

**LEWISTOWN AIRPORT**

Branch: 21A      **APRON**

**A-1**

**Length:** 420 LF    **Width:** 240 LF    **Area:** 100,800 SF    **Last Const:** 1993    **Family:** PCAA  
**From:** STA TAXIWAY    **To:** STA COMPLETE    **Surface:** APC

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 21      **Last Inspection Date:** 8/9/2012      **PCI:** 51

<b>Sample # 2</b>	<b>Distress Description</b> JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING WEATHERING	<b>Severity</b> L M M	<b>Quantity</b> 424 LF 400 LF 4,800 SF	<b>Area:</b> 4,800 SF
<b>Sample # 6</b>	<b>Distress Description</b> BLOCK CRACKING JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING WEATHERING	<b>Severity</b> L L M H M	<b>Quantity</b> 50 SF 440 LF 335 LF 40 LF 4,800 SF	<b>Area:</b> 4,800 SF
<b>Sample # 10</b>	<b>Distress Description</b> JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING WEATHERING	<b>Severity</b> L M M	<b>Quantity</b> 420 LF 390 LF 4,800 SF	<b>Area:</b> 4,800 SF
<b>Sample # 14</b>	<b>Distress Description</b> JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING WEATHERING	<b>Severity</b> L M H M	<b>Quantity</b> 520 LF 390 LF 24 LF 4,800 SF	<b>Area:</b> 4,800 SF
<b>Sample # 18</b>	<b>Distress Description</b> BLOCK CRACKING JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING JOINT REFLECTION CRACKING OIL SPILLAGE WEATHERING	<b>Severity</b> L L M H N L	<b>Quantity</b> 788 SF 400 LF 302 LF 38 LF 6 SF 4,800 SF	<b>Area:</b> 4,800 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
JOINT REFLECTION CRACKING	M	7,631 LF	7.57%	33.55
WEATHERING	M	100,800 SF	100.00%	20.34
JOINT REFLECTION CRACKING	L	9,257 LF	9.18%	14.93
BLOCK CRACKING	L	3,520 SF	3.49%	12.06
JOINT REFLECTION CRACKING	H	428 LF	0.43%	7.24
OIL SPILLAGE	N	25 SF	0.02%	2

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

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

0.0 % Load                      96.0 % Climate/Durability                      4.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21A

APRON

**A-2**

**Length:** 252 LF    **Width:** 122 LF    **Area:** 30,744 SF    **Last Const:** 1983    **Family:** ACPL  
**From:** STA EAST END OF APRON A-1    **To:** STA END OF APRON    **Surface:** AC

**Inspections**

**Samples Surveyed:** 3    **Total Samples:** 6    **Last Inspection Date:** 8/9/2012    **PCI:** 49

**Sample # 1**

**Area:** 5,124 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	704 SF
BLEEDING	N	13 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	386 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	100 LF
OIL SPILLAGE	N	2 SF
RAVELING	L	600 SF
WEATHERING	M	5,124 SF

**Sample # 3**

**Area:** 5,124 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	54 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	128 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
OIL SPILLAGE	N	2 SF
RAVELING	L	800 SF
WEATHERING	M	5,124 SF

**Sample # 5**

**Area:** 5,124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	46 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	23 LF
RAVELING	L	800 SF
WEATHERING	M	5,124 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	1,516 SF	4.93%	36.03
BLEEDING	N	26 SF	0.08%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	L	1,112 LF	3.62%	11.60
LONGITUDINAL/TRANSVERSE CRACKING	M	372 LF	1.21%	12.26
LONGITUDINAL/TRANSVERSE CRACKING	H	46 LF	0.15%	9.13
OIL SPILLAGE	N	8 SF	0.03%	2.00
RAVELING	L	4,400 SF	14.31%	11.72
WEATHERING	M	30,744 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**

35.0 % Load

63.0 % Climate/Durability

2.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21A

APRON

**A-3A**

Length: 125 LF    Width: 120 LF    Area: 15,000 SF    Last Const: 1983    Family: ACPL  
 From: STA T-1    To: STA    END OF APRON    Surface: AC

**Inspections**

Samples Surveyed: 3    Total Samples: 3    Last Inspection Date: 8/9/2012    **PCI: 15**

**Sample # 1**

			<b>Area:</b> 5,000 SF
<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	
ALLIGATOR CRACKING	L	100 SF	
ALLIGATOR CRACKING	H	364 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	53 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF	
LONGITUDINAL/TRANSVERSE CRACKING	H	22 LF	
WEATHERING	M	5,000 SF	

**Sample # 2**

			<b>Area:</b> 5,000 SF
<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	
ALLIGATOR CRACKING	L	30 SF	
ALLIGATOR CRACKING	H	612 SF	
DEPRESSION	L	448 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	127 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF	
LONGITUDINAL/TRANSVERSE CRACKING	H	16 LF	
RAVELING	H	191 SF	
WEATHERING	M	5,000 SF	

**Sample # 3**

			<b>Area:</b> 5,000 SF
<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	
ALLIGATOR CRACKING	L	60 SF	
ALLIGATOR CRACKING	H	300 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	111 LF	
RAVELING	H	659 SF	
WEATHERING	M	5,000 SF	

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	190 SF	1.27%	22.69
ALLIGATOR CRACKING	H	1,276 SF	8.51%	67.73
DEPRESSION	L	448 SF	2.99%	14.51
LONGITUDINAL/TRANSVERSE CRACKING	L	291 LF	1.94%	7.25
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF	0.14%	4.25
LONGITUDINAL/TRANSVERSE CRACKING	H	38 LF	0.25%	11.13
RAVELING	H	850 SF	5.67%	43.30
WEATHERING	M	15,000 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**

47.0 % Load

45.0 % Climate/Durability

8.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21R2

RUNWAY

**R-23**

Length: 4,100 LF

Width: 60 LF

Area: 246,000 SF

Last Const: 1996

Family: ACRMU

From: STA T-3

To:

Surface: AC

**Inspections**

Samples Surveyed: 7

Total Samples: 51

Last Inspection Date: 8/9/2012

**PCI: 62**

**Sample # 4**

Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	357 LF
WEATHERING	M	4,800 SF

**Sample # 11**

Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	244 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	90 LF
WEATHERING	L	4,800 SF

**Sample # 18**

Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	8 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	112 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	189 LF
WEATHERING	M	4,800 SF

**Sample # 25**

Area: 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	326 LF
WEATHERING	M	4,800 SF

**Sample # 32**

Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	4 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	113 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	145 LF
WEATHERING	L	4,800 SF

**Sample # 39**

Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	8 SF
BLOCK CRACKING	M	83 SF
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	100 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	141 LF
WEATHERING	L	4,800 SF

**Sample # 46**

Area: 4,800 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	159 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	198 LF
WEATHERING	M	4,800 SF

**LEWISTOWN AIRPORT**

Branch: 21R2

RUNWAY

**R-23**

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	454 SF	0.18%	4.76
BLOCK CRACKING	M	750 SF	0.31%	8.86
DEPRESSION	L	4 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	7,717 LF	3.14%	10.40
LONGITUDINAL/TRANSVERSE CRACKING	M	6,172 LF	2.51%	17.70
LONGITUDINAL/TRANSVERSE CRACKING	H	2,614 LF	1.06%	20.16
WEATHERING	L	105,429 SF	42.86%	4.46
WEATHERING	M	140,571 SF	57.14%	16.30

\* 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

**LEWISTOWN AIRPORT**

Branch: 21R3

**RUNWAY**

**R-32**

Length: 3,270 LF    Width: 100 LF    Area: 327,000 SF    Last Const: 2010    Family: ACRH  
 From: STA    RWY 8-26 STA 20+50    To: STA    RWY 8-26 STA 53+20 E TO W    Surface: AAC

**Inspections**

Samples Surveyed: 7    Total Samples: 64    Last Inspection Date: 8/9/2012    **PCI: 100**

Sample # 7	Distress Description NONE	Severity	Quantity	Area: 5,000 SF
Sample # 16	Distress Description NONE	Severity	Quantity	Area: 5,000 SF
Sample # 25	Distress Description NONE	Severity	Quantity	Area: 5,000 SF
Sample # 34	Distress Description RAVELING	Severity L	Quantity 1 SF	Area: 5,000 SF
Sample # 43	Distress Description NONE	Severity	Quantity	Area: 5,000 SF
Sample # 52	Distress Description NONE	Severity	Quantity	Area: 5,000 SF
Sample # 61	Distress Description RAVELING	Severity L	Quantity 1 SF	Area: 5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	19 SF	0.01%	1.00

\* 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                      0.0 % Climate/Durability                      0.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21R3

RUNWAY

**R-33**

Length: 2,050 LF    Width: 100 LF    Area: 205,000 SF    Last Const: 2010    Family: ACRH  
 From: STA    RWY 7-25 STA 0+00    To: STA    RWY 7-25 STA 20+50    Surface: AC

**Inspections**

Samples Surveyed: 7    Total Samples: 40    Last Inspection Date: 8/9/2012    **PCI: 100**

Sample #	Distress Description	Severity	Quantity	Area:
6	NONE			4,875 SF
12	NONE			5,000 SF
18	NONE			4,875 SF
24	NONE			5,000 SF
30	NONE			5,000 SF
36	NONE			5,000 SF
41-2	NONE			3,700 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
----------------------	----------	----------	---------	--------

\* 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
------------	--------------------------	-------------



**LEWISTOWN AIRPORT**

Branch: 21R3

RUNWAY

**R-34**

Length: 780 LF

Width: 100 LF

Area: 78,000 SF

Last Const: 2010

Family: ACRH

From: STA 21+00

To: STA 28+80

Surface: AC

**Inspections**

Samples Surveyed: 6

Total Samples: 16

Last Inspection Date: 8/9/2012

**PCI: 100**

Sample # 1

Distress Description  
NONE

Severity

Quantity

Area: 5,000 SF

Sample # 4

Distress Description  
NONE

Severity

Quantity

Area: 5,000 SF

Sample # 7

Distress Description  
NONE

Severity

Quantity

Area: 5,000 SF

Sample # 10

Distress Description  
NONE

Severity

Quantity

Area: 5,000 SF

Sample # 13

Distress Description  
NONE

Severity

Quantity

Area: 5,000 SF

Sample # 16

Distress Description  
NONE

Severity

Quantity

Area: 5,000 SF

**Extrapolated Distress Quantities\***

Distress Description

Severity

Quantity

Density

Deduct

\* 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



**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-1**

Length: 4,600 LF Width: 65 LF Area: 299,000 SF Last Const: 1993 Family: ACRH  
 From: STA RUNWAY 7-25 To: STA RUNWAY 12-30 Surface: AAC

**Inspections**

Samples Surveyed: 6 Total Samples: 67 Last Inspection Date: 8/9/2012 **PCI: 65**

Sample # 8 Area: 4,875 SF

Distress Description	Severity	Quantity
DEPRESSION	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	147 LF
WEATHERING	M	4,875 SF

Sample # 19 Area: 4,875 SF

Distress Description	Severity	Quantity
BLEEDING	N	5 SF
DEPRESSION	L	134 SF
WEATHERING	M	4,875 SF

Sample # 30 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	146 LF
WEATHERING	M	4,875 SF

Sample # 41 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	154 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	4,875 LF

Sample # 52 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	208 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
WEATHERING	M	4,875 SF

Sample # 63 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	266 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
WEATHERING	M	4,875 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	51 SF	0.02%	0.00
DEPRESSION	L	1,380 SF	0.46%	2.99
LONGITUDINAL/TRANSVERSE CRACKING	L	9,415 LF	3.15%	10.43
LONGITUDINAL/TRANSVERSE CRACKING	M	49,976 LF	16.71%	45.70
WEATHERING	M	249,167 SF	83.33%	19.14

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

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

0.0 % Load 96.0 % Climate/Durability 4.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-4**

Length: 425 LF    Width: 50 LF    Area: 21,250 SF    Last Const: 1989    Family: ACRMU  
 From: T-1    To: HELIPAD    Surface: AC

**Inspections**

Samples Surveyed: 3    Total Samples: 5    Last Inspection Date: 8/9/2012    **PCI: 95**

<b>Sample # 1</b>	<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b>	SF
	WEATHERING	L	2,142 SF		
<b>Sample # 3</b>	<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b>	SF
	WEATHERING	L	2,142 SF		
<b>Sample # 5</b>	<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Area:</b>	SF
	WEATHERING	L	2,142 SF		

**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
WEATHERING	L	9,563 SF	45.00%	4.57

\* 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

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-5**

Length: 2,520 LF Width: 35 LF Area: 88,200 SF Last Const: 1989 Family: ACRH  
 From: STA T-1 To: STA EAST END OF RWY 25-7 Surface: AC

**Inspections**

Samples Surveyed: 4 Total Samples: 18 Last Inspection Date: 8/9/2012 **PCI: 63**

**Sample # 3**

Area: 4,900 SF

Distress Description	Severity	Quantity
BLEEDING	N	1,057 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	245 LF
WEATHERING	L	2,450 SF

**Sample # 7**

Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	165 LF
RAVELING	L	2,450 SF
RAVELING	M	490 SF

**Sample # 11**

Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	310 LF
RAVELING	L	490 SF
RAVELING	L	2,450 SF

**Sample # 15**

Area: 4,900 SF

Distress Description	Severity	Quantity
BLEEDING	N	150 SF
DEPRESSION	M	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	249 LF
WEATHERING	L	2,450 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	5,432 SF	6.16%	28.27
DEPRESSION	M	14 SF	0.02%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	L	4,361 LF	4.94%	14.65
RAVELING	L	24,255 SF	27.50%	15.80
RAVELING	M	2,205 SF	2.50%	11.34
WEATHERING	L	22,050 SF	25.00%	3.26

\* 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**

0.0 % Load

57.0 % Climate/Durability

43.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-7**

Length: 5,249 LF    Width: 35 LF    Area: 183,706 SF    Last Const: 1999    Family: ACRMU  
 From: STA RW 7-25    To: STA PARALLEL TW & TERMINAL    Surface: AC

**Inspections**

Samples Surveyed: 5    Total Samples: 37    Last Inspection Date: 8/9/2012    **PCI: 70**

Sample # 5    Area: 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	13 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	92 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	156 LF
WEATHERING	M	4,900 SF

Sample # 12    Area: 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	48 LF
WEATHERING	M	4,900 SF

Sample # 19    Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	232 LF
WEATHERING	M	4,900 SF

Sample # 26    Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
WEATHERING	M	4,900 SF

Sample # 33    Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	40 SF
WEATHERING	M	4,900 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	277 SF	0.15%	4.62
LONGITUDINAL/TRANSVERSE CRACKING	L	4,109 LF	2.24%	8.04
LONGITUDINAL/TRANSVERSE CRACKING	M	1,432 LF	0.78%	10.07
RAVELING	L	300 SF	0.16%	1.14
WEATHERING	M	183,706 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

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-8**

Length: 1,951 LF Width: 35 LF Area: 68,272 SF Last Const: 1999 Family: ACRMU  
 From: R/W 7-25 To: PARALLEL TW & TERMINAL Surface: AC

**Inspections**

Samples Surveyed: 4 Total Samples: 13 Last Inspection Date: 8/9/2012 **PCI: 62**

Sample # 1 Area: 5,040 SF

Distress Description	Severity	Quantity
BLEEDING	N	4 SF
BLOCK CRACKING	L	38 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	82 LF
WEATHERING	M	5,040 SF

Sample # 5 Area: 5,040 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	163 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF
RAVELING	L	16 SF
WEATHERING	M	5,040 SF

Sample # 9 Area: 5,040 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	138 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	162 LF
WEATHERING	M	5,040 SF

Sample # 13 Area: 5,040 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	220 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	118 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	20 LF
WEATHERING	L	4,032 SF
WEATHERING	M	1,008 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	745 SF	1.09%	21.29
BLEEDING	N	14 SF	0.02%	0.00
BLOCK CRACKING	L	676 SF	0.99%	7.86
LONGITUDINAL/TRANSVERSE CRACKING	L	1,778 LF	2.60%	9.01
LONGITUDINAL/TRANSVERSE CRACKING	M	237 LF	0.35%	6.99
LONGITUDINAL/TRANSVERSE CRACKING	H	68 LF	0.10%	7.50
RAVELING	L	54 SF	0.08%	1.00
WEATHERING	L	13,654 SF	20.00%	2.81
WEATHERING	M	54,618 SF	80.00%	18.85

\* 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**

28.0 % Load

72.0 % Climate/Durability

0.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-9**

Length: 1,750 LF Width: 40 LF Area: 70,000 SF Last Const: 1980 Family: ACRMU  
 From: STA A-3 To: STA HANGARS Surface: AC

**Inspections**

Samples Surveyed: 5 Total Samples: 18 Last Inspection Date: 8/9/2012 **PCI: 27**

Sample # 2 Area: 4,488 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2,244 SF
ALLIGATOR CRACKING	M	2,244 SF
DEPRESSION	L	20 SF
WEATHERING	H	4,488 SF

Sample # 5 Area: 4,725 SF

Distress Description	Severity	Quantity
BLEEDING	N	3,150 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	324 LF
RAVELING	M	12 SF
WEATHERING	L	4,725 SF

Sample # 8 Area: 4,770 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	141 SF
BLEEDING	N	80 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	29 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
OIL SPILLAGE	N	2 SF
RAVELING	M	84 SF
RAVELING	H	90 SF
WEATHERING	M	4,770 SF

Sample # 11 Area: 3,940 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	242 SF
ALLIGATOR CRACKING	M	493 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	136 LF
WEATHERING	M	3,940 SF

Sample # 14 Area: 5,240 SF

Distress Description	Severity	Quantity
BLEEDING	N	524 SF
BLOCK CRACKING	L	167 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	19 LF
RAVELING	H	3 SF
WEATHERING	M	5,240 SF



**LEWISTOWN AIRPORT**

Branch: 21T

TAXIWAY

**T-9**

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	7,939 SF	11.34%	44.58
ALLIGATOR CRACKING	M	8,270 SF	11.81%	58.43
BLEEDING	N	11,345 SF	16.21%	46.64
BLOCK CRACKING	L	505 SF	0.72%	7.05
DEPRESSION	L	60 SF	0.09%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	1,535 LF	2.19%	7.92
LONGITUDINAL/TRANSVERSE CRACKING	M	97 LF	0.14%	4.22
OIL SPILLAGE	N	6 SF	0.01%	2.00
RAVELING	M	290 SF	0.41%	5.78
RAVELING	H	281 SF	0.40%	9.82
WEATHERING	L	14,279 SF	20.40%	2.85
WEATHERING	M	42,158 SF	60.23%	16.71
WEATHERING	H	13,563 SF	19.38%	28.74

\* 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

35.0 % Climate/Durability

21.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-10**

Length: 444 LF Width: 35 LF Area: 15,540 SF Last Const: 2005 Family: ACRMU  
 From: STA T-5 To: HANGARS Surface: AC

**Inspections**

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 8/9/2012 **PCI: 71**

**Sample # 1** **Area:** 5,180 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
RAVELING	M	200 SF
WEATHERING	L	4,880 SF
WEATHERING	M	300 SF

**Sample # 2** **Area:** 5,180 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	77 LF
WEATHERING	L	4,970 SF
WEATHERING	M	210 SF

**Sample # 3** **Area:** 4,690 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	340 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	155 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
WEATHERING	L	4,515 SF
WEATHERING	M	175 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	888 SF	5.71%	14.18
RAVELING	M	207 SF	1.33%	8.78
LONGITUDINAL/TRANSVERSE CRACKING	L	271 LF	1.74%	6.73
WEATHERING	L	14,833 SF	95.45%	5.92
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF	0.10%	4
WEATHERING	M	707 SF	4.55%	3.29

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

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

57.0 % Load                      43.0 % Climate/Durability                      0.0 % Other

**LEWISTOWN AIRPORT**

Branch: 21T TAXIWAY

**T-11**

Length: 585 LF Width: 35 LF Area: 36,781 SF Last Const: 2006 Family: ACRMU  
 From: STA TAXIWAY T-1 To: STA TAXIWAY T-9 Surface: AC

**Inspections**

Samples Surveyed: 4 Total Samples: 8 Last Inspection Date: 8/9/2012 **PCI: 56**

Sample # 2 Area: 4,235 SF

Distress Description	Severity	Quantity
RAVELING	L	2,235 SF
RAVELING	M	2,000 SF
WEATHERING	L	4,235 SF

Sample # 4 Area: 5,240 SF

Distress Description	Severity	Quantity
RAVELING	L	2,096 SF
RAVELING	M	3,144 SF
WEATHERING	L	5,240 SF

Sample # 6 Area: 4,235 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	8 SF
RAVELING	L	2,118 SF
RAVELING	M	2,118 SF
WEATHERING	L	4,235 SF

Sample # 8 Area: 4,585 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
WEATHERING	L	3,668 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	64 LF	0.17%	2.92
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF	0.04%	4.00
OIL SPILLAGE	N	16 SF	0.04%	2.00
RAVELING	L	12,964 SF	35.25%	17.56
RAVELING	M	14,599 SF	39.69%	38.13
WEATHERING	L	34,937 SF	94.99%	5.92

\* 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

## LEWISTOWN AIRPORT

### FIRST YEAR LOCAL: 2013

LOCAL REPAIR COST: \$254,829

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Poliev
A-1	JT REF. CR	H	428 LF	Crack Sealing - AC	428 LF	\$1,071	PREV.
A-1	JT REF. CR	M	7,631 LF	Crack Sealing - AC	7,631 LF	\$19,079	PREV.
A-1	OIL SPILLAGE	N	25 SF	Patching - AC Shallow	49 SF	\$988	PREV.
A-2	L & T CR	H	46 LF	Crack Sealing - AC	46 LF	\$115	SAFETY
A-3A	ALLIGATOR CR	H	1,276 SF	Patching - AC Deep	1,424 SF	\$56,951	SAFETY
A-3A	L & T CR	H	38 LF	Crack Sealing - AC	38 LF	\$95	SAFETY
A-3A	RAVELING	H	850 SF	Patching - AC Shallow	850 SF	\$17,000	SAFETY
R-23	BLOCK CR	M	750 SF	Crack Sealing - AC	229 LF	\$572	PREV.
R-23	L & T CR	H	2,614 LF	Crack Sealing - AC	2,614 LF	\$6,534	PREV.
R-23	L & T CR	M	6,172 LF	Crack Sealing - AC	6,172 LF	\$15,430	PREV.
T-1	L & T CR	M	49,976 LF	Crack Sealing - AC	49,976 LF	\$124,941	PREV.
T-10	L & T CR	M	16 LF	Crack Sealing - AC	16 LF	\$39	PREV.
T-11	L & T CR	M	14 LF	Crack Sealing - AC	14 LF	\$35	PREV.
T-11	OIL SPILLAGE	N	16 SF	Patching - AC Shallow	36 SF	\$725	PREV.
T-5	DEPRESSION	M	14 SF	Patching - AC Deep	32 SF	\$1,292	PREV.
T-7	L & T CR	M	1,432 LF	Crack Sealing - AC	1,432 LF	\$3,580	PREV.
T-8	L & T CR	H	68 LF	Crack Sealing - AC	68 LF	\$169	PREV.
T-8	L & T CR	M	237 LF	Crack Sealing - AC	237 LF	\$593	PREV.
T-9	RAVELING	H	281 SF	Patching - AC Shallow	281 SF	\$5,621	SAFETY

### FIFTEEN YEAR PROJECTIONS

ESTIMATED AVERAGE ANNUAL COST: \$502,912

Plan Year: 2013		Estimated Cost: \$1,346,984					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Global MR + Preventive	\$28,940	\$25,200	\$0	\$0	\$54,140	51	51	
A-2	Major Below Critical	\$0	\$0	\$164,972	\$0	\$164,972	48	100	
A-3A	Major Below Critical	\$0	\$0	\$120,000	\$0	\$120,000	10	100	
R-23	Global MR + Preventive	\$34,613	\$61,501	\$0	\$0	\$96,113	61	64	
T-1	Preventive	\$31,842	\$0	\$0	\$0	\$31,842	64	64	
T-10	Global MR + Preventive	\$791	\$3,885	\$0	\$0	\$4,676	70	74	
T-11	Global MR + Preventive	\$8,452	\$9,195	\$0	\$0	\$17,648	55	59	
T-5	Preventive	\$11,105	\$0	\$0	\$0	\$11,105	62	62	
T-7	Global MR + Preventive	\$11,133	\$45,927	\$0	\$0	\$57,060	69	72	
T-8	Major Above Critical	\$0	\$0	\$0	\$229,428	\$229,428	61	100	
T-9	Major Below Critical	\$0	\$0	\$560,000	\$0	\$560,000	24	100	

Plan Year: 2014		Estimated Cost: \$125,835					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$29,496	\$0	\$0	\$0	\$29,496	51	51	
R-23	Preventive	\$31,242	\$0	\$0	\$0	\$31,242	63	63	
T-1	Preventive	\$35,724	\$0	\$0	\$0	\$35,724	63	63	
T-10	Preventive	\$691	\$0	\$0	\$0	\$691	72	72	
T-11	Preventive	\$7,490	\$0	\$0	\$0	\$7,490	57	57	
T-4	Preventive	\$17	\$0	\$0	\$0	\$17	89	89	
T-5	Preventive	\$12,228	\$0	\$0	\$0	\$12,228	62	62	
T-7	Preventive	\$8,946	\$0	\$0	\$0	\$8,946	71	71	

Plan Year: 2015		Estimated Cost: \$229,043					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$30,702	\$0	\$0	\$0	\$30,702	51	51	
A-2	Preventive	\$64	\$0	\$0	\$0	\$64	88	88	
A-3A	Preventive	\$31	\$0	\$0	\$0	\$31	88	88	
R-23	Preventive	\$36,277	\$0	\$0	\$0	\$36,277	61	61	
R-32	Global MR + Preventive	\$516	\$86,729	\$0	\$0	\$87,245	89	97	
R-33	Preventive	\$323	\$0	\$0	\$0	\$323	89	89	
R-34	Preventive	\$123	\$0	\$0	\$0	\$123	89	89	
T-1	Preventive	\$39,651	\$0	\$0	\$0	\$39,651	63	63	
T-10	Preventive	\$820	\$0	\$0	\$0	\$820	70	70	
T-11	Preventive	\$8,832	\$0	\$0	\$0	\$8,832	55	55	
T-4	Preventive	\$85	\$0	\$0	\$0	\$85	86	86	
T-5	Preventive	\$13,372	\$0	\$0	\$0	\$13,372	61	61	
T-7	Preventive	\$11,517	\$0	\$0	\$0	\$11,517	69	69	

**LEWISTOWN AIRPORT**

Plan Year: 2016		Estimated Cost: \$161,409					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$32,136	\$0	\$0	\$0	\$32,136	51	51	
A-2	Preventive	\$223	\$0	\$0	\$0	\$223	83	84	
A-3A	Preventive	\$109	\$0	\$0	\$0	\$109	83	84	
R-23	Preventive	\$42,500	\$0	\$0	\$0	\$42,500	59	60	
R-33	Preventive	\$1,068	\$0	\$0	\$0	\$1,068	85	85	
R-34	Preventive	\$406	\$0	\$0	\$0	\$406	85	85	
T-1	Preventive	\$43,682	\$0	\$0	\$0	\$43,682	62	62	
T-10	Preventive	\$1,104	\$0	\$0	\$0	\$1,104	69	69	
T-11	Preventive	\$10,339	\$0	\$0	\$0	\$10,339	53	53	
T-4	Preventive	\$151	\$0	\$0	\$0	\$151	83	84	
T-5	Preventive	\$14,587	\$0	\$0	\$0	\$14,587	60	60	
T-7	Preventive	\$14,934	\$0	\$0	\$0	\$14,934	68	68	
T-8	Preventive	\$85	\$0	\$0	\$0	\$85	89	89	
T-9	Preventive	\$87	\$0	\$0	\$0	\$87	89	89	

Plan Year: 2017		Estimated Cost: \$185,271					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$33,900	\$0	\$0	\$0	\$33,900	50	50	
A-2	Preventive	\$448	\$0	\$0	\$0	\$448	79	79	
A-3A	Preventive	\$219	\$0	\$0	\$0	\$219	79	79	
R-23	Preventive	\$51,000	\$0	\$0	\$0	\$51,000	58	58	
R-32	Preventive	\$520	\$0	\$0	\$0	\$520	89	89	
R-33	Preventive	\$1,760	\$0	\$0	\$0	\$1,760	82	82	
R-34	Preventive	\$670	\$0	\$0	\$0	\$670	82	82	
T-1	Preventive	\$47,822	\$0	\$0	\$0	\$47,822	61	61	
T-10	Preventive	\$1,403	\$0	\$0	\$0	\$1,403	67	67	
T-11	Preventive	\$12,022	\$0	\$0	\$0	\$12,022	51	51	
T-4	Preventive	\$216	\$0	\$0	\$0	\$216	81	81	
T-5	Preventive	\$16,172	\$0	\$0	\$0	\$16,172	59	59	
T-7	Preventive	\$18,485	\$0	\$0	\$0	\$18,485	66	66	
T-8	Preventive	\$314	\$0	\$0	\$0	\$314	86	86	
T-9	Preventive	\$322	\$0	\$0	\$0	\$322	86	86	

Plan Year: 2018		Estimated Cost: \$581,385					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Global MR + Preventive	\$36,389	\$29,214	\$0	\$0	\$65,603	49	51	
A-2	Preventive	\$975	\$0	\$0	\$0	\$975	76	76	
A-3A	Preventive	\$476	\$0	\$0	\$0	\$476	76	76	
R-23	Global MR + Preventive	\$60,402	\$71,296	\$0	\$0	\$131,697	56	60	
R-32	Preventive	\$1,779	\$0	\$0	\$0	\$1,779	85	85	
R-33	Preventive	\$2,528	\$0	\$0	\$0	\$2,528	80	80	
R-34	Preventive	\$962	\$0	\$0	\$0	\$962	80	80	
T-1	Preventive	\$52,045	\$0	\$0	\$0	\$52,045	60	60	
T-10	Global MR + Preventive	\$1,713	\$4,504	\$0	\$0	\$6,217	65	69	
T-11	Major Below Critical	\$0	\$0	\$224,390	\$0	\$224,390	48	100	
T-4	Preventive	\$377	\$0	\$0	\$0	\$377	79	79	
T-5	Preventive	\$17,791	\$0	\$0	\$0	\$17,791	58	58	
T-7	Global MR + Preventive	\$22,213	\$53,242	\$0	\$0	\$75,455	65	68	
T-8	Preventive	\$538	\$0	\$0	\$0	\$538	83	83	
T-9	Preventive	\$552	\$0	\$0	\$0	\$552	83	83	

Plan Year: 2019		Estimated Cost: \$200,918					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$35,892	\$0	\$0	\$0	\$35,892	50	50	
A-2	Preventive	\$1,465	\$0	\$0	\$0	\$1,465	73	73	
A-3A	Preventive	\$715	\$0	\$0	\$0	\$715	73	73	
R-23	Preventive	\$53,225	\$0	\$0	\$0	\$53,225	58	58	
R-32	Preventive	\$2,956	\$0	\$0	\$0	\$2,956	82	83	
R-33	Preventive	\$4,787	\$0	\$0	\$0	\$4,787	78	78	
R-34	Preventive	\$1,821	\$0	\$0	\$0	\$1,821	78	78	
T-1	Preventive	\$57,733	\$0	\$0	\$0	\$57,733	59	59	
T-10	Preventive	\$1,458	\$0	\$0	\$0	\$1,458	67	67	
T-4	Preventive	\$604	\$0	\$0	\$0	\$604	77	77	
T-5	Preventive	\$19,447	\$0	\$0	\$0	\$19,447	58	58	
T-7	Preventive	\$19,282	\$0	\$0	\$0	\$19,282	66	66	
T-8	Preventive	\$757	\$0	\$0	\$0	\$757	81	81	
T-9	Preventive	\$776	\$0	\$0	\$0	\$776	81	81	

## LEWISTOWN AIRPORT

Plan Year: 2020		Estimated Cost: \$332,241				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$38,531	\$0	\$0	\$0	\$38,531	49	49
A-2	Preventive	\$1,966	\$0	\$0	\$0	\$1,966	70	70
A-3A	Preventive	\$959	\$0	\$0	\$0	\$959	70	70
R-23	Preventive	\$63,172	\$0	\$0	\$0	\$63,172	56	56
R-32	Global MR + Preventive	\$4,196	\$100,543	\$0	\$0	\$104,739	80	86
R-33	Preventive	\$6,926	\$0	\$0	\$0	\$6,926	76	76
R-34	Preventive	\$2,635	\$0	\$0	\$0	\$2,635	76	76
T-1	Preventive	\$63,544	\$0	\$0	\$0	\$63,544	58	59
T-10	Preventive	\$1,789	\$0	\$0	\$0	\$1,789	66	66
T-4	Preventive	\$826	\$0	\$0	\$0	\$826	75	75
T-5	Preventive	\$21,137	\$0	\$0	\$0	\$21,137	57	57
T-7	Preventive	\$23,249	\$0	\$0	\$0	\$23,249	65	65
T-8	Preventive	\$1,367	\$0	\$0	\$0	\$1,367	78	79
T-9	Preventive	\$1,401	\$0	\$0	\$0	\$1,401	78	79

Plan Year: 2021		Estimated Cost: \$263,510				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$41,960	\$0	\$0	\$0	\$41,960	49	49
A-2	Preventive	\$2,944	\$0	\$0	\$0	\$2,944	67	68
A-3A	Preventive	\$1,437	\$0	\$0	\$0	\$1,437	67	68
R-23	Preventive	\$74,277	\$0	\$0	\$0	\$74,277	54	54
R-32	Preventive	\$3,071	\$0	\$0	\$0	\$3,071	83	83
R-33	Preventive	\$8,987	\$0	\$0	\$0	\$8,987	74	74
R-34	Preventive	\$3,419	\$0	\$0	\$0	\$3,419	74	74
T-1	Preventive	\$69,543	\$0	\$0	\$0	\$69,543	58	58
T-10	Preventive	\$2,138	\$0	\$0	\$0	\$2,138	64	64
T-11	Preventive	\$53	\$0	\$0	\$0	\$53	89	89
T-4	Preventive	\$1,046	\$0	\$0	\$0	\$1,046	73	73
T-5	Preventive	\$22,876	\$0	\$0	\$0	\$22,876	56	56
T-7	Preventive	\$27,438	\$0	\$0	\$0	\$27,438	63	63
T-8	Preventive	\$2,134	\$0	\$0	\$0	\$2,134	76	76
T-9	Preventive	\$2,188	\$0	\$0	\$0	\$2,188	76	76

Plan Year: 2022		Estimated Cost: \$300,175				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$46,322	\$0	\$0	\$0	\$46,322	47	47
A-2	Preventive	\$3,847	\$0	\$0	\$0	\$3,847	65	66
A-3A	Preventive	\$1,877	\$0	\$0	\$0	\$1,877	65	66
R-23	Preventive	\$86,664	\$0	\$0	\$0	\$86,664	52	52
R-32	Preventive	\$4,253	\$0	\$0	\$0	\$4,253	80	80
R-33	Preventive	\$10,956	\$0	\$0	\$0	\$10,956	72	72
R-34	Preventive	\$4,169	\$0	\$0	\$0	\$4,169	72	72
T-1	Preventive	\$75,609	\$0	\$0	\$0	\$75,609	57	57
T-10	Preventive	\$2,510	\$0	\$0	\$0	\$2,510	63	63
T-11	Preventive	\$196	\$0	\$0	\$0	\$196	86	86
T-4	Preventive	\$1,265	\$0	\$0	\$0	\$1,265	71	71
T-5	Preventive	\$24,684	\$0	\$0	\$0	\$24,684	56	56
T-7	Preventive	\$31,975	\$0	\$0	\$0	\$31,975	62	62
T-8	Preventive	\$2,887	\$0	\$0	\$0	\$2,887	74	75
T-9	Preventive	\$2,960	\$0	\$0	\$0	\$2,960	74	75

Plan Year: 2023		Estimated Cost: \$2,010,167				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Global MR + Preventive	\$51,830	\$33,867	\$0	\$0	\$85,697	46	49
A-2	Preventive	\$4,690	\$0	\$0	\$0	\$4,690	64	64
A-3A	Preventive	\$2,288	\$0	\$0	\$0	\$2,288	64	64
R-23	Major Below Critical	\$0	\$0	\$1,666,905	\$0	\$1,666,905	50	100
R-32	Preventive	\$8,296	\$0	\$0	\$0	\$8,296	78	78
R-33	Preventive	\$12,892	\$0	\$0	\$0	\$12,892	71	71
R-34	Preventive	\$4,905	\$0	\$0	\$0	\$4,905	71	71
T-1	Preventive	\$81,912	\$0	\$0	\$0	\$81,912	56	56
T-10	Global MR + Preventive	\$2,913	\$5,221	\$0	\$0	\$8,135	61	64
T-11	Preventive	\$336	\$0	\$0	\$0	\$336	83	83
T-4	Preventive	\$1,577	\$0	\$0	\$0	\$1,577	69	70
T-5	Preventive	\$26,546	\$0	\$0	\$0	\$26,546	55	55
T-7	Global MR + Preventive	\$36,909	\$61,722	\$0	\$0	\$98,631	60	63
T-8	Preventive	\$3,633	\$0	\$0	\$0	\$3,633	73	73
T-9	Preventive	\$3,725	\$0	\$0	\$0	\$3,725	73	73



## LEWISTOWN AIRPORT

Plan Year: 2024			Estimated Cost: \$255,387				PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$48,976	\$0	\$0	\$0	\$48,976	47	47
A-2	Preventive	\$5,486	\$0	\$0	\$0	\$5,486	62	62
A-3A	Preventive	\$2,676	\$0	\$0	\$0	\$2,676	62	62
R-32	Preventive	\$12,166	\$0	\$0	\$0	\$12,166	76	76
R-33	Preventive	\$15,691	\$0	\$0	\$0	\$15,691	69	70
R-34	Preventive	\$5,970	\$0	\$0	\$0	\$5,970	69	70
T-1	Preventive	\$88,342	\$0	\$0	\$0	\$88,342	56	56
T-10	Preventive	\$2,627	\$0	\$0	\$0	\$2,627	63	63
T-11	Preventive	\$473	\$0	\$0	\$0	\$473	81	81
T-4	Preventive	\$2,077	\$0	\$0	\$0	\$2,077	68	68
T-5	Preventive	\$28,515	\$0	\$0	\$0	\$28,515	54	54
T-7	Preventive	\$33,516	\$0	\$0	\$0	\$33,516	62	62
T-8	Preventive	\$4,381	\$0	\$0	\$0	\$4,381	71	71
T-9	Preventive	\$4,492	\$0	\$0	\$0	\$4,492	71	71

Plan Year: 2025			Estimated Cost: \$405,934				PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$54,785	\$0	\$0	\$0	\$54,785	46	46
A-2	Preventive	\$6,246	\$0	\$0	\$0	\$6,246	61	61
A-3A	Preventive	\$3,048	\$0	\$0	\$0	\$3,048	61	61
R-32	Global MR + Preventive	\$15,870	\$116,557	\$0	\$0	\$132,427	74	78
R-33	Preventive	\$19,787	\$0	\$0	\$0	\$19,787	68	68
R-34	Preventive	\$7,529	\$0	\$0	\$0	\$7,529	68	68
T-1	Preventive	\$95,087	\$0	\$0	\$0	\$95,087	55	55
T-10	Preventive	\$3,051	\$0	\$0	\$0	\$3,051	61	61
T-11	Preventive	\$854	\$0	\$0	\$0	\$854	78	79
T-4	Preventive	\$2,597	\$0	\$0	\$0	\$2,597	66	67
T-5	Preventive	\$30,596	\$0	\$0	\$0	\$30,596	54	54
T-7	Preventive	\$38,712	\$0	\$0	\$0	\$38,712	60	60
T-8	Preventive	\$5,538	\$0	\$0	\$0	\$5,538	69	69
T-9	Preventive	\$5,678	\$0	\$0	\$0	\$5,678	69	69

Plan Year: 2026			Estimated Cost: \$1,133,345				PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Major Below Critical	\$0	\$0	\$872,701	\$0	\$872,701	44	100
A-2	Preventive	\$7,097	\$0	\$0	\$0	\$7,097	60	60
A-3A	Preventive	\$3,463	\$0	\$0	\$0	\$3,463	60	60
R-23	Preventive	\$409	\$0	\$0	\$0	\$409	89	89
R-32	Preventive	\$12,715	\$0	\$0	\$0	\$12,715	76	76
R-33	Preventive	\$23,812	\$0	\$0	\$0	\$23,812	67	67
R-34	Preventive	\$9,060	\$0	\$0	\$0	\$9,060	67	67
T-1	Preventive	\$102,158	\$0	\$0	\$0	\$102,158	54	55
T-10	Preventive	\$3,564	\$0	\$0	\$0	\$3,564	60	60
T-11	Preventive	\$1,333	\$0	\$0	\$0	\$1,333	76	76
T-4	Preventive	\$3,140	\$0	\$0	\$0	\$3,140	65	65
T-5	Preventive	\$32,815	\$0	\$0	\$0	\$32,815	53	53
T-7	Preventive	\$46,417	\$0	\$0	\$0	\$46,417	59	59
T-8	Preventive	\$7,239	\$0	\$0	\$0	\$7,239	68	68
T-9	Preventive	\$7,422	\$0	\$0	\$0	\$7,422	68	68

Plan Year: 2027			Estimated Cost: \$12,071				PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2	Preventive	\$8,113	\$0	\$0	\$0	\$8,113	58	58
A-3A	Preventive	\$3,958	\$0	\$0	\$0	\$3,958	58	58
R-23	Preventive	\$1,521	\$0	\$0	\$0	\$1,521	86	86
R-32	Preventive	\$16,639	\$0	\$0	\$0	\$16,639	74	74
R-33	Preventive	\$27,909	\$0	\$0	\$0	\$27,909	66	66
R-34	Preventive	\$10,619	\$0	\$0	\$0	\$10,619	66	66
T-1	Preventive	\$109,563	\$0	\$0	\$0	\$109,563	54	54
T-10	Preventive	\$4,277	\$0	\$0	\$0	\$4,277	58	58
T-11	Preventive	\$1,803	\$0	\$0	\$0	\$1,803	74	75
T-4	Preventive	\$3,716	\$0	\$0	\$0	\$3,716	63	64
T-5	Preventive	\$35,260	\$0	\$0	\$0	\$35,260	52	52
T-7	Preventive	\$55,270	\$0	\$0	\$0	\$55,270	57	57
T-8	Preventive	\$9,005	\$0	\$0	\$0	\$9,005	66	66
T-9	Preventive	\$9,233	\$0	\$0	\$0	\$9,233	66	66

LEWISTOWN AIRPORT

8/9/2012



A-1, Overview



A-1, Surface detail



A-3A, Overview



A-3A, Surface detail with depression and raveling



---

---

# LEWISTOWN AIRPORT

---

---

8/9/2012



R-23, Overview



R-23, Surface detail



R-32, Surface detail



T-1, Overview



---

---

# LEWISTOWN AIRPORT

---

---

8/9/2012



T-7, Overview



T-7, Surface detail



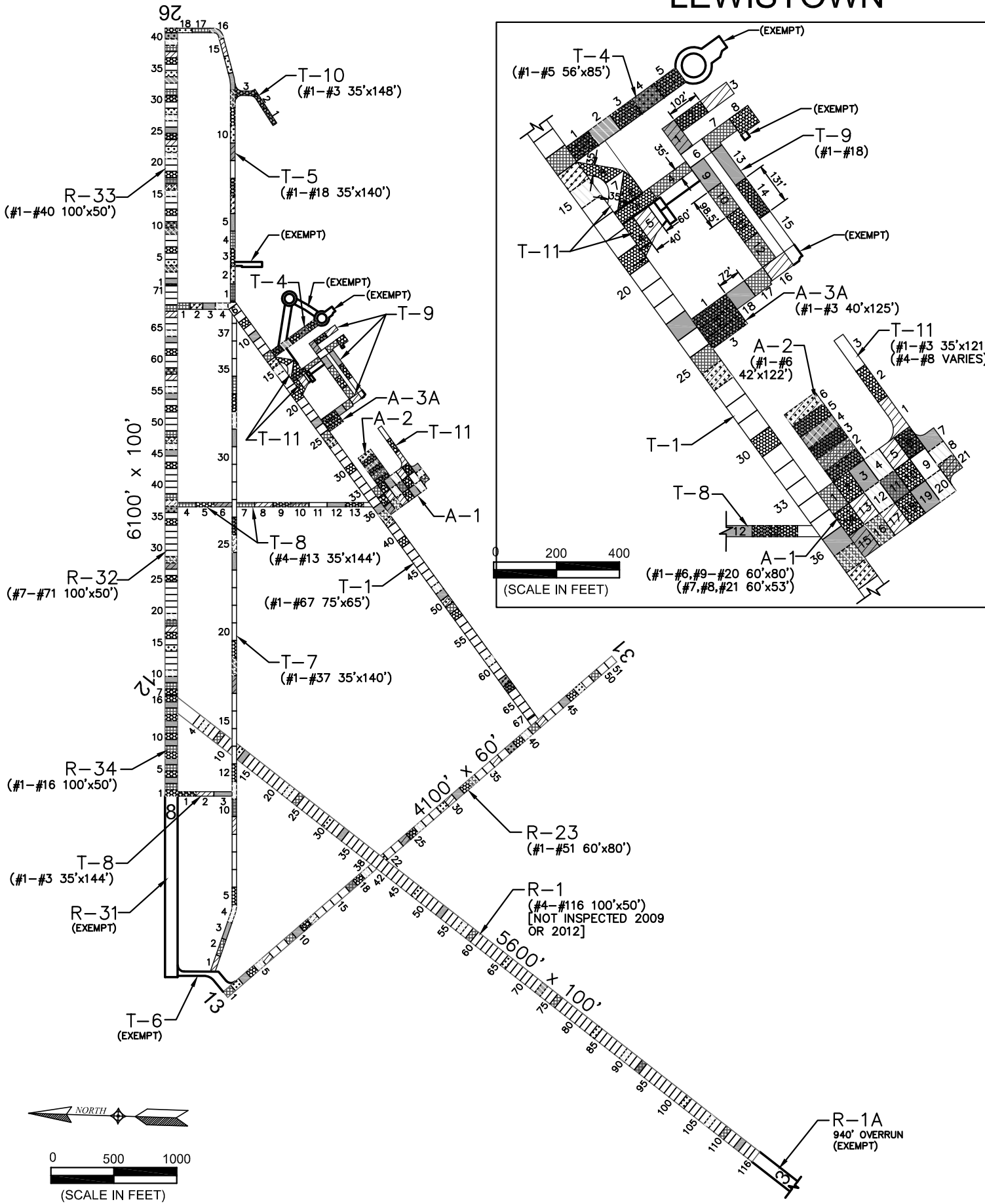
T-8, Surface detail



T-11, Surface detail

# LEWISTOWN

## 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	E-7	F7		12.25" AGG.	6.25" AC	1.5" AC, P-609	75,000	100,000	160,000	
R-1A				6.25" AGG.	5.75" AC		35,000	50,000		
R-23				3" P-208, 8" P-207	3" P-401	P-609	12,500			5 8
R-31	E-5	F5		10.5" AGG.	6" AC, P-609	3" P-410, *P-609	UNMAINTAINED	OVERRUN		1 8
R-32	E-5	F5		10.5" AGG.	5" AC, P-609	5.5" P-401	40,000	55,000	95,000	1 3 7 9 11
R-33	E-5	F5		10" P-208	2" P-401	2.5" P-401	40,000	55,000	95,000	3 7 9 11
R-34	E-5	F5		10" AGG., 7" AC	1" P-401	2.5" P-401	40,000	55,000	95,000	3 6 7 9 11
<b>TAXIWAYS</b>										
T-1	E-7	F7		6.25" AGG.	5.75" AC	2" P-410, *P-402	45,000	60,000	100,000	1 4 10
T-4				UNKNOWN	UNKNOWN					
T-5			P-152	10" P-208	3" P-401	1" P-402, P609	40,000	55,000	95,000	3 7 10
T-6				3" P-208, 8" P-207	3" P-401		12,500			5
T-7		CBR=3.2	6" P-154	4" P-208	3" P-401		12,500			6 10
T-8		CBR=3.2	6" P-154	4" P-208	3" P-401		12,500			6 10
T-9				UNKNOWN	UNKNOWN	P-609				8
T-10		CBR=4.8	FILTER FABRIC	9" P-208	3" P-401		18,000			9
T-11		CBR=2.0	FILTER FABRIC	9" P-208	3" P-403		18,000			10
<b>APRONS</b>										
A-1	RC	F7	K=150, 800PSI	NONE	7" PCC	2" P-402, P609	43,000	60,000		2 4 7 10
A-2	E-7	F7		6" P-208	2" P-401	2" P-402, P609	8,000			4 7 10
A-3A				UNKNOWN	UNKNOWN					

**REMARKS:**

- 1 ADAP-02, 1977, NARROW AND REHABILITATE RUNWAYS 7-25 AND 2-20.
- 2 ADAP-03, 1980, CHIP-SEAL RUNWAY 2-20, RESURFACE TAXIWAY (T-1), PFC OVERLAY APRON (A-1).
- 3 AIP-001, 1983, PFC OVERLAY RUNWAY 7-25, RECONSTRUCT T-1 AND RUNWAY THRESHOLD; CONSTRUCT APRON (A-2) 10.5" PORTLAND CEMENT CONCRETE (EDGES), 7" (SLAB).
- 4 AIP-002, 1989, CONSTRUCT RUNWAY (R-33) AND TAXIWAY (T-5), PFC OVERLAY RUNWAY 7-25 (R-32, R-34).
- 5 AIP-003, 1993, PFC OVERLAY TAXIWAY (T-1) AND APRONS (A-1, A-2).
- 6 AIP-005, 1996, RECONSTRUCT RUNWAY 12-30 (R-23) AND CONNECTING TAXIWAY (T-6).
- 7 AIP-006, 1999, MILL AND OVERLAY RUNWAY (R-34), CONSTRUCT TAXIWAYS (T-7, T-8).
- 8 AIP-007, 2001, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 9 AIP-008, 2004, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 10 AIP-009, 2005, CONSTRUCT TAXIWAY (T-10); CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 11 AIP-010, 2006, CONSTRUCT TAXIWAY (T-11) [INSPECTED PRIOR TO COMPLETION]; CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 12 AIP-011, 2010, MILL AND OVERLAY RUNWAY 8-12.

\* P-410 = OPEN GRADED EMULSIFIED ASPHALT CONCRETE

<b>LEGEND</b> [Pattern] 1997 SURVEY AREA [Pattern] 2000 SURVEY AREA [Pattern] 2003 SURVEY AREA [Pattern] 2006 SURVEY AREA [Pattern] 2009 SURVEY AREA [Pattern] 2009 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	DEC. 20, 1988	<b>MONTANA AVIATION SYSTEM PLAN</b> <b>2012 UPDATE - PAVEMENT CONDITION INDEXES</b>
	EVALUATED BY:	J. STYBA	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 9, 2012	PREPARED FOR:  LEWISTOWN MONTANA
	EVALUATED BY:	J. WALLA S. BROWN M. BECKHOFF	
			DATE: DEC. 2012