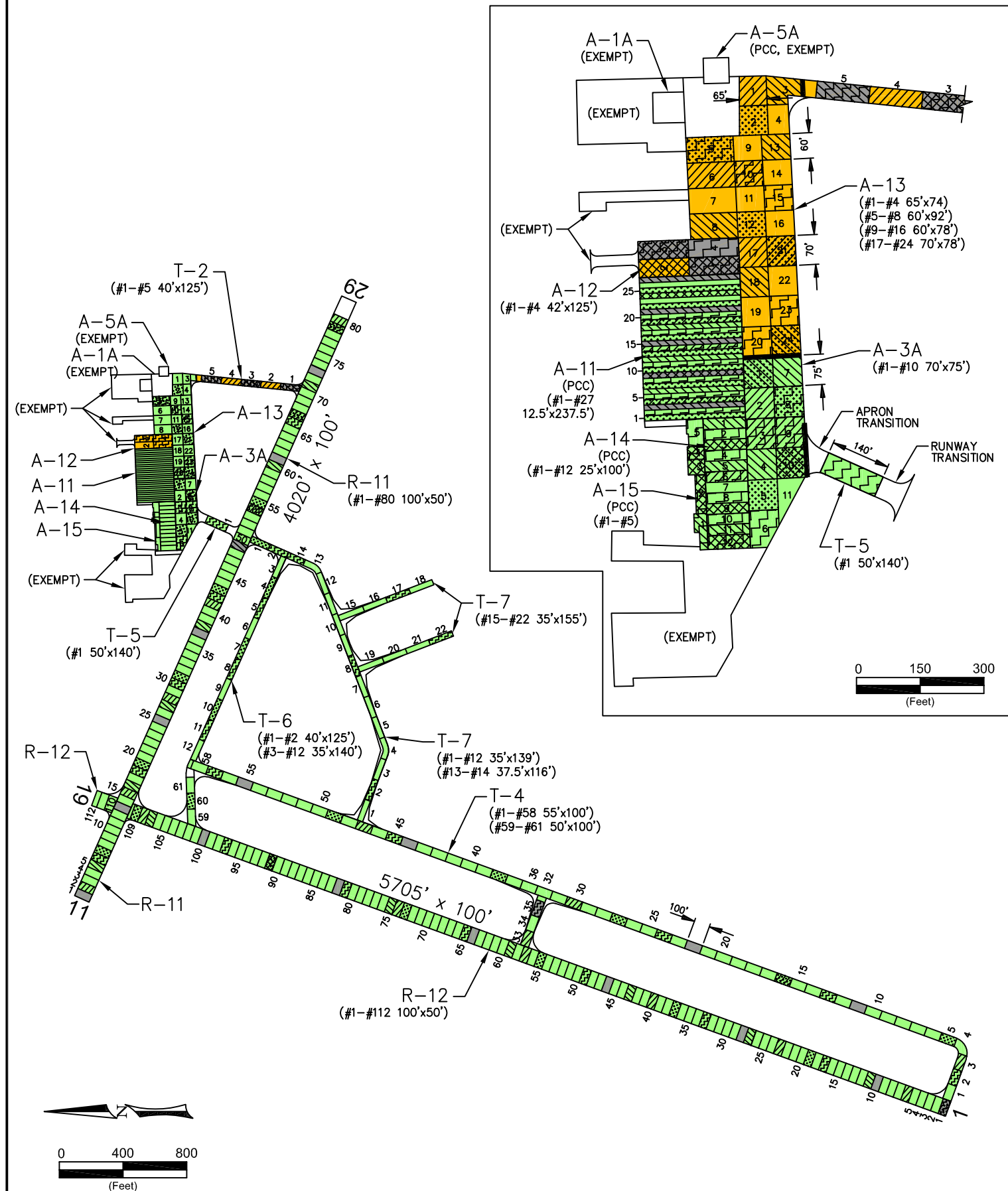


SIDNEY



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-11	E-5	F5	6" P-154	3" P-209	2"P-609, 4"P-401	4.5"P-401,P-608	40,000	55,000	85,000	1,5,10,12
R-12	E-6	F6	6" P-154	6" P-209	2"P-609, 4"P-401	4.5"P-401,P-608	40,000	55,000	85,000	2,5,10,12
TAXIWAYS										
T-2	E-7	F5		6" P-209	4" P-401	4.5"P-401,P-608	40,000	55,000	85,000	2,4,10,12
T-4	E-7		16" P-154	6" P-208	3.5" P-401	3.5" P-401	40,000	55,000	85,000	3,5,11
T-5	E-5	F5	FABRIC	9" P-208	4" P-401	P-608	40,000	55,000	85,000	2,4,12
T-6			FABRIC, 24" P-154, SEP & GEOGRID, 24" P-154	4" P-209	5" P-401		40,000	55,000	85,000	11
T-7				4" P-209	5" P-401		40,000	55,000	85,000	13
APRONS										
A-3A	F-3	CBR=4	FABRIC, 12" P-152	10" P-208	4" P-401	P-608	25,000			2,9,12
A-5A	F-3	K=25	8" P-152	6" P-208	6" PCC					8
A-11		CBR=5	FABRIC	8" P-208	8" P-501		40,000			6
A-12		CBR=5	FABRIC	10" P-208	4" P-401	P-608	25,000			6,12
A-13		CBR=5	FABRIC, 12" P-152	10" P-208	4" P-401	P-608	25,000			8,12
A-14		CBR=5	FABRIC	8" P-208	8" P-501		40,000			7
A-15		CBR=5	FABRIC	6" P-208	6" P-501		40,000			8

- REMARKS:**
- ADAP-05, 1980, RESURFACE RUNWAY 10/28; APRON OVERLAY AND EXPANSION.
 - AIP-001-1984, REHABILITATE RUNWAY 1/19, APRON, AND TAXIWAYS; EXPAND APRON (A-2,A-3); CONSTRUCT HELIPAD (A-5).
 - AIP-005-1992, CONSTRUCT PARALLEL TAXIWAY.
 - AIP-007-1997, OVERLAY TAXIWAY (T-2); RECONSTRUCT TAXIWAY (T-5).
 - AIP-011-2003, OVERLAY AND GROOVE RUNWAYS; CRACK SEAL, FOG SEAL, AND REMARK TAXIWAY (T-4).
 - AIP-012-2004, CONSTRUCT APRONS (A-11,A-12).
 - AIP-013-2005, CONSTRUCT APRON (A-14).
 - AIP-014-2006, RECONSTRUCT APRONS (A-13, A-15); CONSTRUCT HELIPAD (A-5A, EXEMPT); REMOVE HELIPAD (A-5).
 - AIP-015-2007, RECONSTRUCT APRON (A-3A).
 - AIP-017-2010, CRACK SEAL, FOG SEAL, AND REMARK RUNWAYS AND TAXIWAYS.
 - AIP-019-2012, OVERLAY TAXIWAY D (T-4); CONSTRUCT TAXIWAY C (T-6).
 - AIP-020-2014, CRACK SEAL, SEAL COAT, AND REMARK PAVEMENTS.
 - AIP-022-2015, CONSTRUCT TAXIWAYS (T-7). [PAVEMENT SECTION COMPLETED 2016]

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:		MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES SIDNEY-RICHLAND REGIONAL AIRPORT (SDY)
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 27, 2018	
	EVALUATED BY:	N. SCHROHT	
LOCATION:	SIDNEY MONTANA		DECEMBER 2018



A-11, Overview



A-11, Scaling



A-14, Overview



A-14, Popouts



R-11, Overview



R-11, Ravel-Surface Grind



R-12, Overview



R-12, Cracking



T-2, Overview



T-2, Depression



T-4, Overview



T-4, Patch-Core

SIDNEY AIRPORT

Branch: 39A APRON

A-11

Length: 238 LF **Width:** 338 LF **Area:** 80,156 SF **Last Const:** 2004 **Family:** PCAA
From: A-14 & A-15 **To:** A-12 **Surface:** PCC

Inspections

Samples Surveyed: 9 **Total Samples:** 27 **Last Inspection Date:** 9/27/2018 **PCI:** 75

Sample # 2 **Area:** 19 SLABS

Distress Description	Severity	Quantity
LINEAR CRACKING	L	1 SLABS
JOINT SEAL DAMAGE	L	19 SLABS
LARGE PATCH	L	4 SLABS
POPOUTS	N/A	5 SLABS
SHRINKAGE CR	N/A	3 SLABS
JOINT SPALL	L	10 SLABS

Sample # 5 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N/A	5 SLABS
SCALING	L	2 SLABS
JOINT SPALLING	L	5 SLABS

Sample # 8 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N/A	6 SLABS
SCALING	L	1 SLABS
JOINT SPALLING	L	6 SLABS

Sample # 11 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N/A	7 SLABS
SCALING	L	1 SLABS
JOINT SPALLING	L	8 SLABS

Sample # 14 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N/A	4 SLABS
SCALING	H	1 SLABS
JOINT SPALLING	L	6 SLABS

Sample # 17 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
LARGE PATCH	L	2 SLABS
POPOUTS	N	4 SLABS
JOINT SPALLING	L	5 SLABS

Sample # 20 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N	6 SLABS
SCALING	L	1 SLABS
JOINT SPALLING	L	5 SLABS

Sample # 23 **Area:** 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N	6 SLABS
SCALING	L	1 SLABS
JOINT SPALLING	L	14 SLABS

SIDNEY AIRPORT

Branch: 39A

APRON

A-11

Sample # 24

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N	14 SLABS
SCALING	L	1 SLABS
JOINT SPALLING	L	5 SLABS

Area: 19 SLABS

Sample # 26

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
SHRINKAGE CRACKING	N/A	1 SLABS
JOINT SPALLING	L	5 SLABS

Area: 19 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	Low	3 SLABS	0.53%	1.07
JOINT SEAL DAMAGE	Low	410 SLABS	80.00%	2.00
LARGE PATCH	Low	16 SLABS	3.16%	2.21
POPOUTS	N/A	162 SLABS	31.58%	15.67
SCALING	High	3 SLABS	0.53%	4.16
SCALING	Low	16 SLABS	3.16%	0.92
SHRINKAGE CR	N/A	14 SLABS	2.63%	0.64
JOINT SPALLING	Low	162 SLABS	31.58%	8.29

* 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

3.0 % Load

6.0 % Climate/Durability

91.0 % Other

SIDNEY AIRPORT

Branch: 39A APRON **A-12**

Length: 250 LF **Width:** 84 LF **Area:** 21,100 SF **Last Const:** 2004 **Family:** ACAH
From: A-11 **To:** A-13 **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 9/27/2018 **PCI:** 58

Sample # 1 **Area:** 5,250 SF

Distress Description	Severity	Quantity
SHOVING	L	71 SF
BLEEDING	NA	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
WEATHERING	L	5250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	54 LF
RAVELING	H	275 SF
PATCHING	L	0.2 SF

Sample # 3 **Area:** 5,250 SF

Distress Description	Severity	Quantity
PATCHING	M	72 SF
RAVELING	H	7 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	97 LF
WEATHERING	L	5250 SF
PATCHING	L	1290 SF

Sample # 4 **Area:** 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	202 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	93 LF
WEATHERING	L	520 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	1 LF	0.01%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	L	471 LF	2.24%	8.05
LONGITUDINAL/TRANSVERSE CRACKING	M	132 SF	0.63%	9.17
PATCHING	L	1720 SF	8.19%	13.09
PATCHING	M	96 SF	0.46%	7.89
RAVELING	H	376 SF	1.79%	24.56
SHOVING	L	95 SF	0.45%	4.27
WEATHERING	L	14693 SF	69.97%	5.49

* 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 94.0 % Climate/Durability 6.0 % Other

SIDNEY AIRPORT

Branch: 39A **APRON** **A-13**

Length: 660 LF **Width:** 135 LF **Area:** 114,774 SF **Last Const:** 2006 **Family:** ACAH
From: T-2 **To:** A-3A **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 24 **Last Inspection Date:** 9/27/2018 **PCI:** 58

Sample # 5 **Area:** 5,520 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	92 LF
RAVELING	L	5520 SF
WEATHERING	L	5520 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF

Sample # 10 **Area:** 4,680 SF

Distress Description	Severity	Quantity
PATCHING	L	0.2 SF
WEATHERING	L	4680 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	390 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	4680 SF

Sample # 15 **Area:** 4,680 SF

Distress Description	Severity	Quantity
PATCHING	L	2.72 SF
WEATHERING	L	4680 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	409 LF
RAVELING	L	4641 SF
RAVELING	H	39 SF

Sample # 20 **Area:** 5,460 SF

Distress Description	Severity	Quantity
RAVELING	L	5460 SF
SHOVING	L	39 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	524 LF
WEATHERING	L	5460 SF

Sample # 23 **Area:** 5,460 SF

Distress Description	Severity	Quantity
PATCHING	L	2.18 SF
WEATHERING	L	5460 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	369 LF
RAVELING	L	5460 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	7,936 LF	6.91%	18.50
LONGITUDINAL/TRANSVERSE CRACKING	M	423 LF	0.37%	7.19
PATCHING	M	23 SF	0.02%	2.00
RAVELING	H	173 SF	0.15%	7.42
RAVELING	L	114,601 SF	99.85%	26.34
SHOVING	L	173 SF	0.15%	2.45
WEATHERING	L	114,774 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 96.0 % Climate/Durability 4.0 % Other

SIDNEY AIRPORT

Branch: 39A

APRON

A-14

Length: 300 LF

Width: 100 LF

Area: 30,000 SF

Last Const: 2006

Family: PCAA

From: A-11

A-11

To: A-3A AND A-15

Surface: PCC

Inspections

Samples Surveyed: 6 **Total Samples:** 6 **Last Inspection Date:** 9/27/2018 **PCI:** 72

Sample # 2 **Area:** 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	16 SLABS
POPOUTS	N/A	8 SLABS
SHRINKAGE CRACKING	M	3 SLABS
JOINT SPALLING	L	6 SLABS
JOINT SPALLING	M	1 SLABS

Sample # 4 **Area:** 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
POPOUTS	N/A	12 SLABS
JOINT SPALLING	L	7 SLABS

Sample # 6 **Area:** 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
LARGE PATCH	L	2 SLABS
POPOUTS	N/A	12 SLABS
JOINT SPALLING	L	5 SLABS

Sample # 8 **Area:** 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
POPOUTS	N/A	12 SLABS
JOINT SPALLING	L	9 SLABS

Sample # 10 **Area:** 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
POPOUTS	N/A	6 SLABS
JOINT SPALLING	L	4 SLABS

Sample # 11 **Area:** 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
POPOUTS	N/A	8 SLABS
JOINT SPALLING	L	8 SLABS

Sample # 12 **Area:** 24 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	24 SLABS
POPOUTS	N/A	7 SLABS
JOINT SPALLING	L	5 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity		Deduct
JOINT SEAL DAMAGE	L	128 SLABS	66.67%	2.00
JOINT SEAL DAMAGE	M	26 SLABS	13.33%	7.00
LARGE PATCH	L	3 SLABS	1.67%	1.20
POPOUTS	N/A	104 SLABS	54.17%	20.48
SHRINKAGE CRACKING	N/A	5 SLABS	2.50%	0.61
JOINT SPALLING	L	70 SLABS	36.67%	9.20
JOINT SPALLING	M	2 SLABS	0.83%	0.80

* 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

22.0 % Climate/Durability

78.0 % Other

SIDNEY AIRPORT

Branch: 39A **APRON**

A-15

Length: 300 LF **Width:** 28 LF **Area:** 9,375 SF **Last Const:** 2006 **Family:** PCAA
From: SOUTHWESTERN APRON **To:** A-11 AND A-14 **Surface:** PCC

Inspections

Samples Surveyed: 4 **Total Samples:** 4 **Last Inspection Date:** 9/27/2018 **PCI:** 75

Sample # 1	<p>Distress Description JOINT SEAL DAMAGE POPOUTS FAULTING JOINT SPALLING</p>	<p>Severity L N/A L L</p>	<p>Quantity 20 SLABS 2 SLABS 1 SLABS 12 SLABS</p>	Area: 20 SLABS
Sample # 2	<p>Distress Description JOINT SEAL DAMAGE POPOUTS FAULTING JOINT SPALLING</p>	<p>Severity L N/A L L</p>	<p>Quantity 14 SLABS 7 SLABS 1 SLABS 6 SLABS</p>	Area: 14 SLABS
Sample # 4	<p>Distress Description JOINT SEAL DAMAGE POPOUTS JOINT SPALLING</p>	<p>Severity L N/A L</p>	<p>Quantity 16 SLABS 3 SLABS 2 SLABS</p>	Area: 16 SLABS
Sample # 5	<p>Distress Description CORNER BREAK JOINT SEAL DAMAGE SMALL PATCH POPOUTS JOINT SPALLING</p>	<p>Severity H L L N/A L</p>	<p>Quantity 1 SLABS 20 SLABS 2 SLABS 4 SLABS 4 SLABS</p>	Area: 20 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
CORNER BREAK	H	1 SLABS	1.43%	4.20
JOINT SEAL DAMAGE	L	82 SLABS	100.00%	2.00
SMALL PATCH	L	2 SLABS	2.86%	0.64
POPOUTS	N/A	19 SLABS	22.86%	12.92
FAULTING	L	2 SLABS	2.86%	2.74
JOINT SPALLING	L	28 SLABS	34.29%	8.78

* 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

13.0 % Load 6.0 % Climate/Durability 81.0 % Other

SIDNEY AIRPORT

Branch: 39A **APRON**

A-3A

Length: 450 LF **Width:** 140 LF **Area:** 55,000 SF **Last Const:** 2007 2007 **Family:** ACAM
From: A-13 AND A-15 **To:** T-3 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 9/27/2018 **PCI:** 61

Sample # 3 **Area:** 5,250 SF

Distress Description	Severity	Quantity
RAVELING	L	5250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	539 LF
WEATHERING	L	520 SF
SHOVING	L	30 SF

Sample # 6 **Area:** 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	5250 SF
RAVELING	L	5250 SF
SHOVING	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	321 LF

Sample # 8 **Area:** 5,250 SF

Distress Description	Severity	Quantity
RAVELING	L	5250 SF
PATCHING	L	2.72 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	520 LF
WEATHERING	L	5250 SF

Sample # 9 **Area:** 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	491 LF
WEATHERING	L	5250 SF
PATCHING	L	0.55 SF
RAVELING	L	5250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	4,900 LF	8.91%	21.73
PATCHING	L	9 SF	0.02%	2.00
RAVELING	L	55,000 SF	100.00%	26.35
SHOVING	L	157 SF	0.29%	3.36
WEATHERING	L	42,612 SF	77.48%	5.66

* 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 94.0 % Climate/Durability 6.0 % Other

SIDNEY AIRPORT					Branch: 39R1	RUNWAY	R-11
Length: 4,020 LF	Width: 100 LF	Area: 402,000 SF	Last Const: 2003 2003		Family: ACRH		
From: RWY 28-10 STA 0+00		To: RWY 28-10 STA 40+20		Surface: AAC			

Inspections

Samples Surveyed: 7 **Total Samples:** 80 **Last Inspection Date:** 9/27/2018 **PCI:** 72

Sample #	Distress Description	Severity	Quantity	Area:
6	WEATHERING	L	5000 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	221 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF	
18	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	242 LF	
	RAVELING	H	3 SF	
	DEPRESSION	L	5 SF	
	WEATHERING	L	5000 SF	
30	LONGITUDINAL/TRANSVERSE CRACKING	L	377 LF	5,000 SF
	WEATHERING	M	9 SF	
	BLEEDING	NA	2 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF	
	WEATHERING	L	4191 SF	
42	RAVELING	H	20 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	293 LF	
	DEPRESSION	L	3 SF	
	WEATHERING	L	5000 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	
54	LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	317 LF	
	RAVELING	H	25 SF	
	WEATHERING	M	50 SF	
	WEATHERING	L	4950 SF	
66	LONGITUDINAL/TRANSVERSE CRACKING	L	283 LF	5,000 SF
	WEATHERING	L	5000 SF	
79	WEATHERING	L	5000 SF	5,000 SF
	RAVELING	H	5 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF	

Extrapolated Distress Quantities*				
Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	23 SF	0.01%	0.00

SIDNEY AIRPORT

	Branch:	39R1	RUNWAY	R-11
DEPRESSION	L	92 SF	0.02%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	22236 LF	5.53%	15.88
LONGITUDINAL/TRANSVERSE CRACKING	M	827 LF	0.21%	5.23
RAVELING	H	609 SF	0.15%	7.42
WEATHERING	L	392134 SF	97.55%	5.94
WEATHERING	M	678 SF	0.17%	1.24

* 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

SIDNEY AIRPORT				Branch: 39R2	RUNWAY	R-12
Length: 5,705 LF	Width: 100 LF	Area: 570,500 SF	Last Const: 2003 2003		Family: ACRH	
From: RWY 1-19 STA 0+00	To: RWY 1-19 STA 57+05				Surface: AAC	

Inspections

Samples Surveyed: 7 **Total Samples:** 112 **Last Inspection Date:** 9/27/2018 **PCI:** 74

Sample #	Distress Description	Severity	Quantity	Area:
1	LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	5,000 SF
	RAVELING	H	30 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	232 LF	
	WEATHERING	L	5000 SF	
17	LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF	5,000 SF
	RAVELING	H	18 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	276 LF	
	WEATHERING	L	5000 SF	
33	LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF	5,000 SF
	RAVELING	H	12 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	5000 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	225 LF	
49	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	5,000 SF
	RAVELING	L	5 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	5000 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	304 LF	
65	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	256 LF	
	WEATHERING	L	5000 SF	
	WEATHERING	L	5000 SF	
81	LONGITUDINAL/TRANSVERSE CRACKING	L	202 LF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	5000 SF	
	WEATHERING	L	5000 SF	
	WEATHERING	L	5000 SF	
97	LONGITUDINAL/TRANSVERSE CRACKING	L	255 LF	5,000 SF
	RAVELING	H	1 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	5000 SF	
	WEATHERING	L	5000 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity		Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	28525 LF	5.00%	14.77
LONGITUDINAL/TRANSVERSE CRACKING	M	1679 LF	0.29%	6.41
RAVELING	H	994 SF	0.17%	7.69
RAVELING	L	82 SF	0.01%	1.00
WEATHERING	L	570500 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

SIDNEY AIRPORT					Branch: 39T	TAXIWAY	T-4
Length: 6,150 LF	Width: 55 LF	Area: 338,250 SF	Last Const: 2012 1997		Family: ACRH		
From: PARALLEL TO R/W 1-19	To:			Surface: AAC			

Inspections

Samples Surveyed: 6 **Total Samples:** 61 **Last Inspection Date:** 9/27/2018 **PCI:** 79

Sample #	Distress Description	Severity	Quantity	Area:
2	WEATHERING	L	5500 SF	5,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	152 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	
	RAVELING	H	10 SF	
13	LONGITUDINAL/TRANSVERSE CRACKING	L	80 LF	5,500 SF
	WEATHERING	L	5500 SF	
24	LONGITUDINAL/TRANSVERSE CRACKING	L	208 LF	5,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF	
	WEATHERING	L	5500 SF	
	RAVELING	H	1 SF	
35	RAVELING	H	1 SF	5,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	215 LF	
	PATCHING	L	1.07 SF	
	WEATHERING	L	5500 SF	
46	LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF	5,500 SF
	WEATHERING	L	5500 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	135 LF	
57	LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF	5,500 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF	
	WEATHERING	L	5500 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	9153 LF	2.71%	9.28
LONGITUDINAL/TRANSVERSE CRACKING	M	1005 LF	0.30%	6.44
PATCHING	L	11 SF	0.00%	2.00
RAVELING	H	123 SF	0.04%	6.00
WEATHERING	L	338250 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
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SIDNEY AIRPORT

Branch: 39T TAXIWAY

T-5

Length: 226 LF Width: 50 LF Area: 13,323 SF Last Const: 2012 1997 Family: ACRH
 From: A-4 To: R-1 Surface: AC

Inspections

Samples Surveyed: 2 Total Samples: 2 Last Inspection Date: 9/27/2018 **PCI: 61**

Sample # 1 Area: 5,650 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	825 LF
WEATHERING	L	5650 SF
ALLIGATOR	L	78 SF
DEPRESSION	L	22 SF
BLEEDING	NA	25 SF

Sample # 2 Area: 5,650 SF

Distress Description	Severity	Quantity
ALLIGATOR	L	78 SF
WEATHERING	L	5650 SF
DEPRESSION	L	22 SF
BLEEDING	NA	25 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	156 SF	1.38%	23.51
BLEEDING	N/A	50 SF	0.44%	2.88
DEPRESSION	L	44 SF	0.39%	2.39
LONGITUDINAL/TRANSVERSE CRACKING	L	825 LF	7.30%	19.17
WEATHERING	L	11300 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

38.0 % Load 55.0 % Climate/Durability 7.0 % Other

SIDNEY AIRPORT					Branch: 39T	TAXIWAY	T-6
Length: 1,670 LF	Width: 35 LF	Area: 58,450 SF	Last Const: 2012 1997		Family: ACRH		
From: R-12		To: T-4			Surface: AC		

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 9/27/2018 **PCI:** 61

Sample #	Distress Description	Severity	Quantity	Area:
2	WEATHERING	L	5000 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF	
	PATCHING	L	612.5 SF	
5	BLEEDING	NA	1 SF	4,900 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF	
	WEATHERING	L	4900 SF	
	RAVELING	H	2 SF	
8	RAVELING	H	4 SF	4,900 SF
	PATCHING	L	0.09 SF	
	WEATHERING	L	4900 SF	
11	WEATHERING	L	4900 SF	4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	3 SF	0.01%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	L	134 LF	0.23%	3.28
PATCHING	L	1818 SF	3.11%	7.40
RAVELING	H	18 SF	0.03%	6.00
WEATHERING	L	58450 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

SIDNEY AIRPORT				Branch: 39T	TAXIWAY	T-7	
Length:	3,140 LF	Width:	35 LF	Area:	111,016 SF	Last Const: 2016 1997	Family: ACRH
From:	T-6 & T-4	To:	HANGARS				Surface: AC

Inspections

Samples Surveyed:	5	Total Samples:	22	Last Inspection Date:	9/27/2018	PCI:	96
Sample #	2	Distress Description		Severity	Quantity	Area:	4,865 SF
		RAVELING		H	14 SF		
Sample #	8	Distress Description		Severity	Quantity	Area:	4,865 SF
		NO DISTRESSES					
Sample #	14	Distress Description		Severity	Quantity	Area:	4,350 SF
		NO DISTRESSES					
Sample #	17	Distress Description		Severity	Quantity	Area:	5,425 SF
		PATCHING		L	0.2 SF		
Sample #	21	Distress Description		Severity	Quantity	Area:	5,425 SF
		RAVELING		H	20 SF		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	L	1 SF	0.00%	2.00
RAVELING	H	151 SF	0.14%	7.18

* 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

SIDNEY AIRPORT (39)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$289,211**

Plan Year: 2019		Estimated Cost:					\$1,283,789	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$2,565	\$0	\$0	\$0	\$2,565	75	75	
A-12	Major Below Critical	\$0	\$0	\$71,946	\$0	\$71,946	57	100	
A-13	Major Below Critical	\$0	\$0	\$395,626	\$0	\$395,626	57	100	
A-14	Preventive	\$1,339	\$0	\$0	\$0	\$1,339	71	72	
A-15	Preventive	\$303	\$0	\$0	\$0	\$303	74	75	
A-3A	Major Below Critical	\$0	\$0	\$165,000	\$0	\$165,000	60	100	
R-11	Preventive + Global MR	\$17,736	\$136,679	\$0	\$0	\$154,415	71	77	
R-12	Preventive + Global MR	\$20,517	\$193,968	\$0	\$0	\$214,485	74	79	
T-2	Major Below Critical	\$0	\$0	\$115,245	\$0	\$115,245	54	100	
T-4	Preventive + Global MR	\$6,087	\$115,004	\$0	\$0	\$121,091	78	89	
T-5	Major Below Critical	\$0	\$0	\$21,567	\$0	\$21,567	59	100	
T-6	Preventive + Global MR	\$333	\$19,873	\$0	\$0	\$20,206	84	92	
T-7	None	\$0	\$0	\$0	\$0	\$0	95.15	95.15	

Plan Year: 2020		Estimated Cost:					\$30,754	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$3,100	\$0	\$0	\$0	\$3,100	73	73	
A-12	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-13	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-14	Preventive	\$1,618	\$0	\$0	\$0	\$1,618	69	69	
A-15	Preventive	\$375	\$0	\$0	\$0	\$375	72	73	
A-3A	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-11	Preventive	\$11,607	\$0	\$0	\$0	\$11,607	75	75	
R-12	Preventive	\$12,461	\$0	\$0	\$0	\$12,461	77	77	
T-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-4	Preventive	\$1,556	\$0	\$0	\$0	\$1,556	85	86	
T-5	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-6	Preventive	\$37	\$0	\$0	\$0	\$37	89	90	
T-7	None	\$0	\$0	\$0	\$0	\$0	92.15	92.15	

Plan Year: 2021		Estimated Cost:					\$77,209	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$3,633	\$0	\$0	\$0	\$3,633	71	71	
A-12	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-13	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-14	Preventive	\$1,941	\$0	\$0	\$0	\$1,941	67	67	
A-15	Preventive	\$447	\$0	\$0	\$0	\$447	71	71	
A-3A	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-11	Preventive	\$14,408	\$0	\$0	\$0	\$14,408	74	74	
R-12	Preventive	\$16,155	\$0	\$0	\$0	\$16,155	75	76	
T-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-4	Preventive	\$2,615	\$0	\$0	\$0	\$2,615	82	83	
T-5	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-6	Preventive	\$169	\$0	\$0	\$0	\$169	87	87	
T-7	Preventive + Global MR	\$96	\$37,745	\$0	\$0	\$37,841	89.14	98.42	

Plan Year: 2022		Estimated Cost:					\$48,902	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,208	\$0	\$0	\$0	\$4,208	70	70	
A-12	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-13	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-14	Preventive	\$2,262	\$0	\$0	\$0	\$2,262	65	65	
A-15	Preventive	\$532	\$0	\$0	\$0	\$532	69	69	
A-3A	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-11	Preventive	\$17,206	\$0	\$0	\$0	\$17,206	72	72	
R-12	Preventive	\$19,875	\$0	\$0	\$0	\$19,875	74	74	
T-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-4	Preventive	\$4,519	\$0	\$0	\$0	\$4,519	79	80	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-6	Preventive	\$300	\$0	\$0	\$0	\$300	85	85	
T-7	None	\$0	\$0	\$0	\$0	\$0	95.42	95.42	

Plan Year: 2023		Estimated Cost:					\$61,280	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,873	\$0	\$0	\$0	\$4,873	68	68	
A-12	Preventive	\$42	\$0	\$0	\$0	\$42	88	88	
A-13	Preventive	\$229	\$0	\$0	\$0	\$229	88	88	
A-14	Preventive	\$2,581	\$0	\$0	\$0	\$2,581	63	63	
A-15	Preventive	\$622	\$0	\$0	\$0	\$622	67	67	
A-3A	Preventive	\$110	\$0	\$0	\$0	\$110	88	88	
R-11	Preventive	\$20,003	\$0	\$0	\$0	\$20,003	70	70	
R-12	Preventive	\$23,575	\$0	\$0	\$0	\$23,575	72	72	
T-2	Preventive	\$60	\$0	\$0	\$0	\$60	88	88	
T-4	Preventive	\$8,739	\$0	\$0	\$0	\$8,739	76	76	
T-5	Preventive	\$14	\$0	\$0	\$0	\$14	88	88	
T-6	Preventive	\$432	\$0	\$0	\$0	\$432	83	83	
T-7	None	\$0	\$0	\$0	\$0	\$0	92.42	92.42	

SIDNEY AIRPORT (39)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$289,211**

Plan Year: 2024		Estimated Cost:					\$540,087	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,539	\$0	\$0	\$0	\$5,539	66	66	
A-12	Preventive	\$99	\$0	\$0	\$0	\$99	85	86	
A-13	Preventive	\$543	\$0	\$0	\$0	\$543	85	86	
A-14	Preventive	\$2,902	\$0	\$0	\$0	\$2,902	61	61	
A-15	Preventive	\$712	\$0	\$0	\$0	\$712	65	65	
A-3A	Preventive	\$260	\$0	\$0	\$0	\$260	85	86	
R-11	Preventive + Global MR	\$23,476	\$136,679	\$0	\$0	\$160,155	68	74	
R-12	Preventive + Global MR	\$27,269	\$193,968	\$0	\$0	\$221,238	71	76	
T-2	Preventive	\$142	\$0	\$0	\$0	\$142	85	86	
T-4	Preventive + Global MR	\$12,959	\$115,004	\$0	\$0	\$127,964	73	84	
T-5	Preventive	\$33	\$0	\$0	\$0	\$33	85	86	
T-6	Preventive + Global MR	\$563	\$19,873	\$0	\$0	\$20,435	80	88	
T-7	Preventive	\$65	\$0	\$0	\$0	\$65	89.42	89.69	

Plan Year: 2025		Estimated Cost:					\$145,307	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$6,208	\$0	\$0	\$0	\$6,208	65	65	
A-12	Preventive	\$157	\$0	\$0	\$0	\$157	83	83	
A-13	Preventive	\$856	\$0	\$0	\$0	\$856	83	83	
A-14	Major Below Critical	\$0	\$0	\$96,750	\$0	\$96,750	59	100	
A-15	Preventive	\$803	\$0	\$0	\$0	\$803	63	63	
A-3A	Preventive	\$410	\$0	\$0	\$0	\$410	83	83	
R-11	Preventive	\$16,709	\$0	\$0	\$0	\$16,709	72	72	
R-12	Preventive	\$19,218	\$0	\$0	\$0	\$19,218	74	74	
T-2	Preventive	\$224	\$0	\$0	\$0	\$224	83	83	
T-4	Preventive	\$3,284	\$0	\$0	\$0	\$3,284	80	81	
T-5	Preventive	\$52	\$0	\$0	\$0	\$52	83	83	
T-6	Preventive	\$268	\$0	\$0	\$0	\$268	85	86	
T-7	Preventive	\$367	\$0	\$0	\$0	\$367	86.69	86.96	

Plan Year: 2026		Estimated Cost:					\$98,650	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$6,877	\$0	\$0	\$0	\$6,877	63	63	
A-12	Preventive	\$226	\$0	\$0	\$0	\$226	80	80	
A-13	Preventive	\$1,235	\$0	\$0	\$0	\$1,235	80	80	
A-14	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-15	Preventive	\$893	\$0	\$0	\$0	\$893	61	61	
A-3A	Preventive	\$592	\$0	\$0	\$0	\$592	80	80	
R-11	Preventive	\$19,506	\$0	\$0	\$0	\$19,506	70	70	
R-12	Preventive	\$22,912	\$0	\$0	\$0	\$22,912	72	73	
T-2	Preventive	\$323	\$0	\$0	\$0	\$323	80	80	
T-4	Preventive	\$7,196	\$0	\$0	\$0	\$7,196	77	78	
T-5	Preventive	\$75	\$0	\$0	\$0	\$75	80	80	
T-6	Preventive	\$400	\$0	\$0	\$0	\$400	83	83	
T-7	Preventive + Global MR	\$670	\$37,745	\$0	\$0	\$38,415	83.96	93.23	

Plan Year: 2027		Estimated Cost:					\$103,367	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$7,543	\$0	\$0	\$0	\$7,543	61	61	
A-12	Preventive	\$455	\$0	\$0	\$0	\$455	77	77	
A-13	Preventive	\$2,489	\$0	\$0	\$0	\$2,489	77	77	
A-14	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-15	Major Below Critical	\$0	\$0	\$29,475	\$0	\$29,475	59	100	
A-3A	Preventive	\$1,193	\$0	\$0	\$0	\$1,193	77	77	
R-11	Preventive	\$22,853	\$0	\$0	\$0	\$22,853	69	69	
R-12	Preventive	\$26,607	\$0	\$0	\$0	\$26,607	71	71	
T-2	Preventive	\$651	\$0	\$0	\$0	\$651	77	77	
T-4	Preventive	\$11,420	\$0	\$0	\$0	\$11,420	74	74	
T-5	Preventive	\$152	\$0	\$0	\$0	\$152	77	77	
T-6	Preventive	\$531	\$0	\$0	\$0	\$531	81	81	
T-7	None	\$0	\$0	\$0	\$0	\$0	90.24	90.24	

Plan Year: 2028		Estimated Cost:					\$327,602	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Major Below Critical	\$0	\$0	\$246,240	\$0	\$246,240	60	100	
A-12	Preventive	\$684	\$0	\$0	\$0	\$684	74	75	
A-13	Preventive	\$3,737	\$0	\$0	\$0	\$3,737	74	75	
A-14	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-15	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-3A	Preventive	\$1,791	\$0	\$0	\$0	\$1,791	74	75	
R-11	Preventive	\$26,352	\$0	\$0	\$0	\$26,352	67	67	
R-12	Preventive	\$30,751	\$0	\$0	\$0	\$30,751	69	69	
T-2	Preventive	\$977	\$0	\$0	\$0	\$977	74	75	
T-4	Preventive	\$15,640	\$0	\$0	\$0	\$15,640	71	71	
T-5	Preventive	\$228	\$0	\$0	\$0	\$228	74	75	
T-6	Preventive	\$895	\$0	\$0	\$0	\$895	79	79	
T-7	Preventive	\$306	\$0	\$0	\$0	\$306	87.24	87.51	

SIDNEY AIRPORT (39)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$289,211**

Plan Year: 2029		Estimated Cost:					\$1,053,128	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-12	Preventive + Global MR	\$914	\$45,150	\$0	\$0	\$46,064	72	87	
A-13	Preventive + Global MR	\$4,994	\$246,764	\$0	\$0	\$251,759	72	87	
A-14	Preventive	\$60	\$0	\$0	\$0	\$60	88	88	
A-15	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-3A	Preventive + Global MR	\$2,393	\$118,250	\$0	\$0	\$120,643	72	87	
R-11	Preventive + Global MR	\$29,870	\$136,679	\$0	\$0	\$166,549	65	71	
R-12	Preventive + Global MR	\$35,399	\$193,968	\$0	\$0	\$229,368	68	73	
T-2	Preventive + Global MR	\$1,305	\$64,500	\$0	\$0	\$65,805	72	87	
T-4	Preventive + Global MR	\$20,614	\$115,004	\$0	\$0	\$135,619	68	79	
T-5	Preventive + Global MR	\$305	\$15,050	\$0	\$0	\$15,355	72	87	
T-6	Preventive + Global MR	\$1,424	\$19,873	\$0	\$0	\$21,297	76	84	
T-7	Preventive	\$611	\$0	\$0	\$0	\$611	84.5	84.77	

Plan Year: 2030		Estimated Cost:					\$60,981	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-12	Preventive	\$128	\$0	\$0	\$0	\$128	84	84	
A-13	Preventive	\$701	\$0	\$0	\$0	\$701	84	84	
A-14	Preventive	\$143	\$0	\$0	\$0	\$143	85	85	
A-15	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-3A	Preventive	\$336	\$0	\$0	\$0	\$336	84	84	
R-11	Preventive	\$22,210	\$0	\$0	\$0	\$22,210	69	69	
R-12	Preventive	\$25,965	\$0	\$0	\$0	\$25,965	71	71	
T-2	Preventive	\$183	\$0	\$0	\$0	\$183	84	84	
T-4	Preventive	\$9,861	\$0	\$0	\$0	\$9,861	75	76	
T-5	Preventive	\$43	\$0	\$0	\$0	\$43	84	84	
T-6	Preventive	\$498	\$0	\$0	\$0	\$498	81	82	
T-7	Preventive	\$913	\$0	\$0	\$0	\$913	81.78	82.05	

Plan Year: 2031		Estimated Cost:					\$112,040	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-12	Preventive	\$185	\$0	\$0	\$0	\$185	81	81	
A-13	Preventive	\$1,012	\$0	\$0	\$0	\$1,012	81	81	
A-14	Preventive	\$227	\$0	\$0	\$0	\$227	82	83	
A-15	Preventive	\$19	\$0	\$0	\$0	\$19	88	88	
A-3A	Preventive	\$485	\$0	\$0	\$0	\$485	81	81	
R-11	Preventive	\$25,710	\$0	\$0	\$0	\$25,710	67	67	
R-12	Preventive	\$29,951	\$0	\$0	\$0	\$29,951	70	70	
T-2	Preventive	\$264	\$0	\$0	\$0	\$264	81	81	
T-4	Preventive	\$14,084	\$0	\$0	\$0	\$14,084	72	72	
T-5	Preventive	\$62	\$0	\$0	\$0	\$62	81	81	
T-6	Preventive	\$765	\$0	\$0	\$0	\$765	79	79	
T-7	Preventive + Global MR	\$1,532	\$37,745	\$0	\$0	\$39,277	79.05	88.32	

Plan Year: 2032		Estimated Cost:					\$88,476	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$160	\$0	\$0	\$0	\$160	88	88	
A-12	Preventive	\$340	\$0	\$0	\$0	\$340	78	79	
A-13	Preventive	\$1,859	\$0	\$0	\$0	\$1,859	78	79	
A-14	Preventive	\$342	\$0	\$0	\$0	\$342	80	80	
A-15	Preventive	\$45	\$0	\$0	\$0	\$45	85	85	
A-3A	Preventive	\$891	\$0	\$0	\$0	\$891	78	79	
R-11	Preventive	\$29,205	\$0	\$0	\$0	\$29,205	65	66	
R-12	Preventive	\$34,573	\$0	\$0	\$0	\$34,573	68	68	
T-2	Preventive	\$486	\$0	\$0	\$0	\$486	78	79	
T-4	Preventive	\$18,654	\$0	\$0	\$0	\$18,654	69	69	
T-5	Preventive	\$113	\$0	\$0	\$0	\$113	78	79	
T-6	Preventive	\$1,291	\$0	\$0	\$0	\$1,291	77	77	
T-7	Preventive	\$519	\$0	\$0	\$0	\$519	85.32	85.6	

Plan Year: 2033		Estimated Cost:					\$105,856	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$387	\$0	\$0	\$0	\$387	85	85	
A-12	Preventive	\$570	\$0	\$0	\$0	\$570	76	76	
A-13	Preventive	\$3,117	\$0	\$0	\$0	\$3,117	76	76	
A-14	Preventive	\$678	\$0	\$0	\$0	\$678	77	77	
A-15	Preventive	\$71	\$0	\$0	\$0	\$71	82	83	
A-3A	Preventive	\$1,494	\$0	\$0	\$0	\$1,494	76	76	
R-11	Preventive	\$32,723	\$0	\$0	\$0	\$32,723	64	64	
R-12	Preventive	\$39,221	\$0	\$0	\$0	\$39,221	66	66	
T-2	Preventive	\$815	\$0	\$0	\$0	\$815	76	76	
T-4	Preventive	\$23,949	\$0	\$0	\$0	\$23,949	66	66	
T-5	Preventive	\$190	\$0	\$0	\$0	\$190	76	76	
T-6	Preventive	\$1,819	\$0	\$0	\$0	\$1,819	75	75	
T-7	Preventive	\$822	\$0	\$0	\$0	\$822	82.59	82.86	