

# ENNIS

ENNIS

## 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-11	CBR=20		P-152	4"P-209/3"P-207	3" P-401	P-609	30,000	30,000		4,5
<b>TAXIWAYS</b>										
T-1	CBR=4			8" P-208	3" P-401	P-609	12,500			1,3,4,5
T-2			P-152	8" P-208	3" P-401	P-609	12,500			2,3,4,5
T-3	CBR=0.8		SEP&GEOGRID FAB, 21" P-154	6" P-209	4" P-401		12,500			6
T-4	CBR=0.8		SEP&GEOGRID FAB, 21" P-154	6" P-209	4" P-401		12,500			6
<b>APRONS</b>										
A-1	CBR=4			8" P-208	3" P-401	P-609	12,500			1,3,4,5
A-3	CBR=4.4		SEP&GEOGRID FAB, 13" P-154	6" P-209	4" P-401		12,500			6
A-4	CBR=4.4		SEP&GEOGRID FAB, 13" P-154	6" P-209	4" P-401		12,500			6

**REMARKS:**

- AIP-002-1990, ALL NEW CONSTRUCTION.
- AIP-003-1992, CONSTRUCT PARALLEL TAXIWAY EXTENSION, APRON AND ACCESS TAXIWAY.
- AIP-005-2001, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-010-2008, RECONSTRUCT RUNWAY (R-11); CONSTRUCT RUNWAY EXTENSION AND TURN AROUND; CRACK SEAL, FOG SEAL, AND REMARK ALL REMAINING PAVEMENTS.
- AIP-012-2013, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-015-2015, CONSTRUCT APRON (A-4) AND TAXIWAY (T-3), RECONSTRUCT APRON (A-3) AND TAXIWAYS (T-4).

**LEGEND**

- 2006 SURVEY AREA
- 2009 SURVEY AREA (NOT SURVEYED)
- 2012 SURVEY AREA
- 2015 SURVEY AREA
- MAINTAIN: PCI > 60
- TRANSITION: PCI 45 TO 60
- RECONSTRUCT: PCI < 45

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 18, 2018
EVALUATED BY:	N. SCHROHT
LOCATION:	ENNIS MONTANA

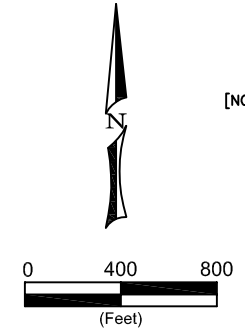
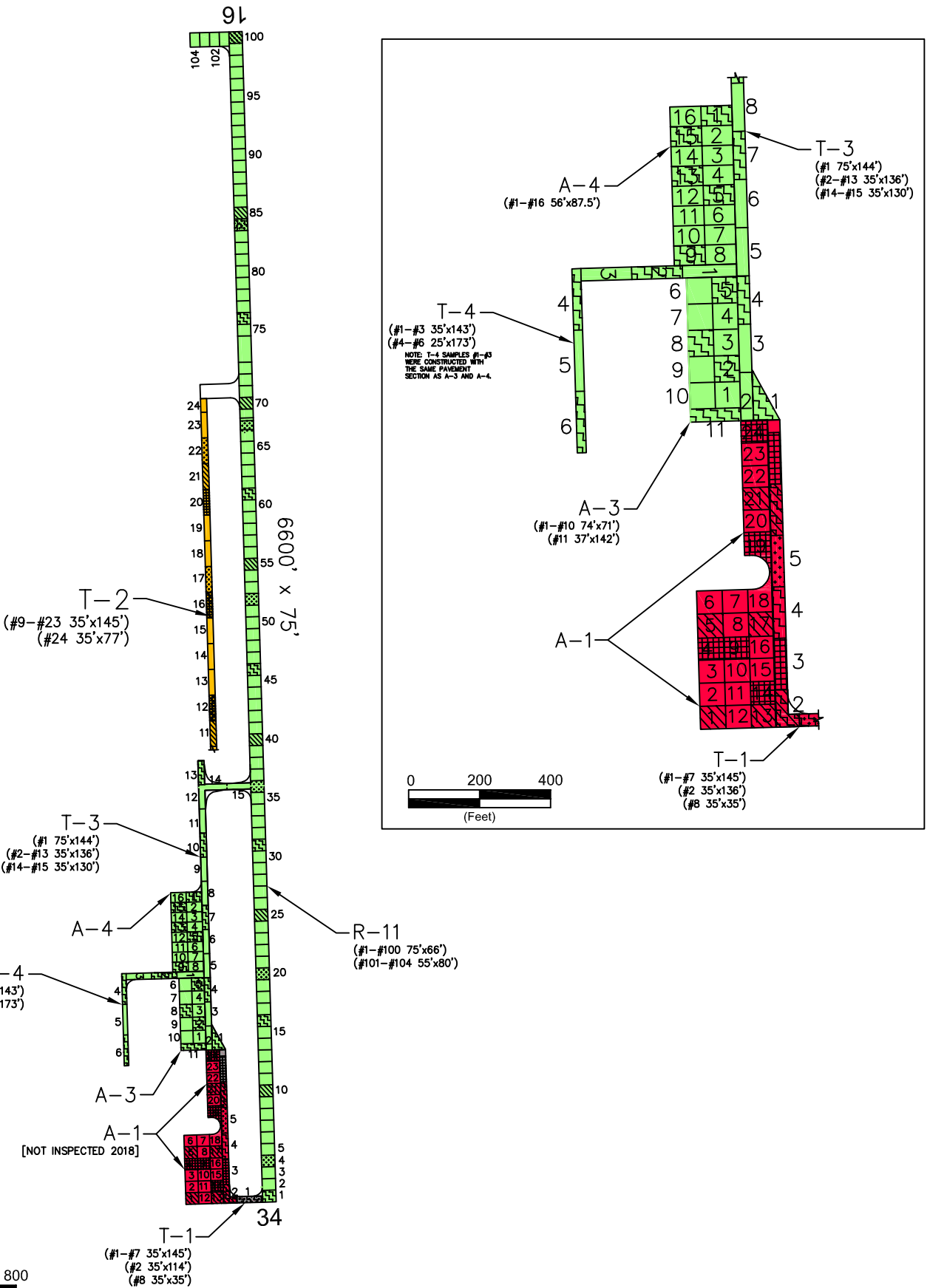
**MONTANA AVIATION SYSTEM PLAN  
2018 UPDATE - PAVEMENT CONDITION INDEXES**

**ENNIS BIG SKY AIRPORT  
(EKS)**

Date: \_\_\_\_\_ Prepared For: \_\_\_\_\_ Prepared By: \_\_\_\_\_

DECEMBER 2018

MONTANA DEPARTMENT OF TRANSPORTATION





**A-3, Overview**



**A-3, Tie Down**



**A-4, Overview**



**A-4, Patch**



**R-1, Overview**



**R-1, Grind**





**T-1, Overview**



**T-1, Major Crack Depression**



**T-3, Overview**



**T-3, Oil Spill**



**T-4, Overview**



**T-4, Surface**

# ENNIS AIRPORT

Branch: 50A      **APRON**

**A-3**

**Length:** 408 LF      **Width:** 142 LF      **Area:** 57,794 SF      **Last Const:** 2016      **Family:** ACAM  
**From:** T-3      **To:**      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 11      **Last Inspection Date:** 10/18/2018      **PCI:** 93

<b>Sample #</b> 2	<b>Distress Description</b> PATCHING	<b>Severity</b> L	<b>Quantity</b> 1.77 SF	<b>Area:</b> 5,254 SF
<b>Sample #</b> 5	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 5,254 SF
<b>Sample #</b> 8	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<b>Severity</b> L L	<b>Quantity</b> 49 LF 404.4 SF	<b>Area:</b> 5,254 SF
<b>Sample #</b> 11	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING PATCHING DEPRESSION	<b>Severity</b> L L L	<b>Quantity</b> 6 LF 120 SF 12 SF	<b>Area:</b> 5,254 SF

**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
DEPRESSION	LOW	33 SF	0.06%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	151 LF	0.26%	3.45
PATCHING	LOW	1,447 SF	2.50%	6.44

\* 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      97.0 % Climate/Durability      3.0 % Other

# ENNIS AIRPORT

Branch: 50A

APRON

**A-4**

**Length:** 448 LF

**Width:** 175 LF

**Area:** 78,400 SF

**Last Const:** 2016

**Family:** ACAM

**From:** T-3

**To:**

**Surface:** AC

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 16      **Last Inspection Date:** 10/18/2018      **PCI:** **99**

<b>Sample # 1</b>	<b>Distress Description</b> PATCHING	<b>Severity</b> L	<b>Quantity</b> 0.2 SF	<b>Area:</b> 4,900 SF
<b>Sample # 5</b>	<b>Distress Description</b> PATCHING	<b>Severity</b> L	<b>Quantity</b> 0.2 SF	<b>Area:</b> 4,900 SF
<b>Sample # 9</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,900 SF
<b>Sample # 13</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,900 SF
<b>Sample # 15</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,900 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	LOW	1 SF	0.00%	2.00

\* 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                      100.0 % Climate/Durability                      0.0 % Other

<b>ENNIS AIRPORT</b>				Branch: 50R	<b>RUNWAY</b>	<b>R-11</b>
<b>Length:</b> 6,600 LF	<b>Width:</b> 75 LF	<b>Area:</b> 495,000 SF	<b>Last Const:</b> 2008		<b>Family:</b> ACRMU	
<b>From:</b> R/W 34-16 STA 0+00		<b>To:</b> R/W 34-16 STA 66+00		<b>Surface:</b> AC		

**Inspections**

**Samples Surveyed:** 7      **Total Samples:** 104      **Last Inspection Date:** 10/18/2018      **PCI:** 84

Sample #	Distress Description	Severity	Quantity	Area:
1	RAVELING	H	2 SF	4,950 SF
	WEATHERING	L	4950 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	
16	DEPRESSION	M	0.2 SF	4,950 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	27 LF	
	PATCHING	L	0.2 SF	
	WEATHERING	L	4950 SF	
31	WEATHERING	L	4950 SF	4,950 SF
	PATCHING	L	0.29 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF	
46	LONGITUDINAL/TRANSVERSE CRACKING	L	29 LF	4,950 SF
	WEATHERING	L	4950 SF	
	PATCHING	L	0.29 SF	
61	WEATHERING	L	4950 SF	4,950 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	105 LF	
	PATCHING	L	0.29 SF	
	RUTTING	L	6 SF	
76	LONGITUDINAL/TRANSVERSE CRACKING	L	86 LF	4,950 SF
	PATCHING	L	0.09 SF	
	WEATHERING	L	4950 SF	
84	PATCHING	L	0.29 SF	4,950 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF	
	WEATHERING	L	4950 SF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	MEDIUM	3 SF	0.00%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	6,257 LF	1.26%	5.53
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	143 LF	0.03%	4.00
PATCHING	LOW	21 SF	0.00%	2.00
RAVELING	HIGH	29 SF	0.01%	6.00
RUTTING	LOW	86 SF	0.02%	8.50

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**ENNIS AIRPORT**

Branch: 50R

**RUNWAY**

**R-11**

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WEATHERING

LOW 495,000 SF

100.00%

5.96

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

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

23.0 % Load

63.0 % Climate/Durability

14.0 % Other

# ENNIS AIRPORT

Branch: 50T TAXIWAY

**T-1**

**Length:** 2,755 LF      **Width:** 35 LF      **Area:** 96,425 SF      **Last Const:** 1990      **Family:** ACRMU  
**From:** T/W 0+00      **To:** T/W 27+55      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 8      **Last Inspection Date:** 10/18/2018      **PCI:** 38

**Sample # 1**      **Area:** 5,075 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	36 SF
WEATHERING	L	5075 SF
RAVELING	L	5075 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	65 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	245 LF
ALLIGATOR	L	160 SF
PATCHING	H	70 SF
RUTTING	L	250 SF
RUTTING	H	150 SF

**Sample # 2**      **Area:** 4,760 SF

Distress Description	Severity	Quantity
WEATHERING	L	4760 SF
DEPRESSION	M	10 SF
RUTTING	M	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	18 LF
DEPRESSION	H	4 SF
RUTTING	L	80 SF
RAVELING	L	4760 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	77 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	366 LF

**Sample # 4**      **Area:** 5,075 SF

Distress Description	Severity	Quantity
RAVELING	L	5075 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	196 LF
WEATHERING	L	5075 SF
DEPRESSION	M	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	164 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	45 LF
PATCHING	L	0.09 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	171 LF

**Sample # 6**      **Area:** 5,075

Distress Description	Severity	Quantity
RUTTING	L	174 SF
DEPRESSION	M	10 SF
RAVELING	L	5075 SF
RUTTING	M	114 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
WEATHERING	L	5075 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	47 LF
DEPRESSION	L	8 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	772 SF	0.80%	18.46
BLOCK CRACKING	LOW	174 SF	0.18%	4.74
DEPRESSION	HIGH	19 SF	0.02%	12.00
DEPRESSION	LOW	39 SF	0.04%	0.30
DEPRESSION	MEDIUM	183 SF	0.19%	6.04
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	87 LF	0.09%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	6,021 LF	6.24%	17.27



**ENNIS AIRPORT**

	Branch:	50T	TAXIWAY	T-1
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,920 LF	1.99%	15.68
PATCHING	HIGH	338 SF	0.35%	16.35
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	LOW	96,425 SF	100.00%	26.35
RUTTING	HIGH	724 SF	0.75%	31.67
RUTTING	LOW	2,432 SF	2.52%	19.70
RUTTING	MEDIUM	598 SF	0.62%	21.39
WEATHERING	LOW	96,425 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		
44.0 %	Load	47.0 % Climate/Durability
		9.0 % Other

**ENNIS AIRPORT**

Branch: 50T TAXIWAY

**T-3**

**Length:** 1,892 LF      **Width:** 35 LF      **Area:** 71,620 SF      **Last Const:** 2016      **Family:** ACRMU  
**From:** A-1/T-1      **To:** R-11      **Surface:** AC

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 15      **Last Inspection Date:** 10/18/2018      **PCI:** 99

<b>Sample # 1</b>	<b>Distress Description</b> PATCHING	<b>Severity</b> L	<b>Quantity</b> 30 SF	<b>Area:</b> 5,400 SF
<b>Sample # 4</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,760 SF
<b>Sample # 7</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,760 SF
<b>Sample # 10</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,760 SF
<b>Sample # 13</b>	<b>Distress Description</b> NO DISTRESSES	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b> 4,760 SF

**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
PATCHING	LOW	88 SF	0.12%	2.00

\* 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      100.0 % Climate/Durability      0.0 % Other

# ENNIS AIRPORT

Branch: 50T TAXIWAY

**T-4**

**Length:** 948 LF      **Width:** 35 LF      **Area:** 27,990 SF      **Last Const:** 2016      **Family:** ACRMU  
**From:** T-3      **To:** HANGARS      **Surface:** AC

## Inspections

**Samples Surveyed:** 3      **Total Samples:** 6      **Last Inspection Date:** 10/18/2018      **PCI:** 100

Sample #	Distress Description	Severity	Quantity	Area:	
2	NO DISTRESSES			5,005 SF	
4	NO DISTRESSES			4,325 SF	
6	NO DISTRESSES			4,325 SF	

## Extrapolated Distress Quantities\*

Distress Description	Severity	Quantity	Density	Deduct
NONE				

\* 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      0.0 % Climate/Durability      0.0 % Other

**ENNIS AIRPORT (50)**

**FIFTEEN YEAR PROJECTIONS** ESTIMATED AVERAGE ANNUAL COST: **\$129,257**

Plan Year: 2019		Estimated Cost:					\$725,893	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	92	92	
A-4	None	\$0	\$0	\$0	\$0	\$0	98	98	
R-11	Preventive + Global MR	\$3,150	\$168,299	\$0	\$0	\$171,449	84	88	
T-1	Major Below Critical	\$0	\$0	\$554,444	\$0	\$554,444	38	100	
T-3	None	\$0	\$0	\$0	\$0	\$0	98	98	
T-4	None	\$0	\$0	\$0	\$0	\$0	99	99	

Plan Year: 2020		Estimated Cost:					\$1,594	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$39	\$0	\$0	\$0	\$39	89	90	
A-4	None	\$0	\$0	\$0	\$0	\$0	95	95	
R-11	Preventive	\$1,554	\$0	\$0	\$0	\$1,554	87	87	
T-1	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-3	None	\$0	\$0	\$0	\$0	\$0	95	95	
T-4	None	\$0	\$0	\$0	\$0	\$0	96	96	

Plan Year: 2021		Estimated Cost:					\$22,137	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$197	\$19,650	\$0	\$0	\$19,847	87	96	
A-4	None	\$0	\$0	\$0	\$0	\$0	92	92	
R-11	Preventive	\$2,290	\$0	\$0	\$0	\$2,290	85	85	
T-1	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-3	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-4	None	\$0	\$0	\$0	\$0	\$0	93	93	

Plan Year: 2022		Estimated Cost:					\$3,132	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	None	\$0	\$0	\$0	\$0	\$0	93	93	
A-4	Preventive	\$53	\$0	\$0	\$0	\$53	89	90	
R-11	Preventive	\$3,031	\$0	\$0	\$0	\$3,031	84	84	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-3	Preventive	\$49	\$0	\$0	\$0	\$49	89	90	
T-4	None	\$0	\$0	\$0	\$0	\$0	90	90	

Plan Year: 2023		Estimated Cost:					\$4,553	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$8	\$0	\$0	\$0	\$8	90	90	
A-4	Preventive	\$267	\$0	\$0	\$0	\$267	87	87	
R-11	Preventive	\$3,766	\$0	\$0	\$0	\$3,766	82	82	
T-1	Preventive	\$193	\$0	\$0	\$0	\$193	88	88	
T-3	Preventive	\$244	\$0	\$0	\$0	\$244	87	87	
T-4	Preventive	\$75	\$0	\$0	\$0	\$75	87	88	

Plan Year: 2024		Estimated Cost:					\$174,495	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$166	\$0	\$0	\$0	\$166	87	87	
A-4	Preventive	\$481	\$0	\$0	\$0	\$481	84	84	
R-11	Preventive + Global MR	\$4,502	\$168,299	\$0	\$0	\$172,801	81	86	
T-1	Preventive	\$456	\$0	\$0	\$0	\$456	85	86	
T-3	Preventive	\$440	\$0	\$0	\$0	\$440	84	84	
T-4	Preventive	\$151	\$0	\$0	\$0	\$151	85	85	

Plan Year: 2025		Estimated Cost:					\$5,516	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$324	\$0	\$0	\$0	\$324	84	85	
A-4	Preventive	\$695	\$0	\$0	\$0	\$695	81	81	
R-11	Preventive	\$2,916	\$0	\$0	\$0	\$2,916	84	84	
T-1	Preventive	\$719	\$0	\$0	\$0	\$719	83	83	
T-3	Preventive	\$635	\$0	\$0	\$0	\$635	81	81	
T-4	Preventive	\$228	\$0	\$0	\$0	\$228	82	82	

Plan Year: 2026		Estimated Cost:					\$410,378	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$481	\$19,650	\$0	\$0	\$20,131	82	91	
A-4	Preventive + Global MR	\$1,286	\$168,560	\$0	\$0	\$169,846	78	94	
R-11	Preventive	\$3,651	\$0	\$0	\$0	\$3,651	83	83	
T-1	Preventive	\$1,037	\$0	\$0	\$0	\$1,037	80	80	
T-3	Preventive + Global MR	\$1,174	\$153,983	\$0	\$0	\$155,157	78	94	
T-4	Preventive + Global MR	\$377	\$60,178	\$0	\$0	\$60,556	79	94	



**ENNIS AIRPORT (50)**

**FIFTEEN YEAR PROJECTIONS** ESTIMATED AVERAGE ANNUAL COST: **\$129,257**

Plan Year: 2027		Estimated Cost:					\$6,597	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$119	\$0	\$0	\$0	\$119	88	88	
A-4	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-11	Preventive	\$4,387	\$0	\$0	\$0	\$4,387	81	81	
T-1	Preventive	\$2,091	\$0	\$0	\$0	\$2,091	77	77	
T-3	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-4	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2028		Estimated Cost:					\$9,471	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$276	\$0	\$0	\$0	\$276	85	85	
A-4	Preventive	\$183	\$0	\$0	\$0	\$183	88	88	
R-11	Preventive	\$5,661	\$0	\$0	\$0	\$5,661	80	80	
T-1	Preventive	\$3,140	\$0	\$0	\$0	\$3,140	74	75	
T-3	Preventive	\$167	\$0	\$0	\$0	\$167	88	88	
T-4	Preventive	\$45	\$0	\$0	\$0	\$45	88	89	

Plan Year: 2029		Estimated Cost:					\$389,731	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$434	\$0	\$0	\$0	\$434	82	83	
A-4	Preventive	\$396	\$0	\$0	\$0	\$396	85	85	
R-11	Preventive + Global MR	\$8,609	\$168,299	\$0	\$0	\$176,907	78	83	
T-1	Preventive + Global MR	\$4,196	\$207,314	\$0	\$0	\$211,510	72	87	
T-3	Preventive	\$362	\$0	\$0	\$0	\$362	85	85	
T-4	Preventive	\$121	\$0	\$0	\$0	\$121	86	86	

Plan Year: 2030		Estimated Cost:					\$6,857	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$636	\$0	\$0	\$0	\$636	80	80	
A-4	Preventive	\$610	\$0	\$0	\$0	\$610	82	82	
R-11	Preventive	\$4,268	\$0	\$0	\$0	\$4,268	81	81	
T-1	Preventive	\$589	\$0	\$0	\$0	\$589	84	84	
T-3	Preventive	\$558	\$0	\$0	\$0	\$558	82	82	
T-4	Preventive	\$197	\$0	\$0	\$0	\$197	83	83	

Plan Year: 2031		Estimated Cost:					\$29,032	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$1,264	\$19,650	\$0	\$0	\$20,914	77	86	
A-4	Preventive	\$944	\$0	\$0	\$0	\$944	79	80	
R-11	Preventive	\$5,187	\$0	\$0	\$0	\$5,187	80	80	
T-1	Preventive	\$850	\$0	\$0	\$0	\$850	81	81	
T-3	Preventive	\$862	\$0	\$0	\$0	\$862	79	80	
T-4	Preventive	\$274	\$0	\$0	\$0	\$274	80	80	

Plan Year: 2032		Estimated Cost:					\$14,088	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$387	\$0	\$0	\$0	\$387	83	84	
A-4	Preventive	\$1,800	\$0	\$0	\$0	\$1,800	77	77	
R-11	Preventive	\$8,135	\$0	\$0	\$0	\$8,135	78	78	
T-1	Preventive	\$1,561	\$0	\$0	\$0	\$1,561	78	79	
T-3	Preventive	\$1,644	\$0	\$0	\$0	\$1,644	77	77	
T-4	Preventive	\$561	\$0	\$0	\$0	\$561	77	78	

Plan Year: 2033		Estimated Cost:					\$20,208	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$546	\$0	\$0	\$0	\$546	81	81	
A-4	Preventive	\$2,659	\$0	\$0	\$0	\$2,659	74	74	
R-11	Preventive	\$11,087	\$0	\$0	\$0	\$11,087	77	77	
T-1	Preventive	\$2,618	\$0	\$0	\$0	\$2,618	76	76	
T-3	Preventive	\$2,429	\$0	\$0	\$0	\$2,429	74	74	
T-4	Preventive	\$868	\$0	\$0	\$0	\$868	75	75	