LEWISTOWN AIRPORT

Branch: 21A **APRON** **A-1**

Length: 420 LF **Width:** 240 LF **Area:** 100,800 SF **Last Const. :** 1993 **Family:** 9PCAA
From: TAXIWAY **To:** COMPLETE **Surface:** APC

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** 8/24/2009 **PCI: 50**

Sample # 5 **Area:** 4800 SF

Distress Description	Severity	Quantity
JOINT REFLECTION CRACKING	L	479 LF
JOINT REFLECTION CRACKING	M	265 LF
WEATHERING/RAVELING	L	325 SF
WEATHERING/RAVELING	M	72 SF
WEATHERING/RAVELING	H	18 SF
DEPRESSION	L	16 SF
ALLIGATOR CRACKING	L	4 SF

Sample # 13 **Area:** 4800 SF

Distress Description	Severity	Quantity
JOINT REFLECTION CRACKING	L	549 LF
JOINT REFLECTION CRACKING	M	244 LF
WEATHERING/RAVELING	L	325 SF
WEATHERING/RAVELING	M	72 SF
DEPRESSION	L	13 SF

Sample # 15 **Area:** 4800 SF

Distress Description	Severity	Quantity
JOINT REFLECTION CRACKING	L	673 LF
JOINT REFLECTION CRACKING	M	188 LF
WEATHERING/RAVELING	L	325 SF
WEATHERING/RAVELING	M	72 SF
DEPRESSION	L	34 SF
SHOVING	L	19 SF
SHOVING	M	13 SF

Sample # 17 **Area:** 4800 SF

Distress Description	Severity	Quantity
JOINT REFLECTION CRACKING	L	599 LF
JOINT REFLECTION CRACKING	M	181 LF
WEATHERING/RAVELING	L	325 SF
WEATHERING/RAVELING	M	72 SF
OIL SPILLAGE	N	21 SF
DEPRESSION	L	11 SF

Sample # 21 **Area:** 3180 SF

Distress Description	Severity	Quantity
JOINT REFLECTION CRACKING	L	416 LF
JOINT REFLECTION CRACKING	M	151 LF
WEATHERING/RAVELING	L	260 SF
WEATHERING/RAVELING	M	45 SF
DEPRESSION	L	16 SF
SWELLING	L	15 SF
WEATHERING/RAVELING	H	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT REFLECTION CRACKING	M	4636 LF	4.60 %	26.61
JOINT REFLECTION CRACKING	L	12236 LF	12.14 %	17.05
WEATHERING/RAVELING	M	1500 SF	1.49 %	9.18
WEATHERING/RAVELING	L	7026 SF	6.97 %	8.15
ALLIGATOR CRACKING	L	18 SF	0.02 %	7.00
SHOVING	M	59 SF	0.06 %	6.00
WEATHERING/RAVELING	H	99 SF	0.10 %	6.00
DEPRESSION	L	405 SF	0.40 %	2.50
SHOVING	L	86 SF	0.08 %	2.00
OIL SPILLAGE	N	95 SF	0.09 %	2.00
SWELLING	L	68 SF	0.07 %	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

8.0 **% Load** 77.0 **% Climate/Durability** 15.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21A **APRON** **A-2**

Length: 252 LF **Width:** 122 LF **Area:** 30,744 SF **Last Const. :** 1993 **Family:** 9ACPL

From: EAST END OF APRON A-1 **To:** END OF APRON **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/24/2009 **PCI: 58**

Sample # 2 **Area:** 5124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	150 LF
WEATHERING/RAVELING	L	360 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
WEATHERING/RAVELING	M	53 SF
OIL SPILLAGE	N	25 SF
BLEEDING	N	12 SF
PATCHING	L	6 SF
DEPRESSION	M	6 SF
DEPRESSION	L	5 SF
WEATHERING/RAVELING	H	3 SF

Sample # 4 **Area:** 5124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	212 LF
WEATHERING/RAVELING	L	360 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	46 LF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
OIL SPILLAGE	N	18 SF
DEPRESSION	L	8 SF
PATCHING	L	4 SF
DEPRESSION	M	4 SF

Sample # 6 **Area:** 5124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	144 LF
WEATHERING/RAVELING	L	360 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
OIL SPILLAGE	N	65 SF
WEATHERING/RAVELING	M	50 SF
WEATHERING/RAVELING	H	6 SF
DEPRESSION	L	4 SF
PATCHING	L	4 SF
DEPRESSION	M	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	1012 LF	3.29 %	10.79
LONGITUDINAL/TRANSVERSE CRACKING	M	220 LF	0.72 %	9.70
WEATHERING/RAVELING	L	2160 SF	7.03 %	8.18
WEATHERING/RAVELING	M	306 SF	1.00 %	7.86
LONGITUDINAL/TRANSVERSE CRACKING	H	12 LF	0.04 %	7.50
WEATHERING/RAVELING	H	18 SF	0.06 %	6.00
DEPRESSION	M	28 SF	0.09 %	5.20
OIL SPILLAGE	N	216 SF	0.70 %	3.24
PATCHING	L	28 SF	0.09 %	2.00
DEPRESSION	L	34 SF	0.11 %	0.30
BLEEDING	N	24 SF	0.08 %	0.00

* 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** 86.0 **% Climate/Durability** 14.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21A **APRON** **A-3A**

Length: 125 LF **Width:** 120 LF **Area:** 15,000 SF **Last Const. :** 1983 **Family:** 9ACPL
From: T-1 **To:** END OF APRON **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 3 **Last Inspection Date:** 8/24/2009 **PCI: 30**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	273 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	164 LF
WEATHERING/RAVELING	L	500 SF
DEPRESSION	L	360 SF
ALLIGATOR CRACKING	M	133 SF
WEATHERING/RAVELING	H	34 SF
WEATHERING/RAVELING	M	30 SF
PATCHING	L	25 SF

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF
WEATHERING/RAVELING	L	450 SF
DEPRESSION	L	360 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	97 LF
ALLIGATOR CRACKING	M	171 SF
ALLIGATOR CRACKING	H	72 SF
WEATHERING/RAVELING	M	60 SF
BLEEDING	N	3 SF

Sample # 3 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	271 LF
WEATHERING/RAVELING	L	416 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	82 LF
DEPRESSION	L	215 SF
ALLIGATOR CRACKING	M	100 SF
WEATHERING/RAVELING	M	30 SF
PATCHING	L	23 SF
OIL SPILLAGE	N	12 SF
WEATHERING/RAVELING	H	6 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	404 SF	2.69 %	39.73
ALLIGATOR CRACKING	H	72 SF	0.48 %	29.35
DEPRESSION	L	935 SF	6.23 %	21.60
LONGITUDINAL/TRANSVERSE CRACKING	M	343 LF	2.29 %	16.85
LONGITUDINAL/TRANSVERSE CRACKING	L	747 LF	4.98 %	14.73
WEATHERING/RAVELING	L	1366 SF	9.11 %	9.37
WEATHERING/RAVELING	H	40 SF	0.27 %	8.48
WEATHERING/RAVELING	M	120 SF	0.80 %	7.25
PATCHING	L	48 SF	0.32 %	2.14
OIL SPILLAGE	N	12 SF	0.08 %	2.00
BLEEDING	N	3 SF	0.02 %	0.00

* 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

45.0 **% Load** 39.0 **% Climate/Durability** 16.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21R2 **RUNWAY** **R-23**

Length: 4,100 LF **Width:** 60 LF **Area:** 246,000 SF **Last Const. :** 1996 **Family:** 9ACRMU
From: T-3 **To:** **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 51 **Last Inspection Date:** 8/24/2009 **PCI: 67**

Sample # 6 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	146 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
WEATHERING/RAVELING	M	24 SF
WEATHERING/RAVELING	H	2 SF
SWELLING	L	2 SF

Sample # 12 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	176 LF
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	43 LF
WEATHERING/RAVELING	M	24 SF
WEATHERING/RAVELING	H	3 SF
SWELLING	L	3 SF

Sample # 18 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	288 LF
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF
WEATHERING/RAVELING	M	24 SF
PATCHING	L	2 SF
WEATHERING/RAVELING	H	1 SF
SWELLING	L	1 SF

Sample # 24 **Area:** 4800 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	164 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	96 LF
WEATHERING/RAVELING	M	24 SF
WEATHERING/RAVELING	H	1 SF
SWELLING	L	1 SF

Sample # 30 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	214 LF
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	76 LF
WEATHERING/RAVELING	M	24 SF

Sample # 36 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	187 LF
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
WEATHERING/RAVELING	M	24 SF

Sample # 42 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	284 LF
WEATHERING/RAVELING	L	576 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	57 LF
WEATHERING/RAVELING	M	24 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	10685 LF	4.34 %	13.32
LONGITUDINAL/TRANSVERSE CRACKING	M	2702 LF	1.10 %	11.72
WEATHERING/RAVELING	L	29520 SF	12.00 %	10.76
WEATHERING/RAVELING	M	1230 SF	0.50 %	6.15

LEWISTOWN AIRPORT

Branch: 21R2 **RUNWAY** **R-23**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	51 SF	0.02 %	6.00
PATCHING	L	15 SF	0.01 %	2.00
SWELLING	L	51 SF	0.02 %	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** 98.0 **% Climate/Durability** 2.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21R3 **RUNWAY** **R-32**

Length: 3,270 LF **Width:** 100 LF **Area:** 327,000 SF **Last Const. :** 1989 **Family:** 9ACRH
From: RWY 7-25 STA 20+50 **To:** RWY 7-25 STA 53+20 E TO W **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 64 **Last Inspection Date:** 8/24/2009 **PCI: 56**

Sample # 7 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	310 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	170 LF
WEATHERING/RAVELING	M	200 SF
DEPRESSION	L	25 SF

Sample # 17 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	275 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	93 LF
WEATHERING/RAVELING	M	200 SF

Sample # 27 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	237 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	140 LF
WEATHERING/RAVELING	M	200 SF

Sample # 37 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	296 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF
WEATHERING/RAVELING	M	200 SF

Sample # 47 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	232 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF
WEATHERING/RAVELING	M	200 SF

Sample # 57 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	300 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	99 LF
WEATHERING/RAVELING	M	250 SF
PATCHING	L	8 SF

Sample # 67 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	286 LF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	179 LF
WEATHERING/RAVELING	M	250 SF
DEPRESSION	H	4 SF
PATCHING	M	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	18092 LF	5.53 %	27.11
WEATHERING/RAVELING	M	14014 SF	4.29 %	14.25
DEPRESSION	H	37 SF	0.01 %	12.00
WEATHERING/RAVELING	L	49050 SF	15.00 %	11.99
LONGITUDINAL/TRANSVERSE CRACKING	L	9242 LF	2.83 %	9.60
PATCHING	M	37 SF	0.01 %	6.20
PATCHING	L	75 SF	0.02 %	2.00
DEPRESSION	L	234 SF	0.07 %	0.30

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

LEWISTOWN AIRPORT

Branch: 21R3 **RUNWAY** **R-32**

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load**	85.0 **% Climate/Durability**	15.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21R3 **RUNWAY** **R-33**

Length: 2,050 LF **Width:** 100 LF **Area:** 205,000 SF **Last Const. :** 1989 **Family:** 9ACRH
From: RWY 7-25 STA 0+00 **To:** RWY 7-25 STA 20+50 **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 40 **Last Inspection Date:** 8/24/2009 **PCI: 68**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	109 LF
WEATHERING/RAVELING	M	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	74 LF

Sample # 9 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	100 LF
WEATHERING/RAVELING	M	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF

Sample # 16 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	97 LF
WEATHERING/RAVELING	M	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
PATCHING	M	4 SF

Sample # 23 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF
WEATHERING/RAVELING	M	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	72 LF

Sample # 30 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	138 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	92 LF
WEATHERING/RAVELING	M	250 SF

Sample # 37 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	145 LF
WEATHERING/RAVELING	M	300 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
DEPRESSION	M	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	M	10592 SF	5.17 %	15.46
LONGITUDINAL/TRANSVERSE CRACKING	M	3377 LF	1.65 %	14.23
WEATHERING/RAVELING	L	30750 SF	15.00 %	11.99
LONGITUDINAL/TRANSVERSE CRACKING	L	3746 LF	1.83 %	6.95
PATCHING	M	27 SF	0.01 %	6.20
DEPRESSION	M	14 SF	0.01 %	5.20

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 91.0 **% Climate/Durability** 9.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21R3 **RUNWAY** **R-34**

Length: 780 LF **Width:** 100 LF **Area:** 78,000 SF **Last Const. :** 1999 **Family:** 9ACRH
From: STA 21+00 **To:** STA 28+80 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 16 **Last Inspection Date:** 8/24/2009 **PCI: 73**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	224 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	63 LF
WEATHERING/RAVELING	M	50 SF
RUTTING	L	4 SF
DEPRESSION	L	2 SF

Sample # 5 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
WEATHERING/RAVELING	M	50 SF

Sample # 9 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	126 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
DEPRESSION	L	60 SF
WEATHERING/RAVELING	M	50 SF

Sample # 13 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	93 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
WEATHERING/RAVELING	M	50 SF

Sample # 16 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	72 LF
WEATHERING/RAVELING	L	200 SF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	468 LF	0.60 %	8.99
LONGITUDINAL/TRANSVERSE CRACKING	L	1929 LF	2.47 %	8.67
RUTTING	L	12 SF	0.02 %	8.50
WEATHERING/RAVELING	M	780 SF	1.00 %	7.88
WEATHERING/RAVELING	L	3744 SF	4.80 %	6.65
DEPRESSION	L	193 SF	0.25 %	1.18

* 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

20.0 **% Load** 77.0 **% Climate/Durability** 3.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-1**

Length: 4,600 LF **Width:** 65 LF **Area:** 299,000 SF **Last Const. :** 1993 **Family:** 9ACRH
From: RUNWAY 7-25 **To:** RUNWAY 12-30 **Surface:** AAC

Inspections

Samples Surveyed: 6 **Total Samples:** 67 **Last Inspection Date:** 8/24/2009 **PCI: 72**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	250 LF
WEATHERING/RAVELING	L	488 SF
WEATHERING/RAVELING	M	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
WEATHERING/RAVELING	H	1 SF

Sample # 14 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF
WEATHERING/RAVELING	M	72 SF
DEPRESSION	L	11 SF
WEATHERING/RAVELING	H	5 SF

Sample # 26 **Area:** 4875 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	488 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
WEATHERING/RAVELING	M	104 SF
WEATHERING/RAVELING	H	5 SF

Sample # 38 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	198 LF
WEATHERING/RAVELING	L	488 SF
WEATHERING/RAVELING	M	137 SF
WEATHERING/RAVELING	H	7 SF

Sample # 50 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	187 LF
WEATHERING/RAVELING	L	488 SF
WEATHERING/RAVELING	M	72 SF
WEATHERING/RAVELING	H	2 SF

Sample # 62 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	197 LF
WEATHERING/RAVELING	L	488 SF
WEATHERING/RAVELING	M	72 SF
WEATHERING/RAVELING	H	32 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	10762 LF	3.60 %	11.55
WEATHERING/RAVELING	M	5670 SF	1.90 %	10.12
WEATHERING/RAVELING	L	29803 SF	9.97 %	9.81
WEATHERING/RAVELING	H	529 SF	0.18 %	7.72
LONGITUDINAL/TRANSVERSE CRACKING	M	61 LF	0.02 %	4.00
DEPRESSION	L	112 SF	0.04 %	0.30

* 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** 99.0 **% Climate/Durability** 1.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-10**

Length: 444 LF **Width:** 35 LF **Area:** 15,540 SF **Last Const. :** 2005 **Family:** 9ACRMU
From: T-5 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 3 **Last Inspection Date:** 8/24/2009 **PCI: 82**

Sample # 1 **Area:** 5180 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	156 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	43 LF
WEATHERING/RAVELING	M	4 SF
PATCHING	L	2 SF

Sample # 2 **Area:** 5180 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	156 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF
DEPRESSION	L	12 SF
PATCHING	L	4 SF
OIL SPILLAGE	N	4 SF

Sample # 3 **Area:** 5180 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	70 LF
WEATHERING/RAVELING	L	156 SF
DEPRESSION	L	39 SF
WEATHERING/RAVELING	H	8 SF
PATCHING	L	4 SF
OIL SPILLAGE	N	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	8 SF	0.05 %	6.00
WEATHERING/RAVELING	L	468 SF	3.01 %	5.09
LONGITUDINAL/TRANSVERSE CRACKING	L	122 LF	0.79 %	4.53
WEATHERING/RAVELING	M	4 SF	0.03 %	4.00
OIL SPILLAGE	N	6 SF	0.04 %	2.00
PATCHING	L	10 SF	0.06 %	2.00
DEPRESSION	L	51 SF	0.33 %	1.87

* 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** 85.0 **% Climate/Durability** 15.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-11**

Length: 585 LF **Width:** 35 LF **Area:** 36,781 SF **Last Const. :** 2006 **Family:** 9ACRMU

From: TAXIWAY T-1 **To:** TAXIWAY T-9 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 8/24/2009 **PCI: 82**

Sample # 1 **Area:** 5065 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF
WEATHERING/RAVELING	L	25 SF
WEATHERING/RAVELING	H	5 SF
DEPRESSION	L	3 SF
PATCHING	L	1 SF

Sample # 2 **Area:** 4235 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	21 SF
PATCHING	L	6 SF
WEATHERING/RAVELING	M	2 SF

Sample # 5 **Area:** 6720 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	102 SF
WEATHERING/RAVELING	L	33 SF
PATCHING	L	3 SF
WEATHERING/RAVELING	H	2 SF
DEPRESSION	L	1 SF

Sample # 6 **Area:** 5280 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	55 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	45 LF
OIL SPILLAGE	N	42 SF
WEATHERING/RAVELING	L	26 SF
WEATHERING/RAVELING	M	3 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	12 SF	0.03 %	6.00
LONGITUDINAL/TRANSVERSE CRACKING	M	93 LF	0.25 %	5.91
LONGITUDINAL/TRANSVERSE CRACKING	L	257 LF	0.70 %	4.38
WEATHERING/RAVELING	M	9 SF	0.02 %	4.00
OIL SPILLAGE	N	249 SF	0.68 %	3.22
PATCHING	L	19 SF	0.05 %	2.00
WEATHERING/RAVELING	L	181 SF	0.49 %	1.76
DEPRESSION	L	7 SF	0.02 %	0.30

* 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** 87.0 **% Climate/Durability** 13.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-4**

Length: 425 LF **Width:** 50 LF **Area:** 21,250 SF **Last Const. :** 1989 **Family:** 9ACRMU
From: T-1 **To:** HELIPAD **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 8/24/2009 **PCI: 34**

Sample # 1 **Area:** 4760 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	242 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	232 LF
WEATHERING/RAVELING	L	390 SF
ALLIGATOR CRACKING	L	260 SF
BLEEDING	N	112 SF
WEATHERING/RAVELING	M	56 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	7 LF
DEPRESSION	L	20 SF
WEATHERING/RAVELING	H	15 SF
RUTTING	L	15 SF

Sample # 3 **Area:** 4760 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	261 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	144 LF
WEATHERING/RAVELING	L	390 SF
ALLIGATOR CRACKING	L	170 SF
BLEEDING	N	120 SF
WEATHERING/RAVELING	H	82 SF
DEPRESSION	L	82 SF
WEATHERING/RAVELING	M	56 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
SWELLING	L	1 SF
PATCHING	L	1 SF

Sample # 5 **Area:** 4760 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	194 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	114 LF
WEATHERING/RAVELING	L	300 SF
ALLIGATOR CRACKING	L	155 SF
BLEEDING	N	53 SF
DEPRESSION	L	50 SF
WEATHERING/RAVELING	M	43 SF
RUTTING	L	25 SF
WEATHERING/RAVELING	H	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	871 SF	4.10 %	34.18
LONGITUDINAL/TRANSVERSE CRACKING	M	1037 LF	4.88 %	25.36
WEATHERING/RAVELING	H	159 SF	0.75 %	13.99
LONGITUDINAL/TRANSVERSE CRACKING	L	729 LF	3.43 %	11.14
RUTTING	L	60 SF	0.28 %	10.79
BLEEDING	N	424 SF	2.00 %	10.76
WEATHERING/RAVELING	L	1607 SF	7.56 %	8.51
WEATHERING/RAVELING	M	231 SF	1.09 %	8.12
LONGITUDINAL/TRANSVERSE CRACKING	H	22 LF	0.11 %	7.72
DEPRESSION	L	226 SF	1.06 %	7.01
PATCHING	L	3 SF	0.01 %	2.00
SWELLING	L	1 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

32.0 **% Load** 55.0 **% Climate/Durability** 13.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-5**

Length: 2,520 LF **Width:** 35 LF **Area:** 88,200 SF **Last Const. :** 1989 **Family:** 9ACRH

From: T-1 **To:** EAST END OF RWY 25-7 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 8/24/2009 **PCI: 74**

Sample # 3 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	588 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	132 LF
WEATHERING/RAVELING	M	128 SF
BLEEDING	N	102 SF
DEPRESSION	L	6 SF

Sample # 6 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	833 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	169 LF
WEATHERING/RAVELING	M	122 SF
BLEEDING	N	4 SF

Sample # 9 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	833 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	197 LF
WEATHERING/RAVELING	M	122 SF

Sample # 12 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	833 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	184 LF
WEATHERING/RAVELING	M	122 SF

Sample # 15 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	833 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	191 LF
WEATHERING/RAVELING	M	147 SF
BLEEDING	N	105 SF
DEPRESSION	M	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	14112 SF	16.00 %	12.36
WEATHERING/RAVELING	M	2308 SF	2.62 %	11.55
LONGITUDINAL/TRANSVERSE CRACKING	L	3144 LF	3.56 %	11.47
DEPRESSION	M	14 SF	0.02 %	5.20
BLEEDING	N	760 SF	0.86 %	4.72
DEPRESSION	L	22 SF	0.02 %	0.30

* 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** 78.0 **% Climate/Durability** 22.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-7**

Length: 5,249 LF **Width:** 35 LF **Area:** 183,706 SF **Last Const. :** 1999 **Family:** 9ACRMU
From: RW 7-25 **To:** PARALLEL TW & TERMINAL **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 37 **Last Inspection Date:** 8/24/2009 **PCI: 76**

Sample # 1 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	146 LF
WEATHERING/RAVELING	L	147 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
WEATHERING/RAVELING	M	25 SF
BLEEDING	N	10 SF
PATCHING	L	3 SF

Sample # 9 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	199 LF
WEATHERING/RAVELING	L	147 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
WEATHERING/RAVELING	M	25 SF
PATCHING	L	2 SF

Sample # 17 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	150 SF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	7 LF
WEATHERING/RAVELING	H	2 SF

Sample # 25 **Area:** 4900 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	150 SF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
WEATHERING/RAVELING	H	1 SF

Sample # 33 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	183 LF
WEATHERING/RAVELING	L	150 SF
WEATHERING/RAVELING	M	25 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	4035 LF	2.20 %	7.93
WEATHERING/RAVELING	M	937 SF	0.51 %	6.19
WEATHERING/RAVELING	H	22 SF	0.01 %	6.00
WEATHERING/RAVELING	L	5579 SF	3.04 %	5.12
LONGITUDINAL/TRANSVERSE CRACKING	M	293 LF	0.16 %	4.52
PATCHING	L	45 SF	0.02 %	2.00
BLEEDING	N	75 SF	0.04 %	0.00

* 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**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-8**

Length: 1,951 LF **Width:** 35 LF **Area:** 68,272 SF **Last Const. :** 1999 **Family:** 9ACRMU

From: RW 7-25 **To:** parallel TW & terminal **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 8/24/2009 **PCI: 57**

Sample # 2 **Area:** 5040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	57 LF
WEATHERING/RAVELING	L	150 SF
WEATHERING/RAVELING	M	25 SF
BLEEDING	N	4 SF
PATCHING	L	3 SF

Sample # 6 **Area:** 5040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	186 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	180 LF
WEATHERING/RAVELING	L	252 SF
WEATHERING/RAVELING	H	40 SF
DEPRESSION	L	35 SF
WEATHERING/RAVELING	M	25 SF
ALLIGATOR CRACKING	L	10 SF
PATCHING	L	2 SF

Sample # 8 **Area:** 5040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	219 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	206 LF
WEATHERING/RAVELING	L	252 SF
DEPRESSION	L	48 SF
WEATHERING/RAVELING	H	28 SF
WEATHERING/RAVELING	M	25 SF
PATCHING	L	1 SF

Sample # 10 **Area:** 5040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	226 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	145 LF
WEATHERING/RAVELING	L	252 SF
DEPRESSION	L	27 SF
WEATHERING/RAVELING	M	25 SF
WEATHERING/RAVELING	H	14 SF
BLEEDING	N	10 SF
PATCHING	L	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	2073 LF	3.04 %	19.61
LONGITUDINAL/TRANSVERSE CRACKING	L	2056 LF	3.01 %	10.08
WEATHERING/RAVELING	H	278 SF	0.41 %	9.88
ALLIGATOR CRACKING	L	34 SF	0.05 %	7.00
WEATHERING/RAVELING	L	3068 SF	4.49 %	6.41
WEATHERING/RAVELING	M	339 SF	0.50 %	6.13
DEPRESSION	L	373 SF	0.55 %	3.65
PATCHING	L	24 SF	0.03 %	2.00
BLEEDING	N	47 SF	0.07 %	0.00

* 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

11.0 **% Load** 83.0 **% Climate/Durability** 6.0 **% Other**

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-9**

Length: 1,750 LF **Width:** 40 LF **Area:** 70,000 SF **Last Const. :** 1980 **Family:** 9ACRMU
From: A-3 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 8/24/2009 **PCI: 22**

Sample # 1 **Area:** 4795 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	326 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	196 LF
WEATHERING/RAVELING	M	512 SF
ALLIGATOR CRACKING	L	417 SF
ALLIGATOR CRACKING	M	322 SF
WEATHERING/RAVELING	H	276 SF
DEPRESSION	M	104 SF
DEPRESSION	L	48 SF

Sample # 3 **Area:** 5368 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	700 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	393 LF
WEATHERING/RAVELING	L	1070 SF
WEATHERING/RAVELING	M	430 SF
ALLIGATOR CRACKING	L	304 SF
WEATHERING/RAVELING	H	208 SF
DEPRESSION	L	110 SF
ALLIGATOR CRACKING	M	36 SF
DEPRESSION	M	15 SF

Sample # 8 **Area:** 3432 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	350 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	78 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	65 LF
WEATHERING/RAVELING	H	207 SF
DEPRESSION	L	175 SF
WEATHERING/RAVELING	M	70 SF
DEPRESSION	M	20 SF
SWELLING	L	18 SF

Sample # 11 **Area:** 5122 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	214 LF
WEATHERING/RAVELING	L	512 SF
ALLIGATOR CRACKING	L	511 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	81 LF
WEATHERING/RAVELING	H	79 SF
WEATHERING/RAVELING	M	75 SF
DEPRESSION	L	72 SF
OIL SPILLAGE	N	2 SF

Sample # 16 **Area:** 4356 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	605 SF
WEATHERING/RAVELING	L	500 SF
ALLIGATOR CRACKING	M	207 SF
DEPRESSION	L	170 SF
WEATHERING/RAVELING	M	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
WEATHERING/RAVELING	H	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF
DEPRESSION	M	16 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	5573 SF	7.96 %	40.89
ALLIGATOR CRACKING	M	1714 SF	2.45 %	38.63
WEATHERING/RAVELING	H	2488 SF	3.55 %	35.53
LONGITUDINAL/TRANSVERSE CRACKING	M	2264 LF	3.23 %	20.30
LONGITUDINAL/TRANSVERSE CRACKING	L	4076 LF	5.82 %	16.46
WEATHERING/RAVELING	M	3601 SF	5.14 %	15.43

LEWISTOWN AIRPORT

Branch: 21T **TAXIWAY** **T-9**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	1744 SF	2.49 %	12.99
WEATHERING/RAVELING	L	11929 SF	17.04 %	12.73
DEPRESSION	M	470 SF	0.67 %	12.58
OIL SPILLAGE	N	6 SF	0.01 %	2.00
SWELLING	L	55 SF	0.08 %	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

38.0 **% Load** 48.0 **% Climate/Durability** 14.0 **% Other**

LEWISTOWN AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $116,390

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	SHOVING	M	59 SF	Patching - AC Shallow	94 SF	$1,400	PREV.
A-1	OIL SPILLAGE	N	95 SF	Patching - AC Shallow	138 SF	$2,066	PREV.
A-1	JT REF. CR	M	4636 LF	Crack Sealing - AC	4636 LF	$6,954	PREV.
A-2	L & T CR	H	12 LF	Crack Sealing - AC	12 LF	$18	PREV.
A-2	L & T CR	M	221 LF	Crack Sealing - AC	221 LF	$330	PREV.
A-2	DEPRESSION	M	28 SF	Patching - AC Deep	54 SF	$1,972	PREV.
A-2	OIL SPILLAGE	N	216 SF	Patching - AC Shallow	280 SF	$4,187	PREV.
A-3A	WEATH/RAVEL	H	40 SF	Patching - AC Shallow	40 SF	$600	SAFET
A-3A	ALLIGATOR CR	H	72 SF	Patching - AC Deep	111 SF	$4,076	SAFET
R-23	L & T CR	M	2703 LF	Crack Sealing - AC	2703 LF	$4,053	PREV.
R-32	DEPRESSION	H	38 SF	Patching - AC Deep	66 SF	$2,441	PREV.
R-32	PATCHING	M	38 SF	Patching - AC Deep	66 SF	$2,441	PREV.
R-32	L & T CR	M	18093 LF	Crack Sealing - AC	18093 LF	$27,139	PREV.
R-33	DEPRESSION	M	14 SF	Patching - AC Deep	33 SF	$1,204	PREV.
R-33	PATCHING	M	28 SF	Patching - AC Deep	53 SF	$1,938	PREV.
R-33	L & T CR	M	3377 LF	Crack Sealing - AC	3377 LF	$5,065	PREV.
R-34	L & T CR	M	469 LF	Crack Sealing - AC	469 LF	$702	PREV.
T-1	L & T CR	M	62 LF	Crack Sealing - AC	62 LF	$92	PREV.
T-10	OIL SPILLAGE	N	6 SF	Patching - AC Shallow	20 SF	$298	PREV.
T-11	L & T CR	M	94 LF	Crack Sealing - AC	94 LF	$140	PREV.
T-11	OIL SPILLAGE	N	249 SF	Patching - AC Shallow	317 SF	$4,742	PREV.
T-4	L & T CR	H	23 LF	Crack Sealing - AC	23 LF	$33	SAFET
T-4	WEATH/RAVEL	H	160 SF	Patching - AC Shallow	160 SF	$2,388	SAFET
T-5	DEPRESSION	M	15 SF	Patching - AC Deep	34 SF	$1,246	PREV.
T-7	L & T CR	M	293 LF	Crack Sealing - AC	293 LF	$439	PREV.
T-8	L & T CR	M	2074 LF	Crack Sealing - AC	2074 LF	$3,110	PREV.
T-9	WEATH/RAVEL	H	2488 SF	Patching - AC Shallow	2488 SF	$37,316	SAFET

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $427,000

PLAN YEAR: 2010 ESTIMATED COST: $2,445,121

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Prev. & Thin AC	$10,420	$161,280			$171,700	50	53
A-2	Basic Prev.	$6,507				$6,507	57	57
A-3A	Reconstruct			$46,438		$46,438	28	100
R-23	Prev. & Thin AC	$4,053	$393,601			$397,654	66	79
R-32	Prev. & Thin AC	$32,021	$523,201			$555,222	56	59
R-33	Prev. & Thin AC	$8,207	$328,001			$336,208	68	76
R-34	Prev. & Thin AC	$702	$124,800			$125,503	72	84
T-1	Prev. & Thin AC	$92	$478,401			$478,493	71	82
T-10	Basic Prev.	$298				$298	81	81
T-11	Basic Prev.	$4,882				$4,882	81	81
T-4	Reconstruct			$61,039		$61,039	32	100
T-5	Basic Prev.	$1,246				$1,246	73	73
T-7	Basic Prev.	$439				$439	75	75
T-8	Basic Prev.	$3,110				$3,110	56	56
T-9	Reconstruct			$256,382		$256,382	19	100

PLAN YEAR: 2011 ESTIMATED COST: $64,078

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$7,744				$7,744	52	52
A-2	Basic Prev.	$2,042				$2,042	56	56
R-23	Basic Prev.	$6,333				$6,333	76	76
R-32	Basic Prev.	$19,668				$19,668	58	58
R-33	Basic Prev.	$6,481				$6,481	74	74
R-34	Basic Prev.	$1,133				$1,133	81	81
T-1	Basic Prev.	$5,139				$5,139	80	80
T-10	Basic Prev.	$297				$297	79	79
T-11	Basic Prev.	$703				$703	79	79
T-5	Basic Prev.	$3,303				$3,303	72	72
T-7	Basic Prev.	$6,374				$6,374	73	73
T-8	Basic Prev.	$4,861				$4,861	54	54

LEWISTOWN AIRPORT

PLAN YEAR: 2012 ESTIMATED COST: $71,774

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$7,927				$7,927	51	51
A-2	Basic Prev.	$2,195				$2,195	54	54
A-3A	Basic Prev.	$30				$30	89	89
R-23	Basic Prev.	$7,814				$7,814	74	74
R-32	Basic Prev.	$20,172				$20,172	57	57
R-33	Basic Prev.	$7,412				$7,412	72	72
R-34	Basic Prev.	$1,555				$1,555	79	79
T-1	Basic Prev.	$6,945				$6,945	77	77
T-10	Basic Prev.	$386				$386	77	77
T-11	Basic Prev.	$914				$914	77	77
T-5	Basic Prev.	$3,645				$3,645	70	70
T-7	Basic Prev.	$7,542				$7,542	70	70
T-8	Basic Prev.	$5,237				$5,237	52	52

PLAN YEAR: 2013 ESTIMATED COST: $78,797

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$8,085				$8,085	51	51
A-2	Basic Prev.	$2,359				$2,359	52	52
A-3A	Basic Prev.	$146				$146	84	84
R-23	Basic Prev.	$9,359				$9,359	71	71
R-32	Basic Prev.	$20,655				$20,655	57	57
R-33	Basic Prev.	$8,254				$8,254	70	70
R-34	Basic Prev.	$2,004				$2,004	76	76
T-1	Basic Prev.	$8,553				$8,553	75	75
T-10	Basic Prev.	$479				$479	74	74
T-11	Basic Prev.	$1,135				$1,135	74	74
T-4	Basic Prev.	$42				$42	89	89
T-5	Basic Prev.	$3,814				$3,814	68	68
T-7	Basic Prev.	$8,194				$8,194	67	67
T-8	Basic Prev.	$5,580				$5,580	50	50
T-9	Basic Prev.	$138				$138	89	89

PLAN YEAR: 2014 ESTIMATED COST: $284,627

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$8,227				$8,227	50	50
A-2	Reconstruct			$63,424		$63,424	50	100
A-3A	Basic Prev.	$249				$249	80	80
R-23	Basic Prev.	$10,568				$10,568	69	69
R-32	Basic Prev.	$21,141				$21,141	56	56
R-33	Basic Prev.	$8,749				$8,749	69	69
R-34	Basic Prev.	$2,402				$2,402	74	74
T-1	Basic Prev.	$10,000				$10,000	73	73
T-10	Basic Prev.	$576				$576	72	72
T-11	Basic Prev.	$1,364				$1,364	72	72
T-4	Basic Prev.	$131				$131	86	86
T-5	Basic Prev.	$3,969				$3,969	67	67
T-7	Basic Prev.	$8,837				$8,837	65	65
T-8	Reconstruct			$144,557		$144,557	49	100
T-9	Basic Prev.	$432				$432	86	86

PLAN YEAR: 2015 ESTIMATED COST: $127,896

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$8,430				$8,430	50	50
A-3A	Prev. & Fog Seal	$384	$3,000			$3,384	76	84
R-23	Basic Prev.	$11,425				$11,425	66	66
R-32	Basic Prev.	$21,633				$21,633	56	56
R-33	Basic Prev.	$9,121				$9,121	68	68
R-34	Basic Prev.	$2,763				$2,763	72	72
T-1	Basic Prev.	$11,308				$11,308	71	71
T-10	Prev. & Thin AC	$659	$24,864			$25,523	69	81
T-11	Basic Prev.	$1,561				$1,561	69	69
T-4	Prev. & Fog Seal	$213	$4,250			$4,463	84	89
T-5	Basic Prev.	$4,110				$4,110	66	66
T-7	Basic Prev.	$9,474				$9,474	62	62
T-9	Prev. & Fog Seal	$701	$14,000			$14,701	84	89

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PLAN YEAR: 2016 ESTIMATED COST: $144,259

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$8,737				$8,737	49	49
A-2	Basic Prev.	$61				$61	89	89
A-3A	Basic Prev.	$249				$249	80	80
R-23	Basic Prev.	$12,284				$12,284	63	63
R-32	Basic Prev.	$22,147				$22,147	55	55
R-33	Basic Prev.	$9,456				$9,456	66	66
R-34	Basic Prev.	$3,088				$3,088	71	71
T-1	Basic Prev.	$12,406				$12,406	70	70
T-10	Basic Prev.	$297				$297	79	79
T-11	Prev. & Thin AC	$1,689	$58,850			$60,538	66	79
T-4	Basic Prev.	$131				$131	86	86
T-5	Basic Prev.	$4,238				$4,238	65	65
T-7	Basic Prev.	$10,194				$10,194	60	60
T-9	Basic Prev.	$432				$432	86	86

PLAN YEAR: 2017 ESTIMATED COST: $89,695

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$9,003				$9,003	49	49
A-2	Basic Prev.	$299				$299	84	84
A-3A	Basic Prev.	$385				$385	76	76
R-23	Basic Prev.	$13,123				$13,123	61	61
R-32	Basic Prev.	$22,696				$22,696	55	55
R-33	Basic Prev.	$9,764				$9,764	65	65
R-34	Basic Prev.	$3,304				$3,304	69	69
T-1	Basic Prev.	$12,978				$12,978	68	68
T-10	Basic Prev.	$387				$387	77	77
T-11	Basic Prev.	$915				$915	77	77
T-4	Basic Prev.	$213				$213	84	84
T-5	Basic Prev.	$4,358				$4,358	64	64
T-7	Basic Prev.	$11,435				$11,435	57	57
T-8	Basic Prev.	$134				$134	89	89
T-9	Basic Prev.	$701				$701	84	84

PLAN YEAR: 2018 ESTIMATED COST: $95,402

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$9,228				$9,228	49	49
A-2	Basic Prev.	$510				$510	80	80
A-3A	Basic Prev.	$503				$503	73	73
R-23	Basic Prev.	$14,533				$14,533	58	58
R-32	Basic Prev.	$23,292				$23,292	54	54
R-33	Basic Prev.	$10,046				$10,046	64	64
R-34	Basic Prev.	$3,447				$3,447	68	68
T-1	Basic Prev.	$13,500				$13,500	67	67
T-10	Basic Prev.	$479				$479	74	74
T-11	Basic Prev.	$1,135				$1,135	74	74
T-4	Basic Prev.	$291				$291	82	82
T-5	Basic Prev.	$4,467				$4,467	63	63
T-7	Basic Prev.	$12,590				$12,590	55	55
T-8	Basic Prev.	$421				$421	86	86
T-9	Basic Prev.	$959				$959	82	82

PLAN YEAR: 2019 ESTIMATED COST: $121,041

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$9,411				$9,411	49	49
A-2	Prev. & Fog Seal	$788	$6,149			$6,937	76	84
A-3A	Basic Prev.	$609				$609	70	70
R-23	Basic Prev.	$16,137				$16,137	56	56
R-32	Basic Prev.	$23,969				$23,969	53	53
R-33	Basic Prev.	$10,307				$10,307	63	63
R-34	Basic Prev.	$3,577				$3,577	66	66
T-1	Basic Prev.	$13,972				$13,972	66	66
T-10	Basic Prev.	$576				$576	72	72
T-11	Basic Prev.	$1,364				$1,364	72	72
T-4	Basic Prev.	$379				$379	79	79
T-5	Basic Prev.	$4,567				$4,567	62	62
T-7	Basic Prev.	$13,650				$13,650	53	53
T-8	Prev. & Fog Seal	$684	$13,655			$14,338	84	89
T-9	Basic Prev.	$1,249				$1,249	79	79

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PLAN YEAR: 2020 ESTIMATED COST: $2,136,316

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Prev. & Thin AC	$9,551	$161,280			$170,831	48	50
A-2	Basic Prev.	$510				$510	80	80
A-3A	Prev. & Fog Seal	$662	$3,000			$3,663	68	73
R-23	Prev. & Thin AC	$17,618	$393,601			$411,219	54	66
R-32	Prev. & Thin AC	$24,738	$523,201			$547,939	52	56
R-33	Prev. & Thin AC	$10,545	$328,001			$338,546	62	68
R-34	Prev. & Thin AC	$3,696	$124,800			$128,496	65	72
T-1	Prev. & Thin AC	$14,406	$478,401			$492,807	65	71
T-10	Basic Prev.	$659				$659	69	69
T-11	Basic Prev.	$1,561				$1,561	69	69
T-4	Prev. & Fog Seal	$500	$4,250			$4,750	77	82
T-5	Basic Prev.	$4,660				$4,660	61	61
T-7	Basic Prev.	$14,608				$14,608	51	51
T-8	Basic Prev.	$421				$421	86	86
T-9	Prev. & Fog Seal	$1,646	$14,000			$15,646	77	82

PLAN YEAR: 2021 ESTIMATED COST: $462,508

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$8,737				$8,737	49	49
A-2	Basic Prev.	$788				$788	76	76
A-3A	Basic Prev.	$609				$609	70	70
R-23	Basic Prev.	$12,286				$12,286	63	63
R-32	Basic Prev.	$22,147				$22,147	55	55
R-33	Basic Prev.	$9,456				$9,456	66	66
R-34	Basic Prev.	$3,091				$3,091	71	71
T-1	Basic Prev.	$12,411				$12,411	70	70
T-10	Basic Prev.	$714				$714	66	66
T-11	Basic Prev.	$1,689				$1,689	66	66
T-4	Basic Prev.	$379				$379	79	79
T-5	Basic Prev.	$4,746				$4,746	60	60
T-7	Reconstruct			$383,523		$383,523	49	100
T-8	Basic Prev.	$684				$684	84	84
T-9	Basic Prev.	$1,249				$1,249	79	79

PLAN YEAR: 2022 ESTIMATED COST: $83,085

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$9,003				$9,003	49	49
A-2	Basic Prev.	$1,032				$1,032	73	73
A-3A	Basic Prev.	$663				$663	68	68
R-23	Basic Prev.	$13,123				$13,123	61	61
R-32	Basic Prev.	$22,696				$22,696	55	55
R-33	Basic Prev.	$9,764				$9,764	65	65
R-34	Basic Prev.	$3,304				$3,304	69	69
T-1	Basic Prev.	$12,978				$12,978	68	68
T-10	Basic Prev.	$768				$768	64	64
T-11	Basic Prev.	$1,818				$1,818	64	64
T-4	Basic Prev.	$500				$500	77	77
T-5	Basic Prev.	$4,855				$4,855	60	60
T-8	Basic Prev.	$935				$935	82	82
T-9	Basic Prev.	$1,646				$1,646	77	77

PLAN YEAR: 2023 ESTIMATED COST: $87,695

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$9,228				$9,228	49	49
A-2	Basic Prev.	$1,248				$1,248	70	70
A-3A	Basic Prev.	$707				$707	66	66
R-23	Basic Prev.	$14,533				$14,533	58	58
R-32	Basic Prev.	$23,301				$23,301	54	54
R-33	Basic Prev.	$10,046				$10,046	64	64
R-34	Basic Prev.	$3,447				$3,447	68	68
T-1	Basic Prev.	$13,500				$13,500	67	67
T-10	Basic Prev.	$821				$821	61	61
T-11	Basic Prev.	$1,943				$1,943	61	61
T-4	Basic Prev.	$626				$626	75	75
T-5	Basic Prev.	$5,016				$5,016	59	59
T-8	Basic Prev.	$1,218				$1,218	79	79
T-9	Basic Prev.	$2,062				$2,062	75	75

LEWISTOWN AIRPORT

PLAN YEAR: 2024 ESTIMATED COST: $112,698

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-1	Basic Prev.	$9,411				$9,411	49	49
A-2	Prev. & Fog Seal	$1,358	$6,149			$7,507	68	73
A-3A	Basic Prev.	$747				$747	64	64
R-23	Basic Prev.	$16,137				$16,137	56	56
R-32	Basic Prev.	$23,969				$23,969	53	53
R-33	Basic Prev.	$10,307				$10,307	63	63
R-34	Basic Prev.	$3,577				$3,577	66	66
T-1	Basic Prev.	$13,972				$13,972	66	66
T-10	Basic Prev.	$902				$902	59	59
T-11	Basic Prev.	$2,136				$2,136	59	59
T-4	Basic Prev.	$757				$757	72	72
T-5	Basic Prev.	$5,164				$5,164	59	59
T-7	Basic Prev.	$358				$358	89	89
T-8	Prev. & Fog Seal	$1,605	$13,655			$15,260	77	82
T-9	Basic Prev.	$2,493				$2,493	72	72

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A-1, overview with reflected concrete cracks

A-1, surface detail with vegetation, crack & scrapes

A-2, surface detail with cracks & scrapes

A-2, overview

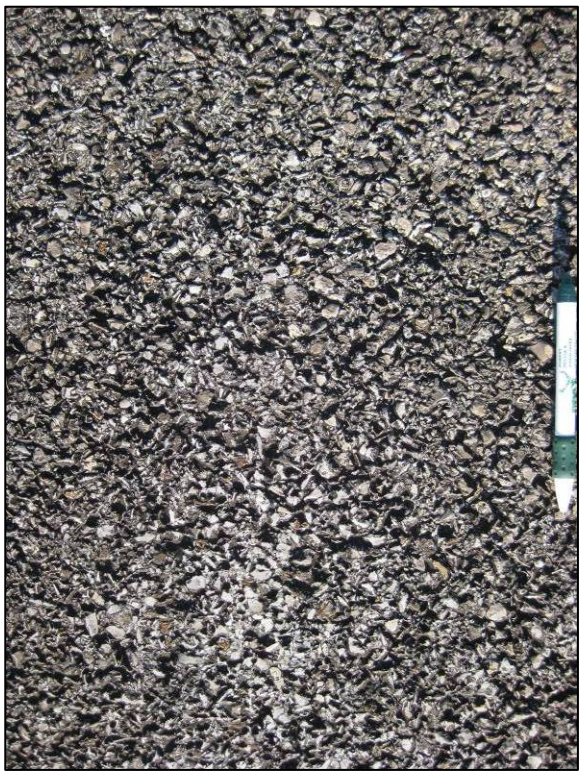
LEWISTOWN AIRPORT

8/24/2009

A-3A, alligator cracking & vegetation encroachment

A-3A, surface detail with cracking

T-1, “shoving” at joint with A-1



T-1, surface detail with scrapes

LEWISTOWN AIRPORT

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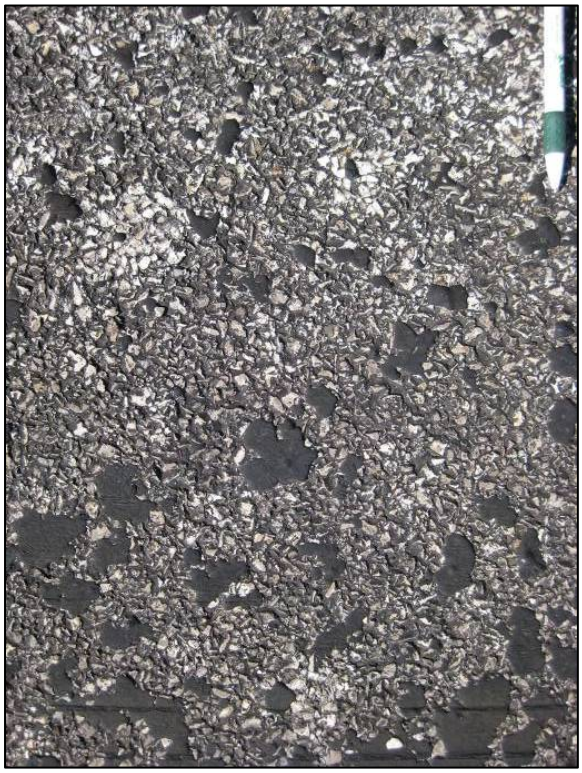
T-4, overview

T-4, surface detail with crack



T-5, surface detail with scrapes & bleeding

T-5, overview with edge scrapes

LEWISTOWN AIRPORT

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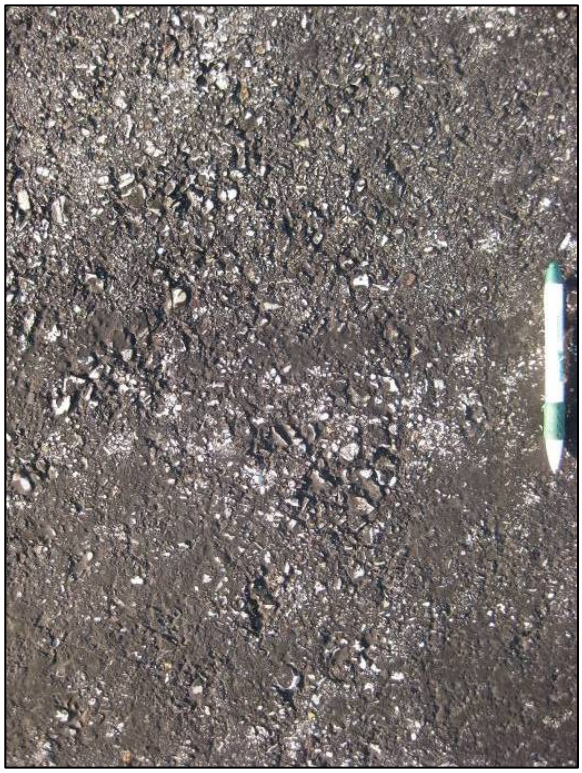
T-7, overview



T-7, surface detail with scrapes

T-8, severe mechanical weathering

T-8, overview

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T-9, overview with alligator cracking

T-9, surface detail

T-10, overview

T-10, surface detail with scrape

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T-11, overview with oil spills

T-11, surface detail with patch

R-23, surface detail with crack

R-23, overview with scrape

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R-32, overview with “patch” & depression

R-32, surface detail with scrape & crack

R-33, surface detail with scrapes & voids

R-33, overview

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R-34, overview with stained depression

R-34, surface detail

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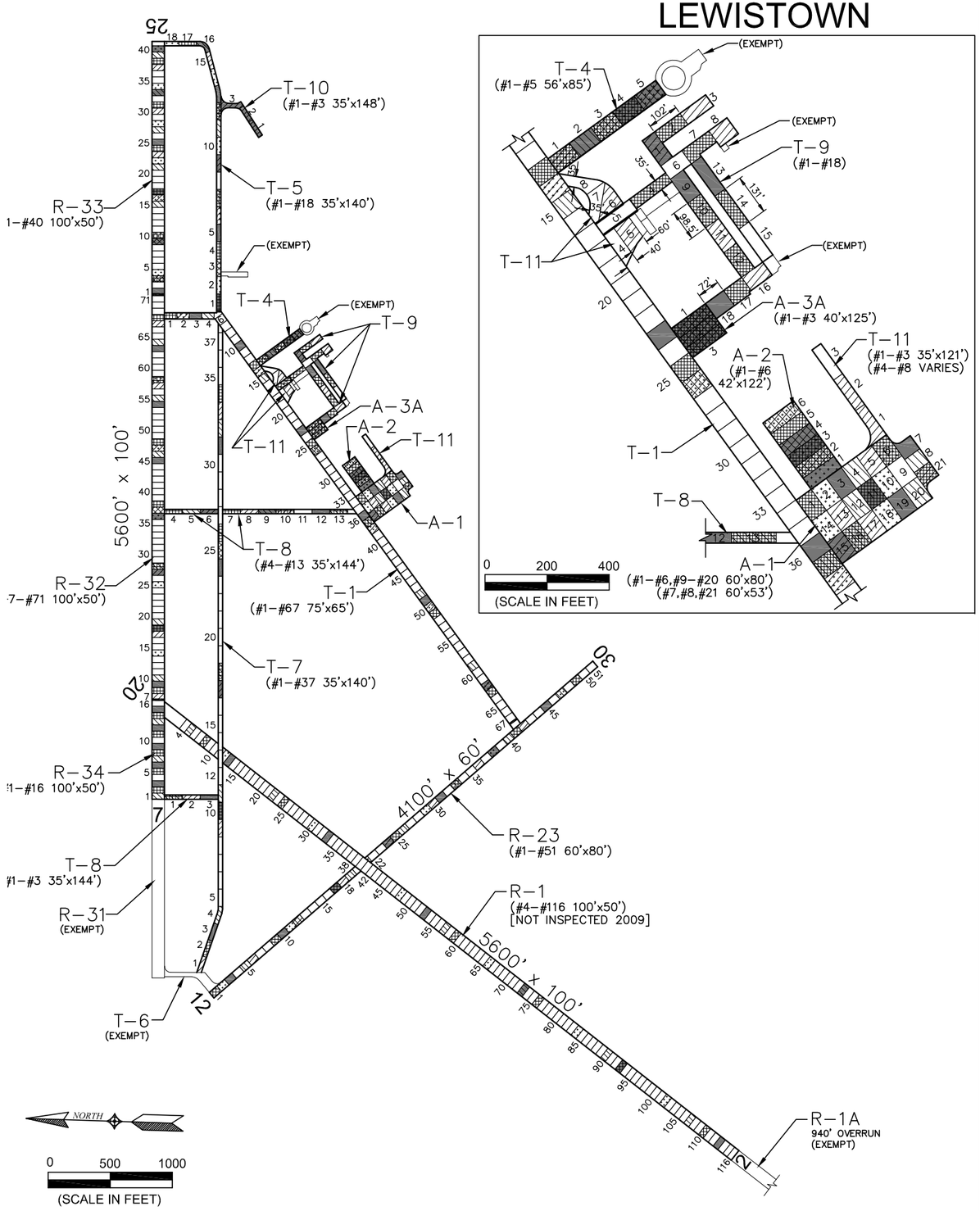

PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE	DUAL	DUAL TAN.	REMARKS
RUNWAYS										
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.	6" AC, P-609	3"P-410,* 1"P-402,P-609	40,000	55,000	95,000	<1 <3 <7 <9
R-33	E-5	F5		10" P-208	3" P-401	1"P-402,P609	40,000	55,000	95,000	<3 <7 <9
R-34	E-5	F5		10" AGG., 7" AC	2" P-401	1"P-402,P609	40,000	55,000	95,000	<3 <6 <7 <9
TAXIWAYS										
T-1	E-7	F7		6.25" AGG.	5.75" AC	2" P-410,* 1" 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
APRONS										
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:

* P-410 = OPEN GRADED EMULSIFIED ASPHALT CONCRETE

- ADAP-02, 1977, NARROW AND REHABILITATE RUNWAYS 7-25 AND 2-20.
- ADAP-03, 1980, CHIP-SEAL RUNWAY 2-20, RESURFACE TAXIWAY (T-1), PFC OVERLAY APRON (A-1).
- 1 AIP-01, 1983, PFC OVERLAY RUNWAY 7-25, RECONSTRUCT T-1 AND RUNWAY THRESHOLD; CONSTRUCT APRON (A-2).
- 2 10.5" PORTLAND CEMENT CONCRETE (EDGES), 7" (SLAB).
- 3 AIP-02, 1989, CONSTRUCT RUNWAY (R-33) AND TAXIWAY (T-5), PFC OVERLAY RUNWAY 7-25 (R-32,R-34).
- 4 AIP-03, 1993, PFC OVERLAY TAXIWAY (T-1) AND APRONS (A-1,A-2).
- 5 AIP-05, 1996, RECONSTRUCT RUNWAY 12-30 (R-23) AND CONNECTING TAXIWAY (T-6).
- 6 AIP-06, 1999, MILL AND OVERLAY RUNWAY (R-34), CONSTRUCT TAXIWAYS (T-7,T-8).
- 7 AIP-07, 2001, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 8 AIP-008, 2004, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 9 AIP-009, 2005, CONSTRUCT TAXIWAY (T-10); CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- 10 AIP-010, 2006, CONSTRUCT TAXIWAY (T-11) [INSPECTED PRIOR TO COMPLETION]; CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	DEC. 20, 1988
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 24, 2009
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

LEWISTOWN MUNICIPAL

PREPARED FOR: MONTANA AERONAUTICS DIVISION

LEWISTOWN
MONTANA

DATE: NOV. 2009

PREPARED BY: RPA

LEWISTOWN