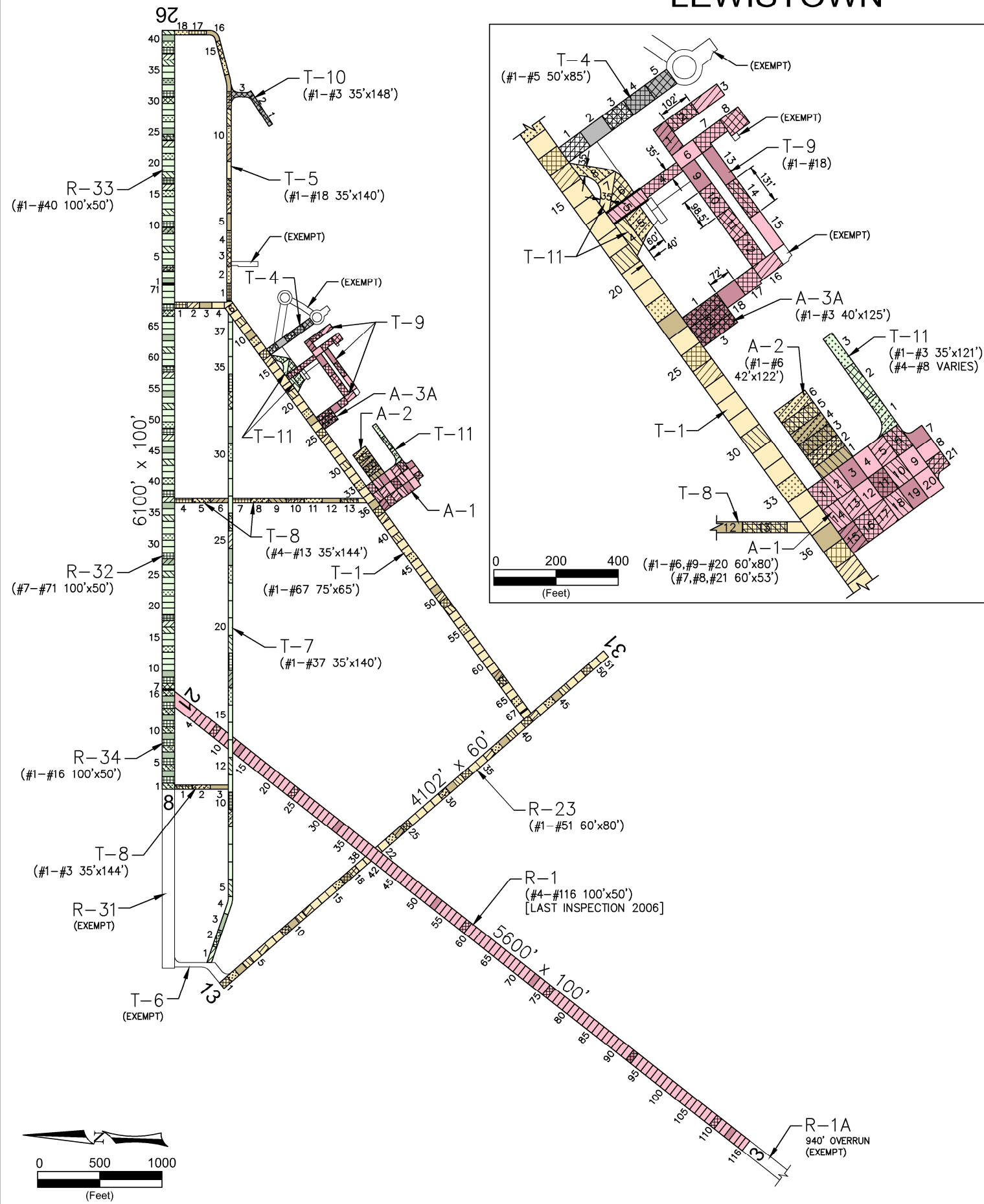


LEWISTOWN



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	MAX. GROSS LOAD (LBS)			REMARKS
							SINGLE	DUAL	DUAL TAN.	
RUNWAYS										
R-1	E-7	F7		12.25" AGG.	6.25" AC	1.5" AC, P-609	12,500	80,000	120,000	
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			5,8,12
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
TAXIWAYS										
T-1	E-7	F7		6.25" AGG.	5.75" AC	2" P-410*, 1" P-402	45,000	60,000	100,000	1,4,10,12
T-4				4" AGG.	6" AC	2" P-401				11
T-5				P-152	10" P-208	3" P-401	40,000	55,000	95,000	3,7,10,12
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	P-609	12,500			6,10,12
T-8		CBR=3.2	6" P-154	4" P-208	3" P-401	P-609	12,500			6,10,12
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, P-609	43,000	60,000		2,4,7,10,12
A-2	E-7	F7		6" P-208	2" P-401	2" P-402, P-609	8,000			4,7,10,12
A-3A				UNKNOWN	UNKNOWN					

REMARKS:

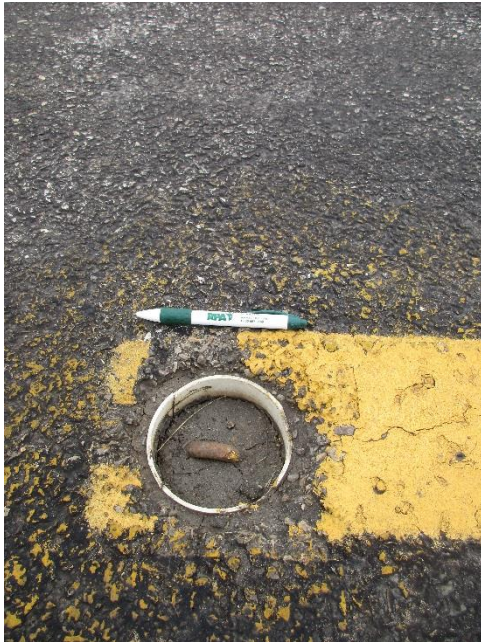
*P-410 = OPEN GRADED EMULSIFIED ASPHALT CONCRETE

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-001, 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, REMARK PAVEMENTS.
 11. AIP-011-2010, MILL AND OVERLAY RUNWAY 8/26 (R-32,R-33,R-34). NON-AIP: MILL & OVERLAY T-4 [BLM FIRE STA. PROJECT].
 12. AIP-019-2014, CRACK SEAL, FOG SEAL, REMARK RUNWAY (R-23), TAXIWAYS (T-1,5,7,8), AND APRONS (A-1,A-2).

LEGEND [Pattern] 2003 SURVEY AREA [Pattern] 2006 SURVEY AREA [Pattern] 2009 SURVEY AREA [Pattern] 2012 SURVEY AREA [Pattern] 2015 SURVEY AREA [Color] MAINTAIN: PCI > 60 [Color] TRANSITION: PCI 45 TO 60 [Color] RECONSTRUCT: PCI < 45	DATE OF PAVEMENT STRENGTH SURVEY:	DEC. 20, 1988	MONTANA AVIATION SYSTEM PLAN 2015 UPDATE - PAVEMENT CONDITION INDEXES LEWISTOWN MUNICIPAL AIRPORT (LWT)
	EVALUATED BY:	J. STYBA	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 5, 2015	Date: DECEMBER 2015
	EVALUATED BY:	D. SCHANDEL	Prepared For: MONTANA DEPARTMENT OF TRANSPORTATION
	LOCATION:	LEWISTOWN MONTANA	Prepared By: RPA Robert Peccia & Associates, Inc.

LEWISTOWN AIRPORT

10/1/2015



A-2, Surface detail with tie down



A-2, Overview



R-23, Overview



R-23, Surface detail with cracking

LEWISTOWN AIRPORT

10/1/2015



R-32, Surface detail with grooves



R-32, Overview



R-33, Overview



R-33, Surface detail

LEWISTOWN AIRPORT

10/1/2015



R-34, Overview



R-34, Surface detail with raveling



T-1, Overview with shoving from PCC



T-1, Surface detail with high raveling

LEWISTOWN AIRPORT

10/1/2015



T-5, Overview



T-5, Surface detail with bleeding



T-7, Surface detail



T-7, Overview

LEWISTOWN AIRPORT

10/1/2015



T-8, Surface detail with cracking



T-8, Overview



T-11, Overview



T-11, Surface detail

LEWISTOWN AIRPORT

Branch: 21A

APRON

A-2

Length: 252 LF **Width:** 122 LF **Area:** 30,744 SF **Last Const. :** 1993 **Family:** ACPL15
From: EAST END OF APRON A-1 **To:** END OF APRON **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 54

Sample # 2 **Area:** 5124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	450 LF
WEATHERING	L	256 SF
RAVELING	L	103 SF
RAVELING	H	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
BLEEDING	N	22 SF
DEPRESSION	L	8 SF
DEPRESSION	H	6 SF
PATCHING	L	6 SF
OIL SPILLAGE	N	2 SF

Sample # 4 **Area:** 5124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	472 LF
WEATHERING	L	256 SF
RAVELING	L	103 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF
RAVELING	H	25 SF
DEPRESSION	L	7 SF
BLEEDING	N	7 SF
OIL SPILLAGE	N	6 SF
DEPRESSION	H	4 SF
PATCHING	L	4 SF

Sample # 6 **Area:** 5002 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	427 LF
WEATHERING	L	256 SF
RAVELING	L	103 SF
RAVELING	H	29 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF
OIL SPILLAGE	N	7 SF
BLEEDING	N	6 SF
DEPRESSION	H	4 SF
DEPRESSION	L	4 SF
PATCHING	L	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2720 LF	8.85 %	21.64
DEPRESSION	H	28 SF	0.09 %	12.00
RAVELING	H	159 SF	0.52 %	11.18
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF	0.16 %	4.59
RAVELING	L	623 SF	2.03 %	4.02
OIL SPILLAGE	N	30 SF	0.10 %	2.00
PATCHING	L	28 SF	0.09 %	2.00
BLEEDING	N	71 SF	0.23 %	1.47
WEATHERING	L	1548 SF	5.04 %	1.09
DEPRESSION	L	38 SF	0.12 %	0.32

* 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 74.0 % Climate/Durability 26.0 % Other

LEWISTOWN AIRPORT

Branch: 21R2

RUNWAY

R-23

Length: 4,100 LF **Width:** 60 LF **Area:** 246,000 SF **Last Const. :** 1996 **Family:** ACRMU15
From: T-3 **To:** **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 51 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 54

Sample # 2 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	465 LF
RAVELING	L	96 SF
WEATHERING	L	96 SF
DEPRESSION	L	83 SF
ALLIGATOR CRACKING	L	64 SF
RAVELING	H	45 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
DEPRESSION	M	12 SF
PATCHING	L	2 SF

Sample # 9 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	493 LF
RAVELING	L	96 SF
WEATHERING	L	96 SF
DEPRESSION	L	72 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
RAVELING	H	20 SF
ALLIGATOR CRACKING	L	9 SF

Sample # 16 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	535 LF
WEATHERING	L	96 SF
RAVELING	L	96 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
DEPRESSION	L	47 SF
DEPRESSION	M	22 SF
RAVELING	H	15 SF

Sample # 23 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	463 LF
WEATHERING	L	96 SF
RAVELING	L	96 SF
DEPRESSION	L	62 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
RAVELING	H	15 SF
DEPRESSION	M	7 SF

Sample # 30 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	386 LF
RAVELING	L	96 SF
WEATHERING	L	96 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
DEPRESSION	L	58 SF
ALLIGATOR CRACKING	L	20 SF
DEPRESSION	M	19 SF

Sample # 37 **Area:** 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	419 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	43 LF
WEATHERING	L	96 SF
RAVELING	L	96 SF
DEPRESSION	L	48 SF
RAVELING	H	20 SF

LEWISTOWN AIRPORT

Branch: 21R2

RUNWAY

R-23

Sample # 44

Area: 4800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	364 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	31 LF
WEATHERING	L	96 SF
RAVELING	L	96 SF
DEPRESSION	L	50 SF
RAVELING	H	20 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	22879 LF	9.30 %	22.30
ALLIGATOR CRACKING	L	681 SF	0.28 %	10.30
RAVELING	H	988 SF	0.40 %	9.82
LONGITUDINAL/TRANSVERSE CRACKING	M	1179 LF	0.48 %	8.14
DEPRESSION	L	3075 SF	1.25 %	7.99
DEPRESSION	M	439 SF	0.18 %	5.87
RAVELING	L	4920 SF	2.00 %	3.99
PATCHING	L	15 SF	0.01 %	2.00
WEATHERING	L	4920 SF	2.00 %	0.68

* 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

14.0 % Load

67.0 % Climate/Durability

19.0 % Other

LEWISTOWN AIRPORT

Branch: 21R3

RUNWAY

R-32

Length: 3,270 LF **Width:** 100 LF **Area:** 327,000 SF **Last Const. :** 2010 **Family:** ACRH15
From: RWY 8-26 STA 20+50 **To:** RWY 8-26 STA 53+20 E TO W **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 64 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 81

Sample # 13 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
RAVELING	M	22 SF
RAVELING	H	2 SF

Sample # 22 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF
RAVELING	M	18 SF
RAVELING	H	2 SF

Sample # 31 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	9 LF
RAVELING	M	21 SF
RAVELING	H	2 SF

Sample # 40 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
RAVELING	M	21 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	4 LF
RAVELING	H	1 SF

Sample # 49 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	14 LF
RAVELING	M	10 SF

Sample # 58 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	7 LF
RAVELING	M	16 SF
OIL SPILLAGE	N	1 SF

Sample # 67 **Distress Description** **Severity** **Quantity** **Area:** 5000 SF

WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	12 LF
RAVELING	M	20 SF
RAVELING	H	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	H	75 SF	0.02 %	6.00
RAVELING	M	1196 SF	0.37 %	5.55
RAVELING	L	6540 SF	2.00 %	3.99
LONGITUDINAL/TRANSVERSE CRACKING	L	775 LF	0.24 %	3.33
WEATHERING	L	49050 SF	15.00 %	2.30
OIL SPILLAGE	N	9 SF	0.00 %	2.00

* 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

91.0 % Climate/Durability

9.0 % Other

LEWISTOWN AIRPORT

Branch: 21R3

RUNWAY

R-33

Length: 2,050 LF **Width:** 100 LF **Area:** 205,000 SF **Last Const. :** 2010 **Family:** ACRH15
From: RWY 7-25 STA 0+00 **To:** RWY 7-25 STA 20+50 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 40 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 82

Sample # 3	<table border="0"> <tr> <th style="text-align: left;">Distress Description</th> <th style="text-align: left;">Severity</th> <th style="text-align: left;">Quantity</th> </tr> <tr> <td>WEATHERING</td> <td>L</td> <td>950 SF</td> </tr> <tr> <td>LONGITUDINAL/TRANSVERSE CRACKING</td> <td>L</td> <td>63 LF</td> </tr> <tr> <td>RAVELING</td> <td>L</td> <td>100 SF</td> </tr> <tr> <td>RAVELING</td> <td>M</td> <td>15 SF</td> </tr> </table>	Distress Description	Severity	Quantity	WEATHERING	L	950 SF	LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF	RAVELING	L	100 SF	RAVELING	M	15 SF	Area: 5000 SF						
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Distress Description	Severity	Quantity																					
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Distress Description	Severity	Quantity																					
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Distress Description	Severity	Quantity																					
WEATHERING	L	750 SF																					
RAVELING	L	100 SF																					
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF																					
RAVELING	M	24 SF																					
DEPRESSION	L	3 SF																					

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	H	12 SF	0.01 %	6.00
RAVELING	M	931 SF	0.45 %	5.95
LONGITUDINAL/TRANSVERSE CRACKING	L	1271 LF	0.62 %	4.25
RAVELING	L	4100 SF	2.00 %	3.99
WEATHERING	L	31921 SF	15.57 %	2.36
PATCHING	L	111 SF	0.05 %	2.00
DEPRESSION	L	228 SF	0.11 %	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-33

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load

99.0 % Climate/Durability

1.0 % Other

LEWISTOWN AIRPORT

Branch: 21R3

RUNWAY

R-34

Length: 780 LF **Width:** 100 LF **Area:** 78,000 SF **Last Const. :** 2010 **Family:** ACRH15
From: STA 21+00 **To:** STA 28+80 **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 16 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 80

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
RAVELING	H	8 SF
DEPRESSION	L	2 SF

Sample # 4 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING	L	750 SF
RAVELING	L	100 SF
RAVELING	H	8 SF

Sample # 7 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	14 LF
RAVELING	M	23 SF
RAVELING	H	4 SF
PATCHING	L	2 SF

Sample # 10 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
RAVELING	M	24 SF
RAVELING	H	6 SF

Sample # 13 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	31 LF
RAVELING	L	100 SF
RAVELING	M	27 SF
RAVELING	H	4 SF

Sample # 16 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING	L	750 SF
RAVELING	L	100 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF
RAVELING	M	25 SF
RAVELING	H	4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	H	88 SF	0.11 %	6.58
RAVELING	M	257 SF	0.33 %	5.37
RAVELING	L	1560 SF	2.00 %	3.99
LONGITUDINAL/TRANSVERSE CRACKING	L	268 LF	0.34 %	3.74
WEATHERING	L	11700 SF	15.00 %	2.30
PATCHING	L	5 SF	0.01 %	2.00
DEPRESSION	L	5 SF	0.01 %	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-1

Length: 4,600 LF **Width:** 65 LF **Area:** 299,000 SF **Last Const. :** 1993 **Family:** ACRH15
From: RUNWAY 7-25 **To:** RUNWAY 12-30 **Surface:** AAC

Inspections

Samples Surveyed: 6 **Total Samples:** 67 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 51

Sample # 11 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	502 LF
WEATHERING	L	244 SF
RUTTING	L	65 SF
RAVELING	L	49 SF
RAVELING	H	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF

Sample # 22 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	773 LF
WEATHERING	L	244 SF
RAVELING	L	49 SF
RAVELING	H	39 SF
RUTTING	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF

Sample # 33 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	395 LF
WEATHERING	L	244 SF
RAVELING	H	140 SF
RAVELING	L	49 SF
SHOVING	M	40 SF
DEPRESSION	L	29 SF
RUTTING	L	10 SF
SWELLING	L	5 SF
BLEEDING	N	5 SF

Sample # 44 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	573 LF
WEATHERING	L	244 SF
RAVELING	H	150 SF
WEATHERING	H	100 SF
RAVELING	L	49 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
DEPRESSION	H	4 SF

Sample # 55 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	584 LF
WEATHERING	L	224 SF
RAVELING	H	50 SF
RAVELING	L	49 SF
BLEEDING	N	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF

Sample # 66 **Area:** 4875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	809 LF
WEATHERING	L	244 SF
RAVELING	L	49 SF
RAVELING	H	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
OIL SPILLAGE	N	8 SF
PATCHING	M	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	37168 LF	12.43 %	26.25
RAVELING	H	4436 SF	1.48 %	21.87
DEPRESSION	H	41 SF	0.01 %	12.00
RUTTING	L	1073 SF	0.36 %	11.54
SHOVING	M	409 SF	0.14 %	6.33

LEWISTOWN AIRPORT

Branch: 21T

TAXIWAY

T-1

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	M	20 SF	0.01 %	6.20
WEATHERING	H	1022 SF	0.34 %	5.25
LONGITUDINAL/TRANSVERSE CRACKING	M	235 LF	0.08 %	4.00
RAVELING	L	3005 SF	1.01 %	2.63
OIL SPILLAGE	N	82 SF	0.03 %	2.00
WEATHERING	L	14761 SF	4.94 %	1.08
SWELLING	L	51 SF	0.02 %	1.00
DEPRESSION	L	296 SF	0.10 %	0.30
BLEEDING	N	296 SF	0.10 %	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**

67.0 % **Climate/Durability**

22.0 % **Other**

LEWISTOWN AIRPORT

Branch: 21T

TAXIWAY

T-11

Length: 585 LF **Width:** 35 LF **Area:** 36,781 SF **Last Const. :** 2006 **Family:** ACRMU15
From: TAXIWAY T-1 **To:** TAXIWAY T-9 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** **69**

Sample # 1 **Area:** 4846 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF
WEATHERING	L	242 SF
WEATHERING	M	200 SF
RAVELING	L	97 SF
DEPRESSION	L	33 SF
RAVELING	H	17 SF
BLEEDING	N	5 SF
OIL SPILLAGE	N	2 SF

Sample # 3 **Area:** 4235 SF

Distress Description	Severity	Quantity
DEPRESSION	H	276 SF
WEATHERING	L	211 SF
RAVELING	L	85 SF
DEPRESSION	L	16 SF
RAVELING	H	11 SF
DEPRESSION	M	8 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	1 LF
PATCHING	L	1 SF
OIL SPILLAGE	N	1 SF

Sample # 5 **Area:** 5820 SF

Distress Description	Severity	Quantity
WEATHERING	L	582 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF
RAVELING	L	116 SF
OIL SPILLAGE	N	54 SF
RAVELING	H	25 SF
BLEEDING	N	2 SF

Sample # 8 **Area:** 8548 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	224 LF
WEATHERING	L	171 SF
OIL SPILLAGE	N	36 SF
RAVELING	H	35 SF
DEPRESSION	L	14 SF
SWELLING	L	3 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	H	433 SF	1.18 %	27.48
RAVELING	H	138 SF	0.38 %	9.54
LONGITUDINAL/TRANSVERSE CRACKING	L	653 LF	1.77 %	6.81
DEPRESSION	M	13 SF	0.03 %	5.20
RAVELING	L	467 SF	1.27 %	3.03
OIL SPILLAGE	N	146 SF	0.40 %	3.00
PATCHING	L	2 SF	0.00 %	2.00
WEATHERING	M	314 SF	0.85 %	1.71
DEPRESSION	L	99 SF	0.27 %	1.36
WEATHERING	L	1892 SF	5.14 %	1.10
SWELLING	L	5 SF	0.01 %	1.00
BLEEDING	N	11 SF	0.03 %	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 39.0 % Climate/Durability 61.0 % Other

LEWISTOWN AIRPORT

Branch: 21T

TAXIWAY

T-5

Length: 2,520 LF **Width:** 35 LF **Area:** 88,200 SF **Last Const. :** 1989 **Family:** ACRH15
From: T-1 **To:** EAST END OF RWY 25-7 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 50

Sample # 2 **Area:** 4900 SF

Distress Description	Severity	Quantity
BLEEDING	N	1250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	249 LF
WEATHERING	L	735 SF
RAVELING	L	245 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF
RAVELING	H	11 SF
DEPRESSION	L	5 SF
PATCHING	M	2 SF

Sample # 6 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	307 LF
WEATHERING	L	735 SF
RAVELING	L	245 SF
RAVELING	M	45 SF

Sample # 10 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	307 LF
WEATHERING	L	735 SF
RAVELING	L	245 SF
RAVELING	M	60 SF

Sample # 14 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	286 LF
BLEEDING	N	750 SF
WEATHERING	L	735 SF
RAVELING	L	245 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
DEPRESSION	M	8 SF
RAVELING	H	3 SF

Sample # 18 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	352 LF
WEATHERING	L	735 SF
RAVELING	L	245 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	44 LF
RAVELING	H	32 SF
SWELLING	L	20 SF
DEPRESSION	H	2 SF
OIL SPILLAGE	N	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	7200 SF	8.16 %	33.75
LONGITUDINAL/TRANSVERSE CRACKING	L	5404 LF	6.13 %	17.05
DEPRESSION	H	7 SF	0.01 %	12.00
RAVELING	H	166 SF	0.19 %	7.82
LONGITUDINAL/TRANSVERSE CRACKING	M	346 LF	0.39 %	7.41
RAVELING	L	4410 SF	5.00 %	6.80
PATCHING	M	7 SF	0.01 %	6.20
RAVELING	M	378 SF	0.43 %	5.84
DEPRESSION	M	29 SF	0.03 %	5.20
WEATHERING	L	13230 SF	15.00 %	2.30
OIL SPILLAGE	N	7 SF	0.01 %	2.00
SWELLING	L	72 SF	0.08 %	1.00
DEPRESSION	L	18 SF	0.02 %	0.30

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

LEWISTOWN AIRPORT

Branch: 21T

TAXIWAY

T-5

Percent of Deduct Values Based on Distress Mechanism

0.0 % **Load**

50.0 % **Climate/Durability**

50.0 % **Other**

LEWISTOWN AIRPORT

Branch: 21T

TAXIWAY

T-7

Length: 5,249 LF **Width:** 35 LF **Area:** 183,706 SF **Last Const. :** 1999 **Family:** ACRMU15
From: RW 7-25 **To:** PARALLEL TW & TERMINAL **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 37 **Last Inspection Date (RPA)** 10/1/2015 **PCI:** 68

Sample # 2 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	275 LF
WEATHERING	L	98 SF
RAVELING	L	98 SF
RAVELING	H	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
PATCHING	L	2 SF

Sample # 9 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	404 LF
WEATHERING	L	98 SF
RAVELING	L	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
RAVELING	H	25 SF
OIL SPILLAGE	N	8 SF
DEPRESSION	L	5 SF

Sample # 16 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	236 LF
WEATHERING	L	98 SF
RAVELING	L	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
RAVELING	H	15 SF
BLEEDING	N	5 SF

Sample # 23 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	316 LF
WEATHERING	L	98 SF
RAVELING	L	98 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF
RAVELING	H	15 SF
PATCHING	L	2 SF

Sample # 30 **Area:** 4900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	157 LF
WEATHERING	L	490 SF
RAVELING	L	245 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
RUTTING	L	24 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	10408 LF	5.67 %	16.15
RAVELING	H	562 SF	0.31 %	8.84
RUTTING	L	180 SF	0.10 %	8.50
LONGITUDINAL/TRANSVERSE CRACKING	M	585 LF	0.32 %	6.68
RAVELING	L	4776 SF	2.60 %	4.67
OIL SPILLAGE	N	60 SF	0.03 %	2.00
PATCHING	L	30 SF	0.02 %	2.00
WEATHERING	L	6613 SF	3.60 %	0.90
DEPRESSION	L	37 SF	0.02 %	0.30
BLEEDING	N	37 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

17.0 % Load 78.0 % Climate/Durability 5.0 % Other

LEWISTOWN AIRPORT**FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: \$512,944**

PLAN YEAR: 2016			ESTIMATED COST:			\$2,996,168		PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after	
R-33	Prev. & Seal Coat	\$2,263	\$57,400			\$59,663	80	86	
R-34	Prev. & Seal Coat	\$1,142	\$21,840			\$22,982	79	85	
T-7	Prev. & Thin AC	\$15,541	\$358,227			\$373,768	67	78	
A-2	Prev. & Thin AC	\$8,047	\$59,951			\$67,998	53	61	
T-8	Prev. & Thin AC	\$17,973	\$133,130			\$151,103	52	62	
T-5	Reconstruct			\$470,503		\$470,503	48	100	
R-32	Prev. & Seal Coat	\$4,788	\$91,560			\$96,348	79	85	
R-23	Prev. & Seal Coat	\$64,760	\$68,880			\$133,640	52	57	
T-11	Prev. & Thin AC	\$2,759	\$71,723			\$74,481	68	79	
T-1	Reconstruct			\$1,545,682		\$1,545,682	49	100	

PLAN YEAR: 2017			ESTIMATED COST:			\$85,356		PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after	
R-32	Basic Prev.	\$2,732				\$2,732	82	82	
T-7	Basic Prev.	\$5,502				\$5,502	75	75	
T-11	Basic Prev.	\$915				\$915	76	77	
R-33	Basic Prev.	\$1,493				\$1,493	83	83	
R-34	Basic Prev.	\$652				\$652	82	82	
A-2	Basic Prev.	\$5,121				\$5,121	59	59	
R-23	Basic Prev.	\$58,456				\$58,456	55	55	
T-8	Basic Prev.	\$10,485				\$10,485	60	60	

PLAN YEAR: 2018			ESTIMATED COST:			\$103,071		PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after	
T-7	Basic Prev.	\$7,405				\$7,405	73	73	
R-34	Basic Prev.	\$1,135				\$1,135	79	79	
T-11	Basic Prev.	\$1,303				\$1,303	74	74	
A-2	Basic Prev.	\$5,930				\$5,930	58	58	
R-23	Basic Prev.	\$67,765				\$67,765	53	53	
T-8	Basic Prev.	\$12,581				\$12,581	58	59	
R-32	Basic Prev.	\$4,760				\$4,760	79	79	
R-33	Basic Prev.	\$2,192				\$2,192	80	80	

PLAN YEAR: 2019			ESTIMATED COST:			\$127,527		PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after	
R-32	Basic Prev.	\$8,445				\$8,445	77	77	
R-23	Basic Prev.	\$78,264				\$78,264	51	51	
T-8	Basic Prev.	\$14,861				\$14,861	57	57	
T-5	Basic Prev.	\$347				\$347	86	87	
T-1	Basic Prev.	\$1,178				\$1,178	86	87	
T-11	Basic Prev.	\$1,691				\$1,691	72	72	
R-33	Basic Prev.	\$4,578				\$4,578	77	78	
A-2	Basic Prev.	\$6,828				\$6,828	56	57	
R-34	Basic Prev.	\$2,014				\$2,014	77	77	
T-7	Basic Prev.	\$9,321				\$9,321	71	71	

PLAN YEAR: 2020			ESTIMATED COST:			\$1,521,150		PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after	
R-34	Basic Prev.	\$2,837				\$2,837	74	75	
R-33	Basic Prev.	\$6,810				\$6,810	75	75	
T-7	Basic Prev.	\$12,613				\$12,613	69	69	
T-8	Basic Prev.	\$17,370				\$17,370	55	55	
A-2	Basic Prev.	\$7,843				\$7,843	55	55	
T-1	Basic Prev.	\$2,345				\$2,345	83	83	
R-32	Basic Prev.	\$11,895				\$11,895	74	75	
T-5	Basic Prev.	\$692				\$692	83	83	
T-11	Basic Prev.	\$2,103				\$2,103	70	70	
R-23	Reconstruct			\$1,456,642		\$1,456,642	48	100	

PLAN YEAR: 2021				ESTIMATED COST:		\$279,275	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R-32	Prev. & Seal Coat	\$15,147	\$106,143			\$121,291	73	77
T-7	Basic Prev.	\$16,993				\$16,993	67	67
A-2	Basic Prev.	\$9,008				\$9,008	53	53
T-11	Basic Prev.	\$2,989				\$2,989	68	68
R-33	Prev. & Seal Coat	\$8,906	\$66,542			\$75,449	73	78
T-5	Basic Prev.	\$1,015				\$1,015	80	80
R-34	Prev. & Seal Coat	\$3,613	\$25,319			\$28,932	73	77
T-1	Basic Prev.	\$3,439				\$3,439	80	80
T-8	Basic Prev.	\$20,159				\$20,159	53	53

PLAN YEAR: 2022				ESTIMATED COST:		\$90,610	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-7	Basic Prev.	\$21,453				\$21,453	65	65
R-32	Basic Prev.	\$12,337				\$12,337	75	75
R-33	Basic Prev.	\$7,038				\$7,038	75	75
T-1	Basic Prev.	\$7,181				\$7,181	77	78
T-11	Basic Prev.	\$3,887				\$3,887	66	66
A-2	Basic Prev.	\$10,358				\$10,358	51	51
R-34	Basic Prev.	\$2,943				\$2,943	75	75
T-5	Basic Prev.	\$2,118				\$2,118	77	78
T-8	Basic Prev.	\$23,295				\$23,295	51	51

PLAN YEAR: 2023				ESTIMATED COST:		\$705,085	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R-34	Basic Prev.	\$3,768				\$3,768	73	73
T-11	Basic Prev.	\$4,799				\$4,799	64	64
T-7	Basic Prev.	\$25,984				\$25,984	64	64
T-8	Reconstruct			\$436,582		\$436,582	49	100
R-32	Basic Prev.	\$15,797				\$15,797	73	73
T-5	Basic Prev.	\$3,171				\$3,171	75	75
A-2	Reconstruct			\$194,955		\$194,955	49	100
R-33	Basic Prev.	\$9,278				\$9,278	73	73
T-1	Basic Prev.	\$10,751				\$10,751	75	75

PLAN YEAR: 2024				ESTIMATED COST:		\$90,677	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-11	Basic Prev.	\$5,736				\$5,736	63	63
T-1	Basic Prev.	\$14,103				\$14,103	73	73
T-5	Basic Prev.	\$4,160				\$4,160	73	73
R-34	Basic Prev.	\$4,553				\$4,553	71	71
R-23	Basic Prev.	\$970				\$970	87	87
T-7	Basic Prev.	\$30,672				\$30,672	62	62
R-33	Basic Prev.	\$11,395				\$11,395	72	72
R-32	Basic Prev.	\$19,088				\$19,088	71	71

PLAN YEAR: 2025				ESTIMATED COST:		\$109,174	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
A-2	Basic Prev.	\$39				\$39	89	89
T-7	Basic Prev.	\$35,547				\$35,547	60	60
T-5	Basic Prev.	\$5,091				\$5,091	71	72
R-32	Basic Prev.	\$23,553				\$23,553	69	70
T-1	Basic Prev.	\$17,259				\$17,259	71	72
R-34	Basic Prev.	\$5,618				\$5,618	69	70
R-33	Basic Prev.	\$13,454				\$13,454	70	70
T-11	Basic Prev.	\$6,705				\$6,705	61	61
R-23	Basic Prev.	\$1,908				\$1,908	84	84

PLAN YEAR: 2026				ESTIMATED COST:		\$942,557	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
A-2	Basic Prev.	\$218				\$218	85	85
R-33	Prev. & Seal Coat	\$17,714	\$77,141			\$94,855	69	72
R-23	Basic Prev.	\$2,859				\$2,859	81	81
T-1	Basic Prev.	\$20,532				\$20,532	70	70
T-5	Basic Prev.	\$6,057				\$6,057	70	70
R-34	Prev. & Seal Coat	\$7,202	\$29,351			\$36,553	68	71
T-11	Prev. & Thin AC	\$7,874	\$96,390			\$104,264	59	69
T-7	Prev. & Thin AC	\$42,552	\$481,427			\$523,978	59	68
R-32	Prev. & Seal Coat	\$30,192	\$123,049			\$153,241	68	71

PLAN YEAR: 2027			ESTIMATED COST:			\$112,868	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R-23	Basic Prev.	\$5,068				\$5,068	79	79
T-11	Basic Prev.	\$4,261				\$4,261	67	67
T-8	Basic Prev.	\$294				\$294	87	87
R-34	Basic Prev.	\$5,830				\$5,830	70	70
R-32	Basic Prev.	\$24,441				\$24,441	70	70
T-1	Basic Prev.	\$26,901				\$26,901	68	69
T-7	Basic Prev.	\$23,677				\$23,677	66	66
R-33	Basic Prev.	\$14,075				\$14,075	70	70
A-2	Basic Prev.	\$386				\$386	81	81
T-5	Basic Prev.	\$7,935				\$7,935	68	69

PLAN YEAR: 2028			ESTIMATED COST:			\$144,726	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-5	Basic Prev.	\$9,771				\$9,771	67	67
R-32	Basic Prev.	\$31,519				\$31,519	68	68
T-11	Basic Prev.	\$5,323				\$5,323	65	65
R-23	Basic Prev.	\$8,641				\$8,641	76	76
R-33	Basic Prev.	\$18,443				\$18,443	69	69
R-34	Basic Prev.	\$7,518				\$7,518	68	68
T-8	Basic Prev.	\$580				\$580	84	84
T-7	Basic Prev.	\$28,942				\$28,942	64	64
A-2	Basic Prev.	\$864				\$864	78	78
T-1	Basic Prev.	\$33,125				\$33,125	67	67

PLAN YEAR: 2029			ESTIMATED COST:			\$176,673	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-7	Basic Prev.	\$34,369				\$34,369	62	62
A-2	Basic Prev.	\$1,421				\$1,421	75	75
R-23	Basic Prev.	\$12,227				\$12,227	74	74
R-32	Basic Prev.	\$38,465				\$38,465	67	67
T-1	Basic Prev.	\$39,300				\$39,300	66	66
T-8	Basic Prev.	\$867				\$867	81	81
R-33	Basic Prev.	\$22,850				\$22,850	67	67
R-34	Basic Prev.	\$9,175				\$9,175	67	67
T-5	Basic Prev.	\$11,593				\$11,593	66	66
T-11	Basic Prev.	\$6,406				\$6,406	63	63

PLAN YEAR: 2030			ESTIMATED COST:			\$209,243	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-8	Basic Prev.	\$1,537				\$1,537	79	79
R-34	Basic Prev.	\$10,819				\$10,819	66	66
R-23	Basic Prev.	\$15,808				\$15,808	72	72
T-1	Basic Prev.	\$45,588				\$45,588	65	65
T-11	Basic Prev.	\$7,528				\$7,528	61	62
R-32	Basic Prev.	\$45,359				\$45,359	66	66
R-33	Basic Prev.	\$27,226				\$27,226	66	66
A-2	Basic Prev.	\$1,942				\$1,942	72	72
T-7	Basic Prev.	\$39,988				\$39,988	61	61
T-5	Basic Prev.	\$13,448				\$13,448	65	65