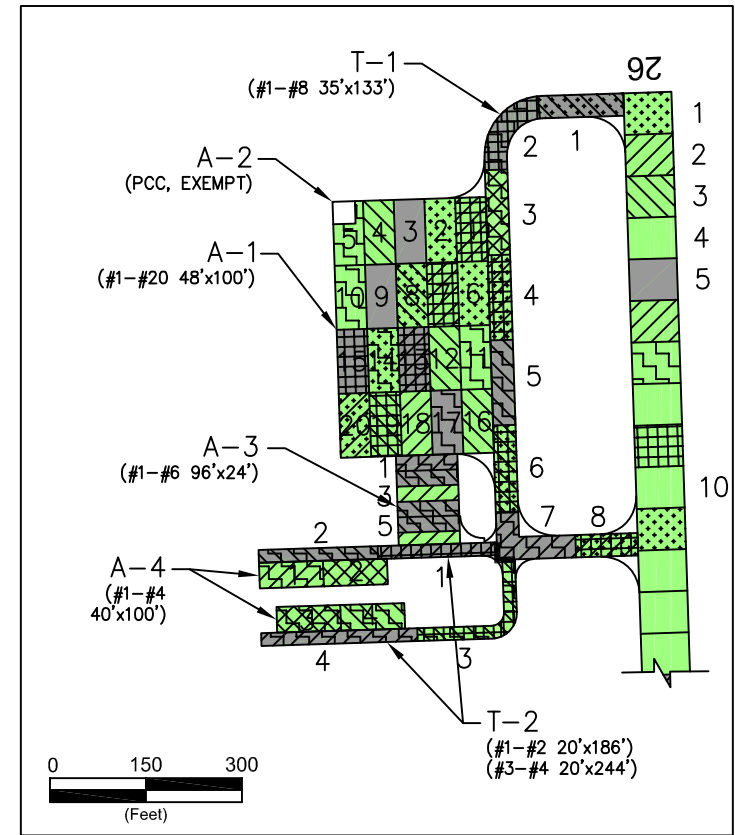
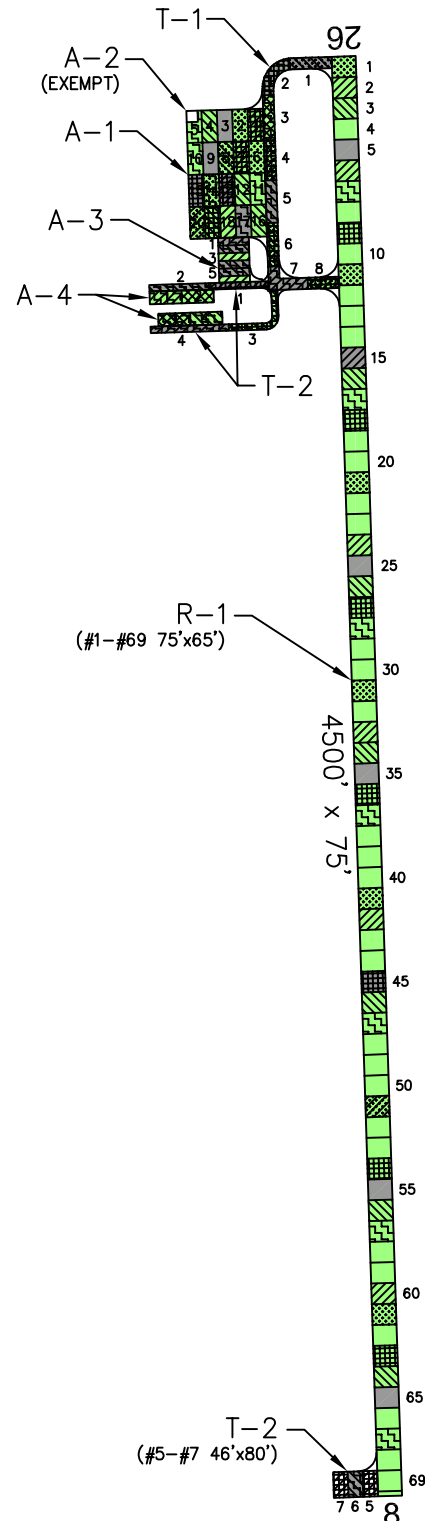


# MALTA

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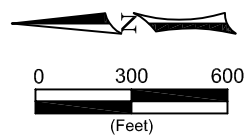
## PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

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=2.1	GEOGRID & FABRIC 14" P-154		3" P-401	4"P-403,P-608	12,500			1,2,4,5,6
<b>TAXIWAYS</b>										
T-1		CBR=2.1	GEOGRID & FABRIC 14" P-154		3" P-401	4"P-403,P-608	12,500			1,2,4,5,6
T-2		CBR=2.1	GEOGRID & FABRIC 14" P-154		3" P-401	4"P-403,P-608	12,500			1,2,4,5,6
<b>APRONS</b>										
A-1		CBR=2.1	GEOGRID & FABRIC 14" P-154	2" P-401	1" P-401	4"P-403,P-608	12,500			1,2,4,5,6
A-2				U N K N O W N						
A-3			GEOGRID & FABRIC 12" P-154	6" P-208	6" P-501					3,4
A-4			8" P-152	14" P-158	4" P-208	4" P-403	12,500			4,6

**REMARKS:**

- AIP-001/002-1996-1998, ALL NEW CONSTRUCTION. GEOGRID OVER EXISTING GROUND + 30" MIN. OF SELECT BORROW UNDER ALL PAVEMENT SECTIONS.
- AIP-003-2002, LEVEL DEPRESSIONS ON RUNWAY 8/26 (R-1); CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-004-2003, CONSTRUCT CONCRETE PAD (A-2); CONSTRUCT CONCRETE APRON (A-3) FOR JET USE.
- AIP-006-2007, CONSTRUCT APRONS (A-4); LEVEL DEPRESSIONS ON RUNWAY (R-1); CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-007-2010, MILL 1" AND OVERLAY RUNWAY (R-1), TAXIWAYS (T-1,T-2), AND APRON (A-1).
- AIP-012-2015, CRACK SEAL, SEAL COAT, AND REMARK RUNWAY (R-1), TAXIWAYS (T-1,T-2), AND APRONS (A-1,A-4) [INSPECTED AFTER MAINTENANCE PROJECT].

<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>MALTA AIRPORT (M75)</b> Date: _____ Prepared For: _____ Prepared By: _____ DECEMBER 2018  
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 2, 2018	
	EVALUATED BY:	S. BROWN	
LOCATION:	MALTA MONTANA		





**A-1, Overview**



**A-1, Swelled Tie Down**



**A-3, Overview**



**A-3, Corner Spall**



**R-1, Overview**



**R-1, Sealed Crack**



**T-1, Overview**



**T-1, Crack**



**T-2, Overview**



**T-2, Depression**

<b>MALTA AIRPORT</b>				Branch: 61A	APRON	<b>A-1</b>
<b>Length:</b> 400 LF	<b>Width:</b> 240 LF	<b>Area:</b> 95,800 SF	<b>Last Const:</b> 2010	<b>Family:</b> ACAM		
<b>From:</b> ENTIRE APRON	<b>To:</b>			<b>Surface:</b> AC		

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 20      **Last Inspection Date:** 10/2/2018      **PCI:** 84

Sample #	Distress Description	Severity	Quantity	Area:
5	PATCHING	L	1225 SF	4,800 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	55 LF	
	DEPRESSION	L	28 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF	
10	LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF	4,800 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	54 LF	
	DEPRESSION	L	48 SF	
11	PATCHING	M	2.6 SF	4,800 SF
	DEPRESSION	L	10 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	17 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF	
14	DEPRESSION	L	22 SF	4,800 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	33 LF	
17	LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF	4,800 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	431 SF	0.45%	2.90
LONGITUDINAL/TRANSVERSE CRACKING	LOW	467 LF	0.49%	4.04
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	495 LF	0.52%	8.42
PATCHING	LOW	4,890 SF	5.10%	10.02
PATCHING	MEDIUM	10 SF	0.01%	6.20

\* 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

# MALTA AIRPORT

Branch: 61A APRON

**A-3**

**Length:** 144 LF      **Width:** 96 LF      **Area:** 13,824 SF      **Last Const:** 2003      **Family:** PCAA  
**From:** T-2      **To:** A-1      **Surface:** PCC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 6      **Last Inspection Date:** 10/2/2018      **PCI:** **82**

<b>Sample # 1</b>	<p><b>Distress Description</b>                  LINEAR CRACKING                  JOINT SEAL DAMAGE                  FAULTING                  CORNER SPALLING                  JOINT SPALLING</p>	<p><b>Severity</b>                  L                  L                  M                  M                  L</p>	<p><b>Quantity</b>                  3 SLABS                  16 SLABS                  1 SLABS                  1 SLABS                  6 SLABS</p>	<b>Area:</b> 16 SLABS
<b>Sample # 2</b>	<p><b>Distress Description</b>                  JOINT SEAL DAMAGE                  JOINT SPALLING                  JOINT SPALLING                  CORNER SPALLING</p>	<p><b>Severity</b>                  L                  L                  M                  L</p>	<p><b>Quantity</b>                  16 SLABS                  4 SLABS                  1 SLABS                  1 SLABS</p>	<b>Area:</b> 16 SLABS
<b>Sample # 4</b>	<p><b>Distress Description</b>                  JOINT SEAL DAMAGE                  JOINT SPALLING                  CORNER SPALLING</p>	<p><b>Severity</b>                  L                  L                  L</p>	<p><b>Quantity</b>                  18 SLABS                  5 SLABS                  1 SLABS</p>	<b>Area:</b> 18 SLABS
<b>Sample # 5</b>	<p><b>Distress Description</b>                  LINEAR CRACKING                  JOINT SEAL DAMAGE                  JOINT SPALLING</p>	<p><b>Severity</b>                  L                  L                  L</p>	<p><b>Quantity</b>                  2 SLABS                  18 SLABS                  4 SLABS</p>	<b>Area:</b> 18 SLABS

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
L&T CRACKS	LOW	7 SLABS	0.00%	6.66
JOINT SEAL DAMAGE	LOW	96 SLABS	0.00%	2.00
SETTLEMENT/FAULTING	MEDIUM	1 SLABS	0.00%	2.57
JOINT SPALLING	LOW	27 SLABS	0.00%	7.57
JOINT SPALLING	MEDIUM	1 SLABS	0.00%	1.18
CORNER SPALLING	LOW	3 SLABS	0.00%	1.29
CORNER SPALLING	MEDIUM	1 SLABS	0.00%	1.26

\* 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**

30.0 % Load      9.0 % Climate/Durability      61.0 % Other

**MALTA AIRPORT**

Branch: 61A      **APRON**

**A-4**

**Length:** 400 LF      **Width:** 40 LF      **Area:** 16,000 SF      **Last Const:** 2010      **Family:** ACAM  
**From:** T-2      **To:** T-2      **Surface:** AC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 4      **Last Inspection Date:** 10/2/2018      **PCI:** 79

<b>Sample # 1</b>	<b>Distress Description</b> DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L L M	<b>Quantity</b> 30 SF 98 LF 10 LF	<b>Area:</b> 4,000 SF
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<b>Sample # 3</b>	<b>Distress Description</b> PATCHING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION	<b>Severity</b> L L L	<b>Quantity</b> 7.1 SF 35 LF 90 SF	<b>Area:</b> 4,000 SF
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<b>Sample # 4</b>	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING RAVELING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING PATCHING	<b>Severity</b> L H M H L	<b>Quantity</b> 50 LF 27.3 SF 4 LF 1 LF 7.1 SF	<b>Area:</b> 4,000 SF
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**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
DEPRESSION	LOW	160 SF	1.00%	6.64
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	1 LF	0.01%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	244 LF	1.53%	6.17
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	19 LF	0.12%	4.01
PATCHING	LOW	19 SF	0.12%	2.00
RAVELING	HIGH	36 SF	0.23%	8.16

\* 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      81.0 % Climate/Durability      19.0 % Other

<b>MALTA AIRPORT</b>				Branch: 61R	<b>RUNWAY</b>	<b>R-1</b>
<b>Length:</b> 4,500 LF	<b>Width:</b> 75 LF	<b>Area:</b> 337,500 SF	<b>Last Const:</b> 2010	<b>Family:</b> ACRML		
<b>From:</b> 10+00		<b>To:</b> 55+00		<b>Surface:</b> AC		

**Inspections**

**Samples Surveyed:** 7      **Total Samples:** 70      **Last Inspection Date:** 10/2/2018      **PCI:** 85

Sample #	Distress Description	Severity	Quantity	Area:
7	PATCHING	L	0.2 SF	4,875 SF
	DEPRESSION	L	21 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF	
17	LONGITUDINAL/TRANSVERSE CRACKING	L	38 LF	4,875 SF
	PATCHING	L	0.2 SF	
27	LONGITUDINAL/TRANSVERSE CRACKING	L	134 LF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF	
37	LONGITUDINAL/TRANSVERSE CRACKING	L	74 LF	4,875 SF
47	LONGITUDINAL/TRANSVERSE CRACKING	M	66 LF	4,875 SF
	RAVELING	H	0.67 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF	
57	LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	1 LF	
67	DEPRESSION	M	30 SF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	235 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	61 LF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	208 SF	0.06%	0.30
DEPRESSION	MEDIUM	297 SF	0.09%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	7,200 LF	2.13%	7.76
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	2,324 LF	0.69%	9.54
PATCHING	LOW	4 SF	0.00%	2.00
RAVELING	HIGH	7 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      82.0 % Climate/Durability      18.0 % Other

<b>MALTA AIRPORT</b>				Branch: 61T	<b>TAXIWAY</b>	<b>T-1</b>
<b>Length:</b> 1,060 LF	<b>Width:</b> 35 LF	<b>Area:</b> 37,100 SF	<b>Last Const:</b> 2010	<b>Family:</b> ACRML		
<b>From:</b> R-1		<b>To:</b> A-1 AND T-2		<b>Surface:</b> AC		

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 8      **Last Inspection Date:** 10/2/2018      **PCI:** 88

Sample #	Distress Description	Severity	Quantity	Area:
2	LONGITUDINAL/TRANSVERSE CRACKING	M	0.2 LF	4,655 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF	
3	LONGITUDINAL/TRANSVERSE CRACKING	L	114 LF	4,655 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF	
5	LONGITUDINAL/TRANSVERSE CRACKING	L	58 LF	4,655 SF
7	LONGITUDINAL/TRANSVERSE CRACKING	M	39 LF	4,655 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	104 LF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	590 LF	1.59%	6.34
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	188 LF	0.51%	8.34

\* 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



**MALTA AIRPORT**

Branch: 61T TAXIWAY

**T-2**

Length: 1,410 LF      Width: 20 LF      Area: 28,200 SF      Last Const: 1997      Family: ACRML  
 From: T-1      To: HANGARS & TURNAROUND      Surface: AC

**Inspections**

Samples Surveyed: 4      Total Samples: 7      Last Inspection Date: 10/2/2018      **PCI: 64**

Sample # 2      Area: 3,720 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	287 LF
PATCHING	M	0.8 SF
PATCHING	L	0.09 SF
DEPRESSION	L	40 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	100 LF

Sample # 3      Area: 4,880 SF

Distress Description	Severity	Quantity
DEPRESSION	L	194 SF
DEPRESSION	M	183 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	152 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	180 LF
PATCHING	L	600 SF

Sample # 4      Area: 4,880 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	474 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	97 LF
DEPRESSION	L	316 SF
PATCHING	L	49.6 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF

Sample # 6      Area: 3,680 SF

Distress Description	Severity	Quantity
PATCHING	L	0.2 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	904 SF	3.21%	15.13
DEPRESSION	MEDIUM	301 SF	1.07%	16.15
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	12 LF	0.04%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,546 LF	5.48%	15.78
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	574 LF	2.03%	15.85
PATCHING	LOW	1,068 SF	3.79%	8.37
PATCHING	MEDIUM	1 SF	0.00%	6.20

\* 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      63.0 % Climate/Durability      37.0 % Other

**MALTA AIRPORT (61)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST:** **\$49,505**

Plan Year: 2019		Estimated Cost:					\$180,226	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$626	\$32,572	\$0	\$0	\$33,197	83	89	
A-3	Preventive	\$115	\$0	\$0	\$0	\$115	82	82	
A-4	Preventive + Global MR	\$257	\$5,440	\$0	\$0	\$5,697	78	84	
R-1	Preventive + Global MR	\$1,856	\$114,749	\$0	\$0	\$116,605	85	90	
T-1	Preventive + Global MR	\$89	\$12,614	\$0	\$0	\$12,703	88	92	
T-2	Preventive + Global MR	\$2,321	\$9,588	\$0	\$0	\$11,909	64	69	
Plan Year: 2020		Estimated Cost:					\$2,900	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$239	\$0	\$0	\$0	\$239	88	88	
A-3	Preventive	\$131	\$0	\$0	\$0	\$131	81	81	
A-4	Preventive	\$122	\$0	\$0	\$0	\$122	82	82	
R-1	Preventive	\$580	\$0	\$0	\$0	\$580	88	88	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-2	Preventive	\$1,829	\$0	\$0	\$0	\$1,829	67	67	
Plan Year: 2021		Estimated Cost:					\$3,990	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$416	\$0	\$0	\$0	\$416	86	86	
A-3	Preventive	\$172	\$0	\$0	\$0	\$172	79	79	
A-4	Preventive	\$150	\$0	\$0	\$0	\$150	81	81	
R-1	Preventive	\$1,163	\$0	\$0	\$0	\$1,163	87	87	
T-1	Preventive	\$32	\$0	\$0	\$0	\$32	89	89	
T-2	Preventive	\$2,056	\$0	\$0	\$0	\$2,056	65	66	
Plan Year: 2022		Estimated Cost:					\$5,174	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$592	\$0	\$0	\$0	\$592	84	84	
A-3	Preventive	\$236	\$0	\$0	\$0	\$236	78	78	
A-4	Preventive	\$235	\$0	\$0	\$0	\$235	79	79	
R-1	Preventive	\$1,746	\$0	\$0	\$0	\$1,746	85	85	
T-1	Preventive	\$84	\$0	\$0	\$0	\$84	88	88	
T-2	Preventive	\$2,281	\$0	\$0	\$0	\$2,281	64	64	
Plan Year: 2023		Estimated Cost:					\$6,389	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$768	\$0	\$0	\$0	\$768	82	82	
A-3	Preventive	\$299	\$0	\$0	\$0	\$299	77	77	
A-4	Preventive	\$348	\$0	\$0	\$0	\$348	77	77	
R-1	Preventive	\$2,330	\$0	\$0	\$0	\$2,330	83	83	
T-1	Preventive	\$136	\$0	\$0	\$0	\$136	86	86	
T-2	Preventive	\$2,509	\$0	\$0	\$0	\$2,509	62	62	
Plan Year: 2024		Estimated Cost:					\$182,566	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$944	\$32,572	\$0	\$0	\$33,516	80	86	
A-3	Preventive	\$363	\$0	\$0	\$0	\$363	76	76	
A-4	Preventive + Global MR	\$461	\$5,440	\$0	\$0	\$5,901	75	81	
R-1	Preventive + Global MR	\$2,913	\$114,749	\$0	\$0	\$117,662	81	87	
T-1	Preventive + Global MR	\$188	\$12,614	\$0	\$0	\$12,801	85	89	
T-2	Preventive + Global MR	\$2,735	\$9,588	\$0	\$0	\$12,323	61	66	
Plan Year: 2025		Estimated Cost:					\$5,157	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$559	\$0	\$0	\$0	\$559	84	84	
A-3	Preventive	\$426	\$0	\$0	\$0	\$426	75	75	
A-4	Preventive	\$214	\$0	\$0	\$0	\$214	79	79	
R-1	Preventive	\$1,640	\$0	\$0	\$0	\$1,640	85	85	
T-1	Preventive	\$76	\$0	\$0	\$0	\$76	88	88	
T-2	Preventive	\$2,242	\$0	\$0	\$0	\$2,242	64	64	
Plan Year: 2026		Estimated Cost:					\$6,370	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$733	\$0	\$0	\$0	\$733	82	82	
A-3	Preventive	\$490	\$0	\$0	\$0	\$490	74	74	
A-4	Preventive	\$326	\$0	\$0	\$0	\$326	77	78	
R-1	Preventive	\$2,223	\$0	\$0	\$0	\$2,223	83	84	
T-1	Preventive	\$128	\$0	\$0	\$0	\$128	87	87	
T-2	Preventive	\$2,469	\$0	\$0	\$0	\$2,469	62	63	

**MALTA AIRPORT (61)**

FIFTEEN YEAR PROJECTIONS							ESTIMATED AVERAGE ANNUAL COST:		\$49,505	
Plan Year: 2027							Estimated Cost:	\$7,585	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$910	\$0	\$0	\$0	\$910	81	81		
A-3	Preventive	\$553	\$0	\$0	\$0	\$553	73	73		
A-4	Preventive	\$440	\$0	\$0	\$0	\$440	76	76		
R-1	Preventive	\$2,806	\$0	\$0	\$0	\$2,806	82	82		
T-1	Preventive	\$180	\$0	\$0	\$0	\$180	85	85		
T-2	Preventive	\$2,696	\$0	\$0	\$0	\$2,696	61	61		
Plan Year: 2028							Estimated Cost:	\$93,961	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$1,471	\$0	\$0	\$0	\$1,471	79	79		
A-3	Preventive	\$617	\$0	\$0	\$0	\$617	71	71		
A-4	Preventive	\$552	\$0	\$0	\$0	\$552	74	74		
R-1	Preventive	\$3,443	\$0	\$0	\$0	\$3,443	80	80		
T-1	Preventive	\$232	\$0	\$0	\$0	\$232	84	84		
T-2	Major Below Critical	\$0	\$0	\$87,646	\$0	\$87,646	59	100		
Plan Year: 2029							Estimated Cost:	\$174,976	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive + Global MR	\$2,181	\$32,572	\$0	\$0	\$34,752	77	83		
A-3	Preventive	\$680	\$0	\$0	\$0	\$680	70	70		
A-4	Preventive + Global MR	\$666	\$5,440	\$0	\$0	\$6,106	72	78		
R-1	Preventive + Global MR	\$5,791	\$114,749	\$0	\$0	\$120,540	78	84		
T-1	Preventive + Global MR	\$284	\$12,614	\$0	\$0	\$12,898	82	87		
T-2	None	\$0	\$0	\$0	\$0	\$0	97	97		
Plan Year: 2030							Estimated Cost:	\$4,922	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$876	\$0	\$0	\$0	\$876	81	81		
A-3	Preventive	\$757	\$0	\$0	\$0	\$757	69	69		
A-4	Preventive	\$418	\$0	\$0	\$0	\$418	76	76		
R-1	Preventive	\$2,700	\$0	\$0	\$0	\$2,700	82	82		
T-1	Preventive	\$172	\$0	\$0	\$0	\$172	85	85		
T-2	None	\$0	\$0	\$0	\$0	\$0	94	94		
Plan Year: 2031							Estimated Cost:	\$6,211	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$1,338	\$0	\$0	\$0	\$1,338	79	79		
A-3	Preventive	\$836	\$0	\$0	\$0	\$836	68	68		
A-4	Preventive	\$531	\$0	\$0	\$0	\$531	74	74		
R-1	Preventive	\$3,283	\$0	\$0	\$0	\$3,283	80	80		
T-1	Preventive	\$224	\$0	\$0	\$0	\$224	84	84		
T-2	None	\$0	\$0	\$0	\$0	\$0	91	91		
Plan Year: 2032							Estimated Cost:	\$9,280	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$2,043	\$0	\$0	\$0	\$2,043	77	77		
A-3	Preventive	\$915	\$0	\$0	\$0	\$915	67	67		
A-4	Preventive	\$644	\$0	\$0	\$0	\$644	72	73		
R-1	Preventive	\$5,346	\$0	\$0	\$0	\$5,346	79	79		
T-1	Preventive	\$276	\$0	\$0	\$0	\$276	83	83		
T-2	Preventive	\$56	\$0	\$0	\$0	\$56	88	88		
Plan Year: 2033							Estimated Cost:	\$12,646	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After		
A-1	Preventive	\$2,747	\$0	\$0	\$0	\$2,747	75	75		
A-3	Preventive	\$995	\$0	\$0	\$0	\$995	66	66		
A-4	Preventive	\$757	\$0	\$0	\$0	\$757	71	71		
R-1	Preventive	\$7,682	\$0	\$0	\$0	\$7,682	77	77		
T-1	Preventive	\$328	\$0	\$0	\$0	\$328	81	81		
T-2	Preventive	\$136	\$0	\$0	\$0	\$136	85	85		