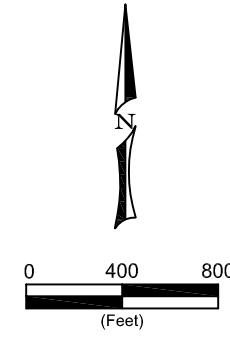
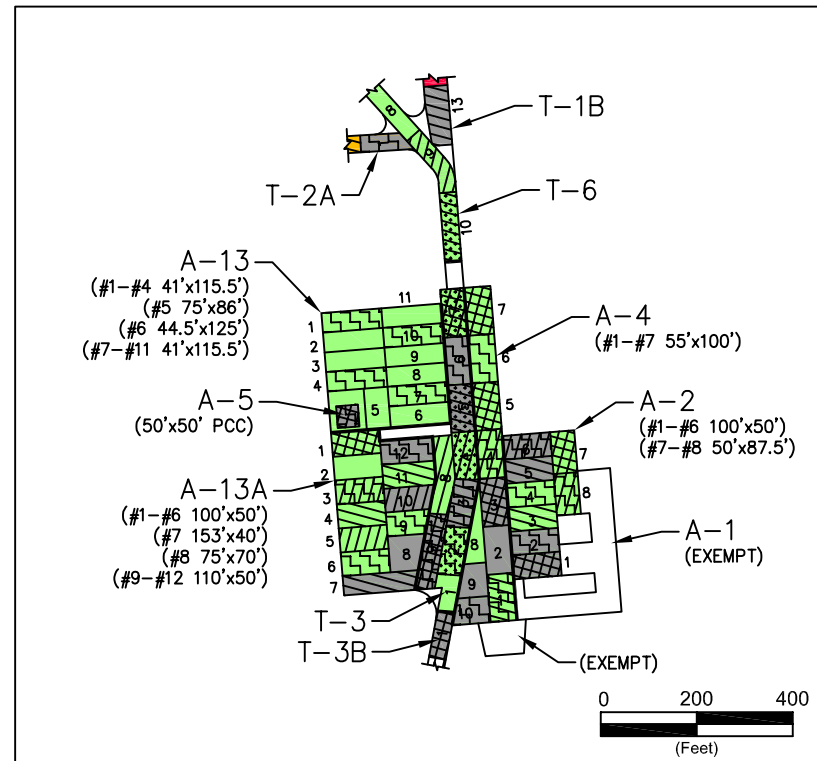
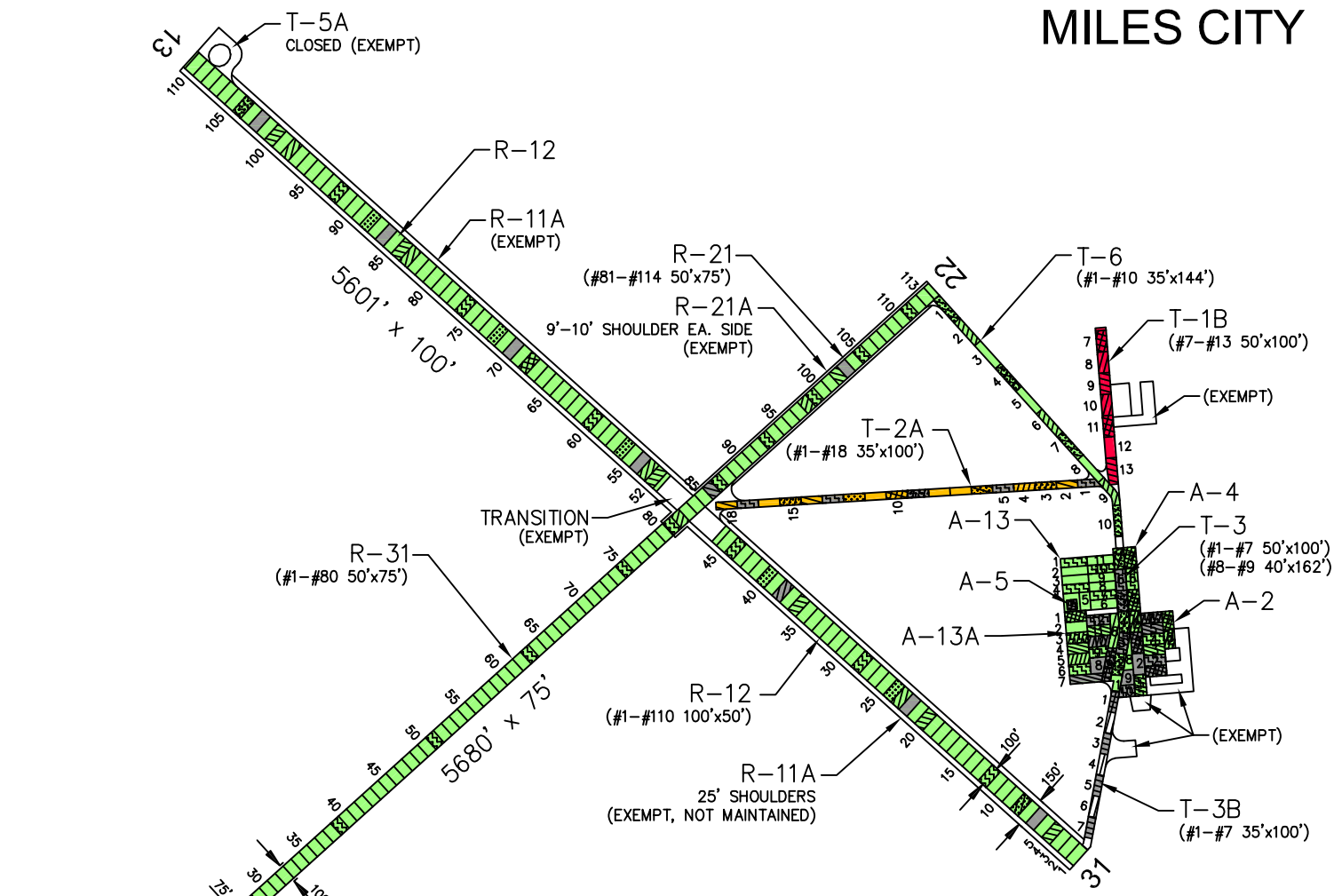


MILES CITY



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-11A	E-5	F-5		4.5" GRAVEL	6.5" AC		24,000	24,000		
R-12	E-5	CBR=9.6		19" AGG.	9" AC, 4" P-401	2" P-401	38,000	55,000	85,000	2,5,7,8
R-21		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4,5,6,8
R-21A		CBR=7		5" GRAVEL	3" AC	2" P-401, 1" P-402	24,000	24,000		2
R-31		CBR=7	12" P-152, FABRIC 30" P-154	6" P-209	4.5" P-401		24,000			9
TAXIWAYS										
T-1B		CBR=7.1		6" GRAVEL	2.5" AC	3" AC P-609	12,500	12,500		
T-2A		CBR=7.1		6" GRAVEL	5.5" AC, P-609	STRESS FABRIC, 2" P-401	20,000			4,6,8
T-3		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5,8
T-3B		CBR=7.1	6" COMP P-152	FABRIC, 9" P-207 4" P-208	2.5" P-401					4,6,8
T-5A		CBR=7.1		5" P-201	P-609	P-609	12,000	12,000		
T-6		CBR=7	6" P-152	FABRIC, 4" P-207 4" P-208	2.5" P-401		24,000			4,6,8
APRONS										
A-1		CBR=7.1		6" GRAVEL	2.5" AC	2" AC P-609	21,000	21,000		8
A-2		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5,8
A-4		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		5,8
A-5		CBR=7.1		HELIPAD	10" PCC					3
A-13		CBR=7.1	FABRIC & GEOGRID 12" P-154	6" P-209	4.5" P-401		61,000			9
A-13A		CBR=7.1	6" P-152, FABRIC 11" P-154	4" P-208	3" P-401		12,500	12,500		3,5,8

REMARKS:

- AIP-001-1985, PFC ON RUNWAYS, TAXIWAYS, AND APRON
- CONSTRUCT RUNWAY 4/22 SHOULDERS (R-21A) 3" AC IS STATE HIGHWAY GRADE B MIX, P-625 COAL TAR SEAL.
- AIP-002-1989, REHABILITATE PORTION OF APRON.
- AIP-005-1998, RECONSTRUCT AND NARROW RUNWAY 4-22 (R-21); RECONSTRUCT TAXIWAYS (T-2A, T-3B, T-6, T-7).
- AIP-006-2001, REHABILITATE RUNWAY AND APRON.
- AIP-007-2005, CRACK SEAL AND REMARK.
- AIP-010/011-2008, MILL, OVERLAY, AND GROOVE RUNWAY 13-31 (R-11).
- AIP-012-2011, CRACK SEAL, FOG SEAL, AND REMARK RUNWAYS (R-12, R-21), TAXIWAYS (T-2, T-3, T-3B, T-6, T-7), AND APRONS (A-1, A-2, A-13A, A-4).
- AIP-016-2015, RECONSTRUCT PORTION OF RUNWAY 4-22 (R-31) AND APRON (A-13). CRACK SEAL, FOG SEAL AND REMARK ALL OTHER ELIGIBLE RUNWAY (R-21, R-12) PAVEMENTS.

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:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 8, 2018
EVALUATED BY:	N. SCHROHT
LOCATION:	MILES CITY MONTANA

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

**FRANK WILEY FIELD
(MLS)**

Date: _____ Prepared For: _____ Prepared By: _____

DECEMBER 2018

MONTANA DEPARTMENT OF TRANSPORTATION



A-3, Overview



A-3, Patch-Tie Down



A-5, Overview



A-5, Shattered Slab



R-12, Overview



R-1, Crack-Sealed



R-21, Overview



R-21, Depression



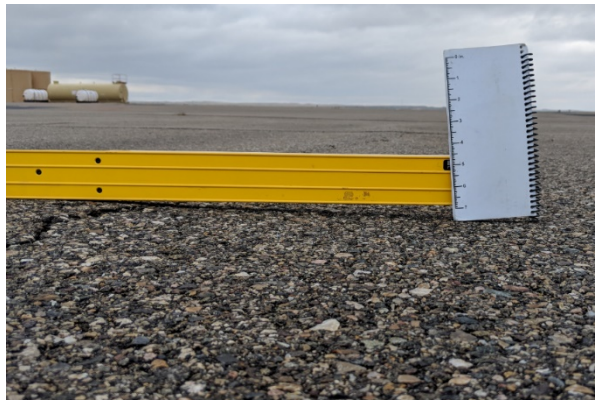
T-1B, Overview



T-1B, Block Crack



T-3, Overview



T-3, Swell

MILES CITY AIRPORT

Branch: 42A **APRON**

A-2

Length: 0 LF **Width:** 0 LF **Area:** 38,750 SF **Last Const:** 2001 **Family:** ACAM
From: SOUTHEAST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 10/8/2018 **PCI:** **69**

Sample # 2 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5000 SF
PATCHING	M	120 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	89 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF

Sample # 4 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	NA	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	75 LF
WEATHERING	L	5000 SF
DEPRESSION	L	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	135 LF
PATCHING	L	462.5 SF

Sample # 6 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	NA	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	83 LF
WEATHERING	L	5000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	342 LF
PATCHING	L	0.09 SF

Sample # 8 **Area:** 4,375 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	257 LF
PATCHING	M	20 SF
WEATHERING	L	4375 SF
PATCHING	M	32.57 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	12 SF	0.03%	0.00
DEPRESSION	LOW	18 SF	0.05%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	6 LF	0.02%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,646 LF	4.25%	13.10
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	378 LF	0.98%	11.11
PATCHING	LOW	925 SF	2.39%	6.24
PATCHING	MEDIUM	345 SF	0.89%	9.11
WEATHERING	LOW	38,750 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 99.0 % Climate/Durability 1.0 % Other

MILES CITY AIRPORT

Branch: 42A **APRON** **A-3**

Length: 0 LF **Width:** 0 LF **Area:** 60,000 SF **Last Const:** 2015 **Family:** ACAM
From: NORTHWEST APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 10/8/2018 **PCI:** 97

Sample # 1	Distress Description NO DISTRESSES	Severity	Quantity	Area: 4,735 SF
Sample # 4	Distress Description PATCHING	L	1.77 SF	Area: 4,735 SF
Sample # 7	Distress Description PATCHING	L	7.26 SF	Area: 4,735 SF
Sample # 10	Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING	L L	23 LF 64.4 SF	Area: 4,735 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	73 LF	0.12%	2.53
PATCHING	LOW	234 SF	0.39%	2.25

* 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

6.0 % **Load** 87.0 % **Climate/Durability** 7.0 % **Other**

MILES CITY AIRPORT

Branch: 42A

APRON

A-3A

Length: 0 LF

Width: 0 LF

Area: 63,950 SF

Last Const: 2001

Family: ACAM

From: SOUTHWEST APRON

To:

Surface: AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 10/8/2018 **PCI:** 75

Sample # 3

Area: 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	156 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF
WEATHERING	L	5000 SF

Sample # 6

Area: 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
SHOVING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	159 LF

Sample # 9

Area: 5,000 SF

Distress Description	Severity	Quantity
PATCHING	M	3.53 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	58 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	142 LF
PATCHING	L	3.62 SF
WEATHERING	L	5000 SF
DEPRESSION	L	20 SF
BLEEDING	NA	4 SF

Sample # 12

Area: 5,500 SF

Distress Description	Severity	Quantity
RAVELING	L	20 SF
PATCHING	L	10.2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	53 LF
WEATHERING	L	5500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	12 SF	0.02%	0.00
DEPRESSION	LOW	62 SF	0.10%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,580 LF	4.03%	12.60
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	552 LF	0.86%	10.53
PATCHING	LOW	43 SF	0.07%	2.00
PATCHING	MEDIUM	11 SF	0.02%	6.20
RAVELING	LOW	62 SF	0.10%	1.00
SHOVING	LOW	16 SF	0.02%	2.00
WEATHERING	LOW	48,352 SF	75.61%	5.62

* 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

MILES CITY AIRPORT

Branch: 42A **APRON**

A-4

Length: 700 LF **Width:** 76 LF **Area:** 53,500 SF **Last Const:** 2001 2001 **Family:** ACAM
From: FBO APRON AREA **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 10/8/2018 **PCI:** 71

Sample # 1 **Area:** 5,500 SF

Distress Description	Severity	Quantity
PATCHING	L	12.57 SF
PATCHING	M	54 SF
WEATHERING	L	5500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	129 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	90 LF

Sample # 4 **Area:** 5,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	396 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
WEATHERING	L	5500 SF
PATCHING	L	12.57 SF

Sample # 6 **Area:** 5,500 SF

Distress Description	Severity	Quantity
PATCHING	L	0.09 SF
WEATHERING	L	5500 SF
RAVELING	H	80 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	474 LF

Sample # 10 **Area:** 5,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	228 LF
WEATHERING	L	5500 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,984 LF	5.58%	15.97
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	375 LF	0.70%	9.61
PATCHING	LOW	61 SF	0.11%	2.00
PATCHING	MEDIUM	131 SF	0.25%	7.37
RAVELING	HIGH	195 SF	0.36%	9.41
WEATHERING	LOW	53,500 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

MILES CITY AIRPORT

Branch: 42A

APRON

A-5

Length: 50 LF
From: 50'X50' PCC

Width: 50 LF

Area: 2,500 SF
To:

Last Const: 1989

Family: PCAA
Surface: PCC

Inspections

Samples Surveyed: 1 Total Samples: 1 Last Inspection Date: 10/8/2018 **PCI: 0**

Sample # 1 Area: 4 SLABS

Distress Description	Severity	Quantity
SMALL PATCH	M	1 SLABS
POPOUTS	N/A	2 SLABS
SHATTERED SLAB	H	4 SLABS
JOINT SPALLING	M	2 SLABS
CORNER SPALLING	M	1 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
SMALL PATCH	M	1 SLABS	25.00%	11.55
POPOUTS	N/A	2 SLABS	50.00%	19.88
SHATTERED SLAB	H	4 SLABS	100.00%	99.94
JOINT SPALLING	M	2 SLABS	50.00%	26.51
CORNER SPALLING	M	1 SLABS	25.00%	14.15

* 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

58.0 % Load 0.0 % Climate/Durability 42.0 % Other

MILES CITY AIRPORT

Branch: 42R2

RUNWAY

R-12

Length: 5,601 LF

Width: 100 LF

Area: 560,100 SF

Last Const: 2008

Family: ACRH

From: RUNWAY 12-30 FROM T-3B

To: T5

Surface: AC

Inspections

Samples Surveyed: 7 **Total Samples:** 110 **Last Inspection Date:** 10/8/2018 **PCI:** **82**

Sample #	Distress Description	Severity	Quantity	Area:
12	WEATHERING	L	5000 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	52 LF	
28	WEATHERING	L	5000 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF	
44	LONGITUDINAL/TRANSVERSE CRACKING	L	216 LF	5,000 SF
	WEATHERING	L	5000 SF	
60	LONGITUDINAL/TRANSVERSE CRACKING	L	174 LF	5,000 SF
	WEATHERING	L	5000 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF	
	RAVELING	H	5 SF	
76	WEATHERING	L	5000 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	78 LF	
	RAVELING	H	2 SF	
92	WEATHERING	L	5000 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	128 LF	
104	RAVELING	H	16 SF	5,000 SF
	WEATHERING	L	5000 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	169 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	14,931 LF	2.67%	9.18
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	416 LF	0.07%	4.00
RAVELING	HIGH	368 SF	0.07%	6.00
WEATHERING	LOW	560,100 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

MILES CITY AIRPORT

Branch: 42R1

RUNWAY

R-21

Length: 1,680 LF
From: STA. 40+00

Width: 75 LF

Area: 126,000 SF
To: STA. 56+80

Last Const: 1998

Family: ACRMU
Surface: AC

Inspections

Samples Surveyed: 6 **Total Samples:** 34 **Last Inspection Date:** 10/8/2018 **PCI:** **65**

Sample # 81	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING PATCHING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION</p>	<p>Severity M L L L M</p>	<p>Quantity 43 LF 3750 SF 0.35 SF 230 LF 10 SF</p>	Area: 3,750 SF
Sample # 87	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION WEATHERING DEPRESSION RAVELING</p>	<p>Severity M L M L L H</p>	<p>Quantity 63 LF 298 LF 5 SF 3750 SF 15 SF 1 SF</p>	Area: 3,750 SF
Sample # 93	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity M L L</p>	<p>Quantity 13 LF 320 LF 3750 SF</p>	Area: 3,750 SF
Sample # 99	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L M</p>	<p>Quantity 3750 SF 345 LF 17 LF</p>	Area: 3,750 SF
Sample # 105	<p>Distress Description DEPRESSION WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L L M</p>	<p>Quantity 3 SF 3750 SF 383 LF 15 LF</p>	Area: 3,750 SF
Sample # 111	<p>Distress Description WEATHERING RAVELING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION</p>	<p>Severity L H L M L</p>	<p>Quantity 3750 SF 5 SF 293 LF 34 LF 20 SF</p>	Area: 3,750 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	719 SF	0.17%	0.55
DEPRESSION	MEDIUM	284 SF	0.07%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	35,386 LF	8.31%	20.82
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	3,503 LF	0.82%	10.30
PATCHING	LOW	7 SF	0.00%	2.00
RAVELING	HIGH	114 SF	0.03%	6.00
WEATHERING	LOW	426,000 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

0.0 % Load 89.0 % Climate/Durability 11.0 % Other

MILES CITY AIRPORT

Branch: 42R1

RUNWAY

R-31

Length: 4,000 LF
From: STA. 0+00

Width: 75 LF

Area: 300,000 SF
To: STA. 40+00

Last Const: 2015

Family: ACRMU
Surface: AC

Inspections

Samples Surveyed: 7 **Total Samples:** 80 **Last Inspection Date:** 10/8/2018 **PCI:** 98

Sample #	Distress Description	Severity	Quantity	Area:
3	RAVELING	H	1 SF	3,750 SF
15	PATCHING	L	0.09 SF	3,750 SF
27	NO DISTRESSES			3,750 SF
39	LONGITUDINAL/TRANSVERSE CRACKING	L	4 LF	3,750 SF
51	NO DISTRESSES			3,750 SF
63	NO DISTRESSES			3,750 SF
75	PATCHING	L	0.6 SF	3,750 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	46 LF	0.02%	2.50
PATCHING	LOW	8 SF	0.00%	2.00
RAVELING	HIGH	11 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 100.0 % Climate/Durability 0.0 % Other

MILES CITY AIRPORT

Branch: 42T TAXIWAY **T-1B**

Length: 760 LF **Width:** 50 LF **Area:** 38,000 SF **Last Const:** 1985 **Family:** ACRMU
From: INTERSECTION WITH T-2 **To:** RUNWAY 22 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 10/8/2018 **PCI:** 42

Sample # 7 **Area:** 5,000 SF

Distress Description	Severity	Quantity
PATCHING	M	1386 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	35 LF
WEATHERING	M	5000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF
ALLIGATOR	M	186 SF

Sample # 9 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	40 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	147 LF
PATCHING	L	80 SF
ALLIGATOR	M	28 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	65 LF
WEATHERING	M	5000 SF

Sample # 11 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	165 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
PATCHING	L	380 SF
WEATHERING	M	5000 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	64 LF

Sample # 13 **Area:** 5,000 SF

Distress Description	Severity	Quantity
PATCHING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	137 LF
ALLIGATOR	M	80 SF
RUTTING	L	4 SF
WEATHERING	M	5000 SF
PATCHING	L	560 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	58 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	MEDIUM	559 SF	1.47%	33.05
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	578 LF	1.52%	23.87
LONGITUDINAL/TRANSVERSE CRACKING	LOW	123 LF	0.33%	3.69
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	750 LF	1.98%	15.61
PATCHING	LOW	1,938 SF	5.10%	10.02
PATCHING	MEDIUM	2,728 SF	7.18%	23.40
RUTTING	LOW	8 SF	0.02%	8.50
WEATHERING	MEDIUM	38,000 SF	100.00%	20.34

* 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

30.0 % Load 70.0 % Climate/Durability 0.0 % Other

MILES CITY AIRPORT

Branch: 42T TAXIWAY **T-2A**

Length: 1,800 LF **Width:** 35 LF **Area:** 63,000 SF **Last Const:** 1998 **Family:** ACRMU
From: RUNWAY INTERSECTION **To:** T-1B **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 10/8/2018 **PCI:** **53**

Sample # 1 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	104 LF
ALLIGATOR	L	71 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	482 LF

Sample # 4 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	67 LF
ALLIGATOR	L	156 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	538 LF

Sample # 9 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	556 LF
ALLIGATOR	L	150 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	44 LF

Sample # 13 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF
PATCHING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	490 LF
ALLIGATOR	L	89 SF

Sample # 17 **Area:** 3,500 SF

Distress Description	Severity	Quantity
PATCHING	L	3 SF
ALLIGATOR	L	137 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	528 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	2,171 SF	3.45%	32.45
LONGITUDINAL/TRANSVERSE CRACKING	LOW	9,338 LF	14.82%	28.70
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,004 LF	1.59%	14.00
PATCHING	LOW	18 SF	0.03%	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

42.0 % Load 58.0 % Climate/Durability 0.0 % Other

MILES CITY AIRPORT

Branch: 42T TAXIWAY

T-3

Length: 700 LF **Width:** 63 LF **Area:** 43,750 SF **Last Const:** 2001 **Family:** ACRH
From: WITHIN APRON AREA **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 9 **Last Inspection Date:** 10/8/2018 **PCI:** 72

Sample # 2 **Area:** 4,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
BLEEDING	NA	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	218 LF
PATCHING	L	13 SF
DEPRESSION	L	14 SF

Sample # 3 **Area:** 4,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	174 LF
WEATHERING	L	4000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
BLEEDING	NA	3 SF

Sample # 6 **Area:** 4,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	338 LF
PATCHING	L	24.18 SF
WEATHERING	L	4000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
BLEEDING	NA	3 SF

Sample # 9 **Area:** 4,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	4000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	197 LF
DEPRESSION	L	12 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	19 SF	0.04%	0.00
DEPRESSION	LOW	71 SF	0.16%	0.51
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,535 LF	5.79%	16.40
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	265 LF	0.61%	9.03
PATCHING	LOW	100 SF	0.23%	2.04
WEATHERING	LOW	43,750 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 98.0 % Climate/Durability 2.0 % Other

MILES CITY AIRPORT

Branch: 42T TAXIWAY **T-3B**

Length: 800 LF **Width:** 35 LF **Area:** 28,000 SF **Last Const:** 1998 **Family:** ACRH
From: 30 END OF RW 12-30 **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 10/8/2018 **PCI:** **67**

Sample # 1 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	90 LF
BLEEDING	NA	12 SF
DEPRESSION	L	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	133 LF

Sample # 3 **Area:** 3,500 SF

Distress Description	Severity	Quantity
DEPRESSION	L	51 SF
SHOVING	L	10 SF
PATCHING	L	0.09 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	114 LF
RAVELING	H	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	138 LF

Sample # 4 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	87 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF
BLEEDING	NA	270 SF

Sample # 6 **Area:** 3,500 SF

Distress Description	Severity	Quantity
DEPRESSION	L	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	85 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
BLEEDING	NA	6 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	576 SF	2.06%	11.09
DEPRESSION	LOW	192 SF	0.69%	4.66
LONGITUDINAL/TRANSVERSE CRACKING	LOW	924 LF	3.30%	10.81
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	684 LF	2.44%	17.45
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	2 SF	0.01%	6.00
SHOVING	LOW	20 SF	0.07%	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 67.0 % Climate/Durability 33.0 % Other

MILES CITY AIRPORT

Branch: 42T TAXIWAY

T-6

Length: 1,440 LF **Width:** 35 LF **Area:** 50,400 SF **Last Const:** 1998 **Family:** ACRMU
From: 22 END OF RW 4-22 **To:** **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 10/8/2018 **PCI:** **69**

Sample # 2 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	76 LF
WEATHERING	L	5040 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	154 LF
PATCHING	L	0.09 SF
DEPRESSION	L	35 SF

Sample # 5 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	52 LF
DEPRESSION	L	26 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	183 LF
WEATHERING	L	5040 SF
PATCHING	L	0.09 SF

Sample # 8 **Area:** 5,040 SF

Distress Description	Severity	Quantity
DEPRESSION	H	1 SF
WEATHERING	L	5040 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	298 LF

Sample # 10 **Area:** 5,040 SF

Distress Description	Severity	Quantity
WEATHERING	L	5040 SF
PATCHING	L	34.36 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	274 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	HIGH	3 SF	0.00%	12.00
DEPRESSION	LOW	153 SF	0.30%	1.65
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	3 LF	0.00%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,273 LF	4.51%	13.69
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	620 LF	1.23%	12.36
PATCHING	LOW	86 SF	0.17%	2.01
WEATHERING	LOW	50,400 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 75.0 % Climate/Durability 25.0 % Other

MILES CITY AIRPORT (42)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$211,759

Plan Year: 2019		Estimated Cost:					\$835,897	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	None	\$0	\$0	\$0	\$0	\$0	96	96	
A-2	Preventive + Global MR	\$2,220	\$13,175	\$0	\$0	\$15,395	69	74	
A-3A	Preventive + Global MR	\$2,013	\$21,743	\$0	\$0	\$23,756	75	79	
A-4	Preventive + Global MR	\$2,553	\$18,190	\$0	\$0	\$20,743	71	76	
A-5	Major Below Critical	\$0	\$0	\$16,250	\$0	\$16,250	0	100	
R-12	Preventive + Global MR	\$4,730	\$190,432	\$0	\$0	\$195,162	82	87	
R-21	Preventive + Global MR	\$9,728	\$42,840	\$0	\$0	\$52,567	65	70	
R-31	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-1B	Major Below Critical	\$0	\$0	\$203,110	\$0	\$203,110	42	100	
T-2A	Major Below Critical	\$0	\$0	\$260,725	\$0	\$260,725	52	100	
T-3	Preventive + Global MR	\$1,909	\$14,875	\$0	\$0	\$16,784	72	77	
T-3B	Preventive + Global MR	\$1,879	\$9,520	\$0	\$0	\$11,399	67	72	
T-6	Preventive + Global MR	\$2,870	\$17,136	\$0	\$0	\$20,006	69	73	

Plan Year: 2020		Estimated Cost:					\$142,268	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	Global MR	\$0	\$20,548	\$0	\$0	\$20,548	93	100	
A-2	Preventive	\$1,587	\$0	\$0	\$0	\$1,587	72	72	
A-3A	Preventive	\$1,251	\$0	\$0	\$0	\$1,251	78	78	
A-4	Preventive	\$1,811	\$0	\$0	\$0	\$1,811	74	74	
A-5	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-12	Preventive	\$2,690	\$0	\$0	\$0	\$2,690	85	85	
R-21	Preventive	\$7,484	\$0	\$0	\$0	\$7,484	68	68	
R-31	Global MR	\$0	\$101,999	\$0	\$0	\$101,999	94	100	
T-1B	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-2A	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-3	Preventive	\$1,325	\$0	\$0	\$0	\$1,325	75	75	
T-3B	Preventive	\$1,408	\$0	\$0	\$0	\$1,408	70	70	
T-6	Preventive	\$2,165	\$0	\$0	\$0	\$2,165	72	72	

Plan Year: 2021		Estimated Cost:					\$23,439	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-2	Preventive	\$1,852	\$0	\$0	\$0	\$1,852	71	71	
A-3A	Preventive	\$1,606	\$0	\$0	\$0	\$1,606	76	76	
A-4	Preventive	\$2,153	\$0	\$0	\$0	\$2,153	72	73	
A-5	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-12	Preventive	\$3,627	\$0	\$0	\$0	\$3,627	84	84	
R-21	Preventive	\$8,518	\$0	\$0	\$0	\$8,518	66	67	
R-31	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-1B	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-2A	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-3	Preventive	\$1,596	\$0	\$0	\$0	\$1,596	73	73	
T-3B	Preventive	\$1,625	\$0	\$0	\$0	\$1,625	68	68	
T-6	Preventive	\$2,461	\$0	\$0	\$0	\$2,461	70	70	

Plan Year: 2022		Estimated Cost:					\$27,251	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-2	Preventive	\$2,160	\$0	\$0	\$0	\$2,160	69	69	
A-3A	Preventive	\$1,962	\$0	\$0	\$0	\$1,962	75	75	
A-4	Preventive	\$2,493	\$0	\$0	\$0	\$2,493	71	71	
A-5	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-12	Preventive	\$4,563	\$0	\$0	\$0	\$4,563	82	82	
R-21	Preventive	\$9,551	\$0	\$0	\$0	\$9,551	65	65	
R-31	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-1B	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-2A	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-3	Preventive	\$1,867	\$0	\$0	\$0	\$1,867	72	72	
T-3B	Preventive	\$1,842	\$0	\$0	\$0	\$1,842	67	67	
T-6	Preventive	\$2,812	\$0	\$0	\$0	\$2,812	69	69	

Plan Year: 2023		Estimated Cost:					\$31,336	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-2	Preventive	\$2,490	\$0	\$0	\$0	\$2,490	67	67	
A-3A	Preventive	\$2,315	\$0	\$0	\$0	\$2,315	73	74	
A-4	Preventive	\$2,876	\$0	\$0	\$0	\$2,876	69	69	
A-5	Preventive	\$5	\$0	\$0	\$0	\$5	88	88	
R-12	Preventive	\$5,490	\$0	\$0	\$0	\$5,490	80	80	
R-21	Preventive	\$10,583	\$0	\$0	\$0	\$10,583	63	63	
R-31	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-1B	Preventive	\$76	\$0	\$0	\$0	\$76	88	88	
T-2A	Preventive	\$126	\$0	\$0	\$0	\$126	88	88	
T-3	Preventive	\$2,137	\$0	\$0	\$0	\$2,137	70	70	
T-3B	Preventive	\$2,059	\$0	\$0	\$0	\$2,059	65	65	
T-6	Preventive	\$3,180	\$0	\$0	\$0	\$3,180	67	67	

MILES CITY AIRPORT (42)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$211,759

Plan Year: 2024		Estimated Cost:					\$366,698	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	Preventive	\$121	\$0	\$0	\$0	\$121	88	88	
A-2	Preventive + Global MR	\$2,819	\$13,175	\$0	\$0	\$15,994	65	71	
A-3A	Preventive + Global MR	\$2,671	\$21,743	\$0	\$0	\$24,413	72	76	
A-4	Preventive + Global MR	\$3,301	\$18,190	\$0	\$0	\$21,491	68	73	
A-5	Preventive	\$12	\$0	\$0	\$0	\$12	85	86	
R-12	Preventive + Global MR	\$8,893	\$190,432	\$0	\$0	\$199,325	79	84	
R-21	Preventive + Global MR	\$11,611	\$42,840	\$0	\$0	\$54,451	62	67	
R-31	Preventive	\$599	\$0	\$0	\$0	\$599	88	88	
T-1B	Preventive	\$180	\$0	\$0	\$0	\$180	85	86	
T-2A	Preventive	\$298	\$0	\$0	\$0	\$298	85	86	
T-3	Preventive + Global MR	\$2,461	\$14,875	\$0	\$0	\$17,336	69	74	
T-3B	Preventive + Global MR	\$2,275	\$9,520	\$0	\$0	\$11,795	64	69	
T-6	Preventive + Global MR	\$3,548	\$17,136	\$0	\$0	\$20,684	66	71	

Plan Year: 2025		Estimated Cost:					\$151,696	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	Preventive + Global MR	\$295	\$20,548	\$0	\$0	\$20,843	85	94	
A-2	Preventive	\$2,100	\$0	\$0	\$0	\$2,100	69	69	
A-3A	Preventive	\$1,911	\$0	\$0	\$0	\$1,911	75	75	
A-4	Preventive	\$2,435	\$0	\$0	\$0	\$2,435	71	71	
A-5	Preventive	\$19	\$0	\$0	\$0	\$19	83	83	
R-12	Preventive	\$4,397	\$0	\$0	\$0	\$4,397	82	82	
R-21	Preventive	\$9,374	\$0	\$0	\$0	\$9,374	65	65	
R-31	Preventive + Global MR	\$1,474	\$101,999	\$0	\$0	\$103,474	85	94	
T-1B	Preventive	\$283	\$0	\$0	\$0	\$283	83	83	
T-2A	Preventive	\$470	\$0	\$0	\$0	\$470	83	83	
T-3	Preventive	\$1,824	\$0	\$0	\$0	\$1,824	72	72	
T-3B	Preventive	\$1,807	\$0	\$0	\$0	\$1,807	67	67	
T-6	Preventive	\$2,759	\$0	\$0	\$0	\$2,759	69	69	

Plan Year: 2026		Estimated Cost:					\$31,580	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-2	Preventive	\$2,430	\$0	\$0	\$0	\$2,430	67	68	
A-3A	Preventive	\$2,264	\$0	\$0	\$0	\$2,264	74	74	
A-4	Preventive	\$2,801	\$0	\$0	\$0	\$2,801	70	70	
A-5	Preventive	\$27	\$0	\$0	\$0	\$27	80	80	
R-12	Preventive	\$5,323	\$0	\$0	\$0	\$5,323	80	81	
R-21	Preventive	\$10,408	\$0	\$0	\$0	\$10,408	63	64	
R-31	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-1B	Preventive	\$409	\$0	\$0	\$0	\$409	80	80	
T-2A	Preventive	\$678	\$0	\$0	\$0	\$678	80	80	
T-3	Preventive	\$2,093	\$0	\$0	\$0	\$2,093	71	71	
T-3B	Preventive	\$2,024	\$0	\$0	\$0	\$2,024	66	66	
T-6	Preventive	\$3,125	\$0	\$0	\$0	\$3,125	68	68	

Plan Year: 2027		Estimated Cost:					\$39,332	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	Preventive	\$107	\$0	\$0	\$0	\$107	88	88	
A-2	Preventive	\$2,757	\$0	\$0	\$0	\$2,757	66	66	
A-3A	Preventive	\$2,619	\$0	\$0	\$0	\$2,619	72	72	
A-4	Preventive	\$3,229	\$0	\$0	\$0	\$3,229	68	68	
A-5	Preventive	\$54	\$0	\$0	\$0	\$54	77	77	
R-12	Preventive	\$8,242	\$0	\$0	\$0	\$8,242	79	79	
R-21	Preventive	\$11,441	\$0	\$0	\$0	\$11,441	62	62	
R-31	Preventive	\$552	\$0	\$0	\$0	\$552	88	88	
T-1B	Preventive	\$824	\$0	\$0	\$0	\$824	77	77	
T-2A	Preventive	\$1,366	\$0	\$0	\$0	\$1,366	77	77	
T-3	Preventive	\$2,406	\$0	\$0	\$0	\$2,406	69	69	
T-3B	Preventive	\$2,241	\$0	\$0	\$0	\$2,241	64	64	
T-6	Preventive	\$3,493	\$0	\$0	\$0	\$3,493	66	66	

Plan Year: 2028		Estimated Cost:					\$48,288	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-13	Preventive	\$281	\$0	\$0	\$0	\$281	85	85	
A-2	Preventive	\$3,086	\$0	\$0	\$0	\$3,086	64	64	
A-3A	Preventive	\$2,975	\$0	\$0	\$0	\$2,975	71	71	
A-4	Preventive	\$3,654	\$0	\$0	\$0	\$3,654	66	66	
A-5	Preventive	\$81	\$0	\$0	\$0	\$81	74	75	
R-12	Preventive	\$11,963	\$0	\$0	\$0	\$11,963	77	77	
R-21	Preventive	\$12,468	\$0	\$0	\$0	\$12,468	60	60	
R-31	Preventive	\$1,427	\$0	\$0	\$0	\$1,427	85	85	
T-1B	Preventive	\$1,237	\$0	\$0	\$0	\$1,237	74	75	
T-2A	Preventive	\$2,051	\$0	\$0	\$0	\$2,051	74	75	
T-3	Preventive	\$2,745	\$0	\$0	\$0	\$2,745	67	68	
T-3B	Preventive	\$2,458	\$0	\$0	\$0	\$2,458	62	63	
T-6	Preventive	\$3,861	\$0	\$0	\$0	\$3,861	65	65	

MILES CITY AIRPORT (42)

FIFTEEN YEAR PROJECTIONS										ESTIMATED AVERAGE ANNUAL COST:			\$211,759
Plan Year: 2029							Estimated Cost:	\$951,257	PCI				
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After					
A-13	Preventive	\$456	\$0	\$0	\$0	\$456	82	83					
A-2	Preventive + Global MR	\$3,418	\$13,175	\$0	\$0	\$16,593	62	68					
A-3A	Preventive + Global MR	\$3,364	\$21,743	\$0	\$0	\$25,107	69	74					
A-4	Preventive + Global MR	\$4,082	\$18,190	\$0	\$0	\$22,272	65	70					
A-5	Preventive	\$109	\$0	\$0	\$0	\$109	72	72					
R-12	Preventive + Global MR	\$15,704	\$190,432	\$0	\$0	\$206,137	75	81					
R-21	Major Below Critical	\$0	\$0	\$405,216	\$0	\$405,216	59	100					
R-31	Preventive	\$2,302	\$0	\$0	\$0	\$2,302	82	82					
T-1B	Preventive + Global MR	\$1,654	\$81,700	\$0	\$0	\$83,354	72	87					
T-2A	Preventive + Global MR	\$2,741	\$135,450	\$0	\$0	\$138,191	72	87					
T-3	Preventive + Global MR	\$3,085	\$14,875	\$0	\$0	\$17,959	66	71					
T-3B	Preventive + Global MR	\$2,675	\$9,520	\$0	\$0	\$12,195	61	66					
T-6	Preventive + Global MR	\$4,231	\$17,136	\$0	\$0	\$21,367	63	68					
Plan Year: 2030							Estimated Cost:	\$151,710	PCI				
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After					
A-13	Preventive + Global MR	\$708	\$20,548	\$0	\$0	\$21,256	80	89					
A-2	Preventive	\$2,697	\$0	\$0	\$0	\$2,697	66	66					
A-3A	Preventive	\$2,565	\$0	\$0	\$0	\$2,565	72	73					
A-4	Preventive	\$3,154	\$0	\$0	\$0	\$3,154	68	68					
A-5	Preventive	\$139	\$0	\$0	\$0	\$139	69	69					
R-12	Preventive	\$7,571	\$0	\$0	\$0	\$7,571	79	79					
R-21	None	\$0	\$0	\$0	\$0	\$0	97	97					
R-31	Preventive + Global MR	\$3,721	\$101,999	\$0	\$0	\$105,720	79	88					
T-1B	Preventive	\$232	\$0	\$0	\$0	\$232	84	84					
T-2A	Preventive	\$385	\$0	\$0	\$0	\$385	84	84					
T-3	Preventive	\$2,352	\$0	\$0	\$0	\$2,352	69	69					
T-3B	Preventive	\$2,205	\$0	\$0	\$0	\$2,205	64	64					
T-6	Preventive	\$3,435	\$0	\$0	\$0	\$3,435	66	66					
Plan Year: 2031							Estimated Cost:	\$32,404	PCI				
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After					
A-13	Preventive	\$260	\$0	\$0	\$0	\$260	86	86					
A-2	Preventive	\$3,027	\$0	\$0	\$0	\$3,027	64	64					
A-3A	Preventive	\$2,921	\$0	\$0	\$0	\$2,921	71	71					
A-4	Preventive	\$3,579	\$0	\$0	\$0	\$3,579	67	67					
A-5	Preventive	\$173	\$0	\$0	\$0	\$173	66	66					
R-12	Preventive	\$11,292	\$0	\$0	\$0	\$11,292	77	78					
R-21	None	\$0	\$0	\$0	\$0	\$0	94	94					
R-31	Preventive	\$1,349	\$0	\$0	\$0	\$1,349	86	86					
T-1B	Preventive	\$335	\$0	\$0	\$0	\$335	81	81					
T-2A	Preventive	\$555	\$0	\$0	\$0	\$555	81	81					
T-3	Preventive	\$2,688	\$0	\$0	\$0	\$2,688	68	68					
T-3B	Preventive	\$2,422	\$0	\$0	\$0	\$2,422	63	63					
T-6	Preventive	\$3,803	\$0	\$0	\$0	\$3,803	65	65					
Plan Year: 2032							Estimated Cost:	\$40,003	PCI				
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After					
A-13	Preventive	\$435	\$0	\$0	\$0	\$435	83	83					
A-2	Preventive	\$3,356	\$0	\$0	\$0	\$3,356	63	63					
A-3A	Preventive	\$3,297	\$0	\$0	\$0	\$3,297	70	70					
A-4	Preventive	\$4,007	\$0	\$0	\$0	\$4,007	65	65					
A-5	Preventive	\$207	\$0	\$0	\$0	\$207	63	64					
R-12	Preventive	\$15,007	\$0	\$0	\$0	\$15,007	76	76					
R-21	None	\$0	\$0	\$0	\$0	\$0	91	91					
R-31	Preventive	\$2,224	\$0	\$0	\$0	\$2,224	83	83					
T-1B	Preventive	\$615	\$0	\$0	\$0	\$615	78	79					
T-2A	Preventive	\$1,020	\$0	\$0	\$0	\$1,020	78	79					
T-3	Preventive	\$3,026	\$0	\$0	\$0	\$3,026	66	66					
T-3B	Preventive	\$2,639	\$0	\$0	\$0	\$2,639	61	61					
T-6	Preventive	\$4,171	\$0	\$0	\$0	\$4,171	63	64					
Plan Year: 2033							Estimated Cost:	\$131,465	PCI				
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After					
A-13	Preventive	\$623	\$0	\$0	\$0	\$623	80	80					
A-2	Preventive	\$3,685	\$0	\$0	\$0	\$3,685	61	61					
A-3A	Preventive	\$3,741	\$0	\$0	\$0	\$3,741	68	68					
A-4	Preventive	\$4,435	\$0	\$0	\$0	\$4,435	63	64					
A-5	Preventive	\$241	\$0	\$0	\$0	\$241	61	61					
R-12	Preventive	\$18,753	\$0	\$0	\$0	\$18,753	74	74					
R-21	Preventive	\$252	\$0	\$0	\$0	\$252	88	88					
R-31	Preventive	\$3,409	\$0	\$0	\$0	\$3,409	80	80					
T-1B	Preventive	\$1,032	\$0	\$0	\$0	\$1,032	76	76					
T-2A	Preventive	\$1,711	\$0	\$0	\$0	\$1,711	76	76					
T-3	Preventive	\$3,364	\$0	\$0	\$0	\$3,364	65	65					
T-3B	Major Below Critical	\$0	\$0	\$85,680	\$0	\$85,680	60	100					
T-6	Preventive	\$4,539	\$0	\$0	\$0	\$4,539	62	62					