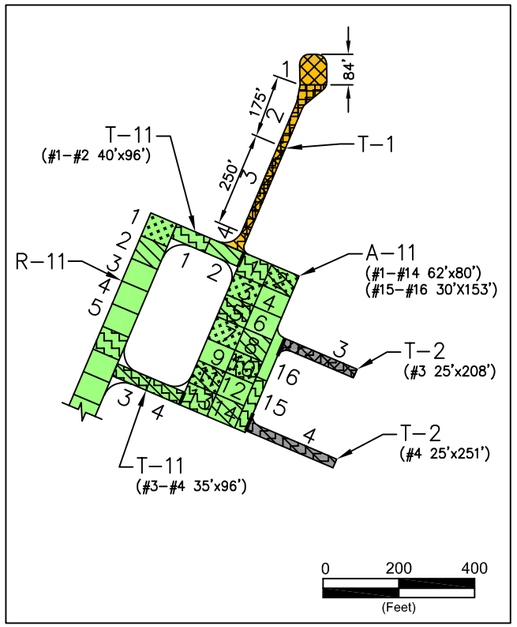
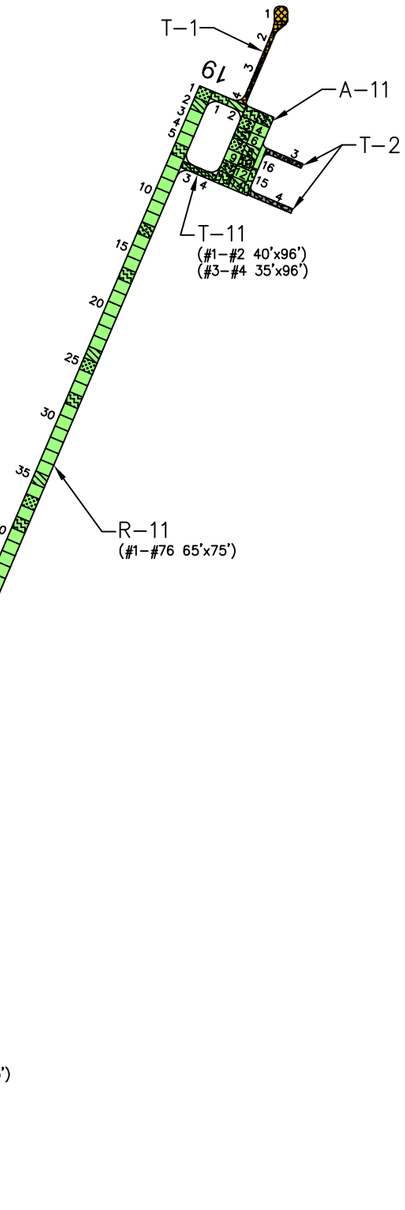
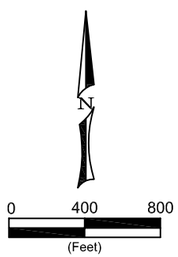
# WHITE SULPHUR SPRINGS




# PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

| PAVE. IDENT. | SOIL CLASS | SUB GRADE CLASS | SUBBASE COURSE | BASE COURSE | SURFACE COURSE | OVERLAY | PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE | DUAL | DUAL TAN. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| **RUNWAYS** | | | | | | | | | | |
| R-11 | | CBR=3.0 | | NEW 3"P-208 OVER 2.5" ASPH.+5"P-208 | 3.5" P-403 | P-608 | 16,500 | | | 1,2,3,4,5,6,7 |
| R-12 | | CBR=3.0 | | 5" P-208 | 4" P-401 | 3" P-403,P-608 | 16,500 | | | 2,3,4,5,6,7 |
| **TAXIWAYS** | | | | | | | | | | |
| T-1 | | CBR=3.0 | | 8" P-208 | P-609 | 1" P-402,P-608 | 12,500 | | | 1,2,3,4,7 |
| T-2 | | CBR=3.0 | | 4" P-208 | 3" P-401 | 1" P-402,P-608 | 12,500 | | | 2,3,4,7 |
| T-11 | | CBR=3.0 | P-152 | 10" P-208 | 3.5" P-401 | P-608 | 16,500 | | | 6,7 |
| T-12 | | CBR=3.0 | P-152 | 5" P-208 | 2" P-403 | P-608 | 16,500 | | | 2,3,4,5,7 |
| **APRONS** | | | | | | | | | | |
| A-11 | | CBR=3.0 | | 10" P-208 | 3.5" P-401 | P-608 | 16,500 | | | 6,7 |

**REMARKS:**

1. ADAP-01, 1979
2. AIP-001-1992, RUNWAY EXTENSION AND OVERLAY ALL PAVEMENTS.
3. AIP-002-2003, RUNWAY PAVEMENT MAINTENANCE.
4. AIP-003-2005, RUNWAY PAVEMENT MAINTENANCE (CRACK SEAL).
5. ARRA-005-2009, REHABILITATE RUNWAY 1/19
6. AIP-006-2009, WIDEN RUNWAY 7.5' EA. SIDE (10" P-208, 3.5" P-403); MILL AND PAVE (3" P-403) EXISTING 60' RUNWAY; RECONSTRUCT APRON (A-11) AND CONNECTOR TAXIWAYS (T-11); OVERLAY AND WIDEN TURNAROUND (T-12).
7. AIP-009-2015, CRACK SEAL, SEAL COAT, AND REMARK ALL PAVEMENTS [INSPECTED AFTER MAINTENANCE PROJECT].

**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: | JULY 1, 2010 |
| EVALUATED BY: | G. GATES |
| DATE OF MOST RECENT PAVEMENT CONDITION SURVEY: | OCT. 16, 2018 |
| EVALUATED BY: | N. SCHROHT |
| LOCATION: | WHITE SULPHUR SPRINGS, MT |

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

**WHITE SULPHUR SPRINGS AIRPORT**
**(7S6)**

*Date:* DECEMBER 2018

*Prepared For:* MONTANA DEPARTMENT OF TRANSPORTATION

*Prepared By:* KLJ

WHITE SULPHUR SPRINGS

**A-11, Overview**

**A-11, Bleeding**

**R-11, Overview**

**R-11, Surface Cracks**

**R-12, Overview**


**R-12, Patch-Cleanout**

**T-1, Overview**

**T-1, Crack Sealed**

**T-2, Overview**

**T-2, Patch**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23A **APRON** **A-11**

**Length:** 437 LF **Width:** 190 LF **Area:** 78,951 SF **Last Const:** 2010 **Family:** ACAM
**From:** T-2 **To:** T-11 **Surface:** AC

## Inspections

**Samples Surveyed:** 5 **Total Samples:** 16 **Last Inspection Date:** 10/16/2018 **PCI: 90**

**Sample # 1** **Area:** 4,960 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4960 SF |
| RAVELING | H | 1 SF |

**Sample # 5** **Area:** 4,960 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4960 SF |

**Sample # 10** **Area:** 4,960 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4960 SF |
| PATCHING | L | 11.25 SF |
| BLEEDING | NA | 1 SF |

**Sample # 13** **Area:** 4,960 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 50 LF |
| RAVELING | H | 2 SF |
| WEATHERING | L | 4960 SF |

**Sample # 15** **Area:** 4,960 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4960 SF |
| PATCHING | L | 4.7 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| BLEEDING | N/A | 3 SF | 0.00% | 0.00 |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 159 LF | 0.20% | 3.12 |
| PATCHING | LOW | 51 SF | 0.06% | 2.00 |
| RAVELING | HIGH | 10 SF | 0.01% | 6.00 |
| WEATHERING | LOW | 78,951 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**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23R **RUNWAY** **R-11**

**Length:** 4,900 LF **Width:** 75 LF **Area:** 367,500 SF **Last Const:** 2010 **Family:** ACRMU
**From:** T-11 **To:** R-12 **Surface:** AC

## Inspections

**Samples Surveyed:** 7 **Total Samples:** 76 **Last Inspection Date:** 10/16/2018 **PCI: 80**

**Sample # 6** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4,875 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 9 LF |
| RAVELING | H | 2 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 261 LF |
| PATCHING | L | 4 SF |

**Sample # 17** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 135 LF |
| WEATHERING | L | 4,875 SF |

**Sample # 28** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 155 LF |
| WEATHERING | L | 4,875 SF |

**Sample # 39** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4,875 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 179 LF |
| SWELL | L | 30 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 2 LF |

**Sample # 50** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 214 LF |
| WEATHERING | L | 4,875 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 7 LF |

**Sample # 61** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 182 LF |
| WEATHERING | L | 4,875 SF |

**Sample # 72** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4,875 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 188 LF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 14,151 LF | 3.85% | 12.16 |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM | 194 LF | 0.05% | 4.00 |
| PATCHING | LOW | 43 SF | 0.01% | 2.00 |
| RAVELING | HIGH | 22 SF | 0.01% | 6.00 |
| SWELL | LOW | 323 SF | 0.09% | 1.00 |
| WEATHERING | LOW | 367,500 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** 97.0 **% Climate/Durability** 3.0 **% Other**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23R **RUNWAY** **R-12**

**Length:** 1,400 LF **Width:** 75 LF **Area:** 105,000 SF **Last Const:** 2009 **Family:** ACRMU
**From:** R-11 **To:** T-12 **Surface:** AC

## Inspections

**Samples Surveyed:** 6 **Total Samples:** 20 **Last Inspection Date:** 10/16/2018 **PCI: 79**

**Sample # 3** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 265 LF |
| WEATHERING | L | 4,875 SF |

**Sample # 7** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| DEPRESSION | L | 1 SF |
| PATCHING | L | 8 SF |
| WEATHERING | L | 4,875 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 208 LF |

**Sample # 9** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| PATCHING | L | 0 SF |
| WEATHERING | L | 4,875 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 253 LF |

**Sample # 11** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 200 LF |
| WEATHERING | L | 4,875 SF |

**Sample # 15** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| DEPRESSION | H | 1 SF |
| WEATHERING | L | 4,875 SF |
| PATCHING | L | 4 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 306 LF |

**Sample # 19** **Area:** 4,875 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 155 LF |
| WEATHERING | L | 4,875 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| DEPRESSION | HIGH | 4 SF | 0.00% | 12.00 |
| DEPRESSION | LOW | 4 SF | 0.00% | 0.30 |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 4,979 LF | 4.74% | 14.21 |
| PATCHING | LOW | 45 SF | 0.04% | 2.00 |
| WEATHERING | LOW | 105,000 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** 64.0 **% Climate/Durability** 36.0 **% Other**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23T **TAXIWAY** **T-1**

**Length:** 590 LF **Width:** 39 LF **Area:** 23,364 SF **Last Const:** 1992 **Family:** ACRMU
**From:** TAXIWAYS AT NORTH END **To:** **Surface:** ST

## Inspections

**Samples Surveyed:** 3 **Total Samples:** 4 **Last Inspection Date:** 10/16/2018 **PCI: 58**

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

| Distress Description | Severity | Quantity |
|---|---|---|
| BLEEDING | NA | 28 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 1 LF |
| WEATHERING | M | 5,000 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 241 LF |
| RAVELING | L | 5,000 SF |

**Sample # 3** **Area:** 5,000 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| RAVELING | L | 5,000 SF |
| BLEEDING | NA | 2 SF |
| WEATHERING | M | 5,000 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 80 LF |

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

| Distress Description | Severity | Quantity |
|---|---|---|
| BLEEDING | NA | 28 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 1 LF |
| WEATHERING | M | 5,000 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 241 LF |
| RAVELING | L | 5,000 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| BLEEDING | N/A | 47 SF | 0.20% | 1.13 |
| DEPRESSION | LOW | 16 SF | 0.07% | 0.30 |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 598 LF | 2.56% | 8.90 |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM | 34 LF | 0.15% | 4.34 |
| PATCHING | LOW | 125 SF | 0.53% | 2.53 |
| RAVELING | LOW | 23,364 SF | 100.00% | 26.35 |
| WEATHERING | MEDIUM | 23,364 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

0.0 **% Load** 98.0 **% Climate/Durability** 2.0 **% Other**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23T **TAXIWAY** **T-2**

**Length:** 1,231 LF **Width:** 35 LF **Area:** 38,495 SF **Last Const:** 1992 **Family:** ACRMU
**From:** SOUTH END OF R/W 1-19 **To:** TURNAROUND **Surface:** AC

## Inspections

**Samples Surveyed:** 2 **Total Samples:** 2 **Last Inspection Date:** 10/16/2018 **PCI: 68**

**Sample # 3** **Area:** 5,200 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| PATCHING | L | 125 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M | 6 LF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 134 LF |
| WEATHERING | M | 5,200 SF |

**Sample # 4** **Area:** 6,275 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 424 LF |
| PATCHING | L | 125 SF |
| WEATHERING | M | 6,275 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 1,872 LF | 4.86% | 14.47 |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM | 20 LF | 0.05% | 4.00 |
| PATCHING | LOW | 839 SF | 2.18% | 5.88 |
| WEATHERING | MEDIUM | 38,495 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

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23T **TAXIWAY** **T-11**

**Length:** 384 LF **Width:** 40 LF **Area:** 18,400 SF **Last Const:** 2010 **Family:** ACRMU
**From:** A-11 **To:** R-11 **Surface:** AC

## Inspections

**Samples Surveyed:** 3 **Total Samples:** 4 **Last Inspection Date:** 10/16/2018 **PCI: 85**

**Sample # 1** **Area:** 3,840 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 3,840 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 20 LF |
| PATCHING | L | 0 SF |

**Sample # 3** **Area:** 3,840 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 53 LF |
| WEATHERING | L | 3,840 SF |
| PATCHING | L | 0 SF |

**Sample # 4** **Area:** 3,840 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 55 LF |
| WEATHERING | L | 3,840 SF |
| RAVELING | H | 18 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 204 LF | 1.11% | 5.18 |
| PATCHING | LOW | 1 SF | 0.00% | 2.00 |
| RAVELING | HIGH | 29 SF | 0.16% | 7.49 |
| WEATHERING | LOW | 18,400 SF | 100.00% | 5.96 |

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

## Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

# WHITE SULPHUR SPRINGS AIRPORT

Branch: 23T **TAXIWAY** **T-12**

**Length:** 654 LF **Width:** 40 LF **Area:** 26,915 SF **Last Const:** 2010 **Family:** ACRMU
**From:** R/W 1-19 TURNAROUND **To:** R-12 **Surface:** AC

## Inspections

**Samples Surveyed:** 3 **Total Samples:** 4 **Last Inspection** 10/16/2018 **PCI: 91**

**Sample # 1** **Area:** 4,970 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| WEATHERING | L | 4,970 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | L | 26 LF |

**Sample # 2** **Area:** 4,970 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 15 LF |
| WEATHERING | L | 4,970 SF |

**Sample # 3** **Area:** 4,970 SF

| Distress Description | Severity | Quantity |
|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | L | 6 LF |
| WEATHERING | L | 4,970 SF |

## Extrapolated Distress Quantities*

| Distress Description | Severity | Quantity | Density | Deduct |
|---|---|---|---|---|
| LONGITUDINAL/TRANSVERSE CRACKING | LOW | 85 LF | 0.32% | 3.66 |
| WEATHERING | LOW | 26,915 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**

## WHITE SULPHUR SPRINGS AIRPORT (23)

FIFTEEN YEAR PROJECTIONS — ESTIMATED AVERAGE ANNUAL COST: $60,224

Plan Year: 2019 — Estimated Cost: $224,652

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive + Global MR | $21 | $26,843 | $0 | $0 | $26,864 | 90 | 93 |
| R-11 | Preventive + Global MR | $4,483 | $124,949 | $0 | $0 | $129,432 | 79 | 87 |
| R-12 | Preventive + Global MR | $1,696 | $35,700 | $0 | $0 | $37,396 | 78 | 86 |
| T-11 | Preventive + Global MR | $99 | $6,256 | $0 | $0 | $6,355 | 85 | 90 |
| T-12 | Global MR | $0 | $9,151 | $0 | $0 | $9,151 | 91 | 94 |
| T-2 | Preventive + Global MR | $2,365 | $13,088 | $0 | $0 | $15,454 | 68 | 71 |

Plan Year: 2020 — Estimated Cost: $4,701

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | None | $0 | $0 | $0 | $0 | $0 | 92 | 92 |
| R-11 | Preventive | $2,076 | $0 | $0 | $0 | $2,076 | 84 | 85 |
| R-12 | Preventive | $702 | $0 | $0 | $0 | $702 | 83 | 83 |
| T-11 | Preventive | $32 | $0 | $0 | $0 | $32 | 88 | 88 |
| T-12 | None | $0 | $0 | $0 | $0 | $0 | 93 | 93 |
| T-2 | Preventive | $1,891 | $0 | $0 | $0 | $1,891 | 70 | 70 |

Plan Year: 2021 — Estimated Cost: $5,979

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | None | $0 | $0 | $0 | $0 | $0 | 91 | 91 |
| R-11 | Preventive | $2,878 | $0 | $0 | $0 | $2,878 | 82 | 82 |
| R-12 | Preventive | $929 | $0 | $0 | $0 | $929 | 81 | 81 |
| T-11 | Preventive | $63 | $0 | $0 | $0 | $63 | 87 | 87 |
| T-12 | None | $0 | $0 | $0 | $0 | $0 | 92 | 92 |
| T-2 | Preventive | $2,109 | $0 | $0 | $0 | $2,109 | 69 | 69 |

Plan Year: 2022 — Estimated Cost: $7,610

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $18 | $0 | $0 | $0 | $18 | 90 | 90 |
| R-11 | Preventive | $3,687 | $0 | $0 | $0 | $3,687 | 80 | 80 |
| R-12 | Preventive | $1,474 | $0 | $0 | $0 | $1,474 | 79 | 79 |
| T-11 | Preventive | $94 | $0 | $0 | $0 | $94 | 85 | 85 |
| T-12 | None | $0 | $0 | $0 | $0 | $0 | 91 | 91 |
| T-2 | Preventive | $2,336 | $0 | $0 | $0 | $2,336 | 68 | 68 |

Plan Year: 2023 — Estimated Cost: $12,067

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $108 | $0 | $0 | $0 | $108 | 89 | 89 |
| R-11 | Preventive | $6,880 | $0 | $0 | $0 | $6,880 | 78 | 78 |
| R-12 | Preventive | $2,381 | $0 | $0 | $0 | $2,381 | 77 | 77 |
| T-11 | Preventive | $124 | $0 | $0 | $0 | $124 | 83 | 83 |
| T-12 | Preventive | $11 | $0 | $0 | $0 | $11 | 90 | 90 |
| T-2 | Preventive | $2,564 | $0 | $0 | $0 | $2,564 | 67 | 67 |

Plan Year: 2024 — Estimated Cost: $232,537

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive + Global MR | $197 | $26,843 | $0 | $0 | $27,040 | 88 | 91 |
| R-11 | Preventive + Global MR | $10,082 | $124,949 | $0 | $0 | $135,031 | 76 | 83 |
| R-12 | Preventive + Global MR | $3,284 | $35,700 | $0 | $0 | $38,984 | 75 | 82 |
| T-11 | Preventive + Global MR | $155 | $6,256 | $0 | $0 | $6,411 | 82 | 87 |
| T-12 | Preventive + Global MR | $40 | $9,151 | $0 | $0 | $9,191 | 89 | 92 |
| T-2 | Preventive + Global MR | $2,791 | $13,088 | $0 | $0 | $15,879 | 66 | 69 |

Plan Year: 2025 — Estimated Cost: $7,136

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $8 | $0 | $0 | $0 | $8 | 90 | 90 |
| R-11 | Preventive | $3,479 | $0 | $0 | $0 | $3,479 | 81 | 81 |
| R-12 | Preventive | $1,252 | $0 | $0 | $0 | $1,252 | 80 | 80 |
| T-11 | Preventive | $88 | $0 | $0 | $0 | $88 | 85 | 85 |
| T-12 | None | $0 | $0 | $0 | $0 | $0 | 91 | 91 |
| T-2 | Preventive | $2,310 | $0 | $0 | $0 | $2,310 | 68 | 68 |

Plan Year: 2026 — Estimated Cost: $11,006

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $98 | $0 | $0 | $0 | $98 | 89 | 89 |
| R-11 | Preventive | $6,084 | $0 | $0 | $0 | $6,084 | 78 | 79 |
| R-12 | Preventive | $2,159 | $0 | $0 | $0 | $2,159 | 77 | 78 |
| T-11 | Preventive | $119 | $0 | $0 | $0 | $119 | 84 | 84 |
| T-12 | Preventive | $8 | $0 | $0 | $0 | $8 | 90 | 90 |
| T-2 | Preventive | $2,539 | $0 | $0 | $0 | $2,539 | 67 | 67 |

## WHITE SULPHUR SPRINGS AIRPORT (23)

FIFTEEN YEAR PROJECTIONS — ESTIMATED AVERAGE ANNUAL COST: $60,224

Plan Year: 2027 — Estimated Cost: $15,495

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $186 | $0 | $0 | $0 | $186 | 88 | 88 |
| R-11 | Preventive | $9,290 | $0 | $0 | $0 | $9,290 | 76 | 76 |
| R-12 | Preventive | $3,066 | $0 | $0 | $0 | $3,066 | 75 | 75 |
| T-11 | Preventive | $150 | $0 | $0 | $0 | $150 | 82 | 82 |
| T-12 | Preventive | $38 | $0 | $0 | $0 | $38 | 89 | 89 |
| T-2 | Preventive | $2,766 | $0 | $0 | $0 | $2,766 | 66 | 66 |

Plan Year: 2028 — Estimated Cost: $19,980

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $275 | $0 | $0 | $0 | $275 | 87 | 87 |
| R-11 | Preventive | $12,496 | $0 | $0 | $0 | $12,496 | 74 | 74 |
| R-12 | Preventive | $3,969 | $0 | $0 | $0 | $3,969 | 73 | 73 |
| T-11 | Preventive | $180 | $0 | $0 | $0 | $180 | 80 | 80 |
| T-12 | Preventive | $67 | $0 | $0 | $0 | $67 | 88 | 88 |
| T-2 | Preventive | $2,993 | $0 | $0 | $0 | $2,993 | 64 | 64 |

Plan Year: 2029 — Estimated Cost: $240,539

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive + Global MR | $365 | $26,843 | $0 | $0 | $27,208 | 85 | 89 |
| R-11 | Preventive + Global MR | $15,698 | $124,949 | $0 | $0 | $140,647 | 72 | 79 |
| R-12 | Preventive + Global MR | $4,880 | $35,700 | $0 | $0 | $40,580 | 71 | 78 |
| T-11 | Preventive + Global MR | $291 | $6,256 | $0 | $0 | $6,547 | 79 | 84 |
| T-12 | Preventive + Global MR | $96 | $9,151 | $0 | $0 | $9,247 | 86 | 90 |
| T-2 | Preventive + Global MR | $3,220 | $13,088 | $0 | $0 | $16,308 | 63 | 67 |

Plan Year: 2030 — Estimated Cost: $14,426

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $175 | $0 | $0 | $0 | $175 | 88 | 88 |
| R-11 | Preventive | $8,494 | $0 | $0 | $0 | $8,494 | 77 | 77 |
| R-12 | Preventive | $2,839 | $0 | $0 | $0 | $2,839 | 76 | 76 |
| T-11 | Preventive | $144 | $0 | $0 | $0 | $144 | 82 | 82 |
| T-12 | Preventive | $35 | $0 | $0 | $0 | $35 | 89 | 89 |
| T-2 | Preventive | $2,739 | $0 | $0 | $0 | $2,739 | 66 | 66 |

Plan Year: 2031 — Estimated Cost: $18,899

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $266 | $0 | $0 | $0 | $266 | 87 | 87 |
| R-11 | Preventive | $11,687 | $0 | $0 | $0 | $11,687 | 75 | 75 |
| R-12 | Preventive | $3,742 | $0 | $0 | $0 | $3,742 | 74 | 74 |
| T-11 | Preventive | $175 | $0 | $0 | $0 | $175 | 81 | 81 |
| T-12 | Preventive | $64 | $0 | $0 | $0 | $64 | 88 | 88 |
| T-2 | Preventive | $2,966 | $0 | $0 | $0 | $2,966 | 65 | 65 |

Plan Year: 2032 — Estimated Cost: $23,451

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $354 | $0 | $0 | $0 | $354 | 86 | 86 |
| R-11 | Preventive | $14,893 | $0 | $0 | $0 | $14,893 | 72 | 73 |
| R-12 | Preventive | $4,649 | $0 | $0 | $0 | $4,649 | 71 | 72 |
| T-11 | Preventive | $269 | $0 | $0 | $0 | $269 | 79 | 79 |
| T-12 | Preventive | $93 | $0 | $0 | $0 | $93 | 87 | 87 |
| T-2 | Preventive | $3,193 | $0 | $0 | $0 | $3,193 | 63 | 63 |

Plan Year: 2033 — Estimated Cost: $28,112

| Section | Maintenance | Local | Global | Major<Crit | Major>Crit | Total | PCI Before | PCI After |
|---|---|---|---|---|---|---|---|---|
| A-11 | Preventive | $444 | $0 | $0 | $0 | $444 | 84 | 84 |
| R-11 | Preventive | $18,095 | $0 | $0 | $0 | $18,095 | 70 | 70 |
| R-12 | Preventive | $5,638 | $0 | $0 | $0 | $5,638 | 69 | 69 |
| T-11 | Preventive | $392 | $0 | $0 | $0 | $392 | 77 | 77 |
| T-12 | Preventive | $122 | $0 | $0 | $0 | $122 | 85 | 85 |
| T-2 | Preventive | $3,420 | $0 | $0 | $0 | $3,420 | 62 | 62 |