive	\$126	\$0	\$0	\$0	\$126	88	89	

Plan Year: 2028		Estimated Cost:					\$27,191	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,792	\$0	\$0	\$0	\$2,792	65	65	
A-2	Preventive	\$31	\$0	\$0	\$0	\$31	88	88	
R-1	Preventive	\$20,483	\$0	\$0	\$0	\$20,483	69	69	
T-1	Preventive	\$3,240	\$0	\$0	\$0	\$3,240	62	62	
T-3	Preventive	\$397	\$0	\$0	\$0	\$397	76	76	
T-4	Preventive	\$249	\$0	\$0	\$0	\$249	87	87	

Plan Year: 2029		Estimated Cost:					\$219,411	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$3,112	\$12,376	\$0	\$0	\$15,488	63	69	
A-2	Preventive	\$74	\$0	\$0	\$0	\$74	85	85	
R-1	Preventive + Global MR	\$23,428	\$130,049	\$0	\$0	\$153,477	68	73	
T-1	Preventive + Global MR	\$3,586	\$12,485	\$0	\$0	\$16,070	60	67	
T-3	Preventive + Global MR	\$473	\$5,372	\$0	\$0	\$5,845	75	79	
T-4	Preventive + Global MR	\$372	\$28,084	\$0	\$0	\$28,456	85	90	

Plan Year: 2030		Estimated Cost:					\$23,249	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,413	\$0	\$0	\$0	\$2,413	67	67	
A-2	Preventive	\$117	\$0	\$0	\$0	\$117	82	83	
R-1	Preventive	\$17,473	\$0	\$0	\$0	\$17,473	71	71	
T-1	Preventive	\$2,831	\$0	\$0	\$0	\$2,831	65	65	
T-3	Preventive	\$310	\$0	\$0	\$0	\$310	78	78	
T-4	Preventive	\$105	\$0	\$0	\$0	\$105	89	89	

Plan Year: 2031		Estimated Cost:					\$26,683	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,732	\$0	\$0	\$0	\$2,732	65	65	
A-2	Preventive	\$176	\$0	\$0	\$0	\$176	80	80	
R-1	Preventive	\$19,985	\$0	\$0	\$0	\$19,985	70	70	
T-1	Preventive	\$3,174	\$0	\$0	\$0	\$3,174	63	63	
T-3	Preventive	\$387	\$0	\$0	\$0	\$387	76	76	
T-4	Preventive	\$229	\$0	\$0	\$0	\$229	87	87	

Plan Year: 2032		Estimated Cost:					\$30,664	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$3,052	\$0	\$0	\$0	\$3,052	63	63	
A-2	Preventive	\$348	\$0	\$0	\$0	\$348	77	77	
R-1	Preventive	\$22,931	\$0	\$0	\$0	\$22,931	68	68	
T-1	Preventive	\$3,518	\$0	\$0	\$0	\$3,518	61	61	
T-3	Preventive	\$463	\$0	\$0	\$0	\$463	75	75	
T-4	Preventive	\$352	\$0	\$0	\$0	\$352	86	86	

Plan Year: 2033		Estimated Cost:					\$146,620	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$3,375	\$0	\$0	\$0	\$3,375	61	62	
A-2	Preventive	\$520	\$0	\$0	\$0	\$520	74	74	
R-1	Preventive	\$25,877	\$0	\$0	\$0	\$25,877	66	67	
T-1	Major Below Critical	\$0	\$0	\$115,833	\$0	\$115,833	59	100	
T-3	Preventive	\$540	\$0	\$0	\$0	\$540	74	74	
T-4	Preventive	\$477	\$0	\$0	\$0	\$477	84	84	