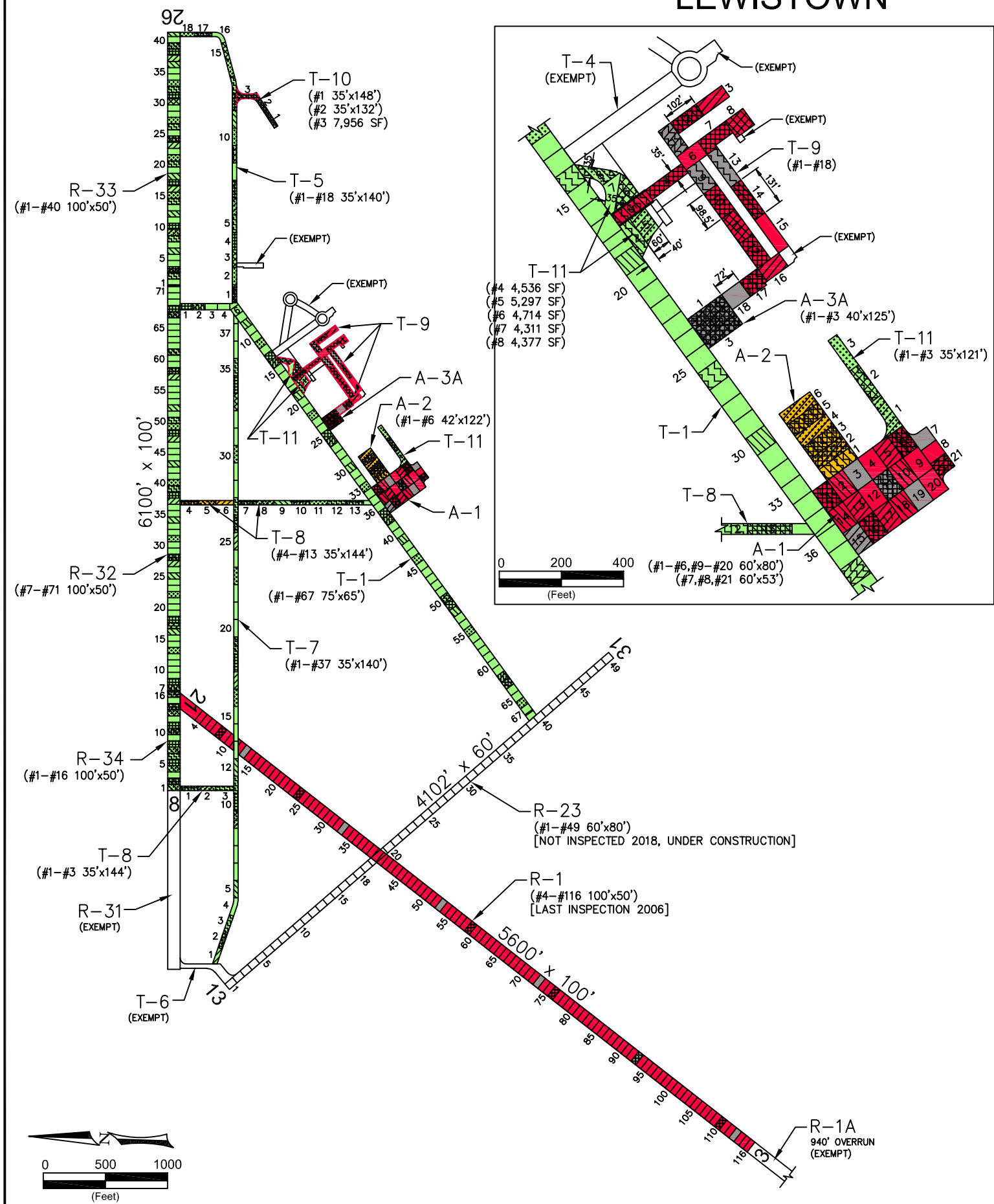


LEWISTOWN



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	1" P-402, P-609	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).

- 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).
- AIP-002-1989, CONSTRUCT RUNWAY (R-33) AND TAXIWAY (T-5); PFC OVERLAY RUNWAY 7/25 (R-32,R-34).
- AIP-003-1993, PFC OVERLAY TAXIWAY (T-1) AND APRONS (A-1,A-2).
- AIP-005-1996, RECONSTRUCT RUNWAY 12/30 (R-23) AND CONNECTING TAXIWAY (T-6).
- AIP-006-1999, MILL AND OVERLAY RUNWAY (R-34); CONSTRUCT TAXIWAYS (T-7,T-8).
- AIP-007-2001, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- AIP-008-2004, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- AIP-009-2005, CONSTRUCT TAXIWAY (T-10); CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.
- AIP-010-2006, CONSTRUCT TAXIWAY (T-11) [INSPECTED PRIOR TO COMPLETION]; CRACK SEAL, FOG SEAL, REMARK PAVEMENTS.
- 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].
- AIP-019-2014, CRACK SEAL, FOG SEAL, REMARK RUNWAY (R-23), TAXIWAYS (T-1,5,7,8), AND APRONS (A-1,A-2).

LEGEND		DATE OF PAVEMENT STRENGTH SURVEY:	MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES	
■	2006 SURVEY AREA	EVALUATED BY:	LEWISTOWN MUNICIPAL AIRPORT (LWT)	
▨	2009 SURVEY AREA	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:		
▩	2012 SURVEY AREA	EVALUATED BY:	Date: <i>Prepared For:</i> <i>Prepared By:</i>	
▪	2015 SURVEY AREA	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:		
▬	2018 SURVEY AREA	EVALUATED BY:	DECEMBER 2018	
■	MAINTAIN: PCI > 60	LOCATION:		
▨	TRANSITION: PCI 45 TO 60			
▩	RECONSTRUCT: PCI < 45			

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

LEWISTOWN MUNICIPAL AIRPORT (LWT)

Date: *Prepared For:* *Prepared By:*

DECEMBER 2018



T-5, Overview



T-5, Bleeding



T-7, Overview



T-7, Raveling



T-10, Overview



T-10, Swell

LEWISTOWN AIRPORT

Branch: 21A **APRON**

A-1

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

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** 8/30/2018 **PCI:** **66**

Sample # 1	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING JOINT REFLECTION CRACKING</p>	<p>Severity L M L</p>	<p>Quantity 44 LF 4,800 SF 450 LF</p>	Area: 4,800 SF
Sample # 6	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING JOINT REFLECTION CRACKING</p>	<p>Severity M L L</p>	<p>Quantity 4,800 SF 151 LF 930 LF</p>	Area: 4,800 SF
Sample # 11	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING JOINT REFLECTION CRACKING</p>	<p>Severity L M L</p>	<p>Quantity 38 LF 4,800 SF 390 LF</p>	Area: 4,800 SF
Sample # 16	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING JOINT REFLECTION CRACKING DEPRESSION</p>	<p>Severity M L L L</p>	<p>Quantity 4,800 SF 285 LF 930 LF 6 SF</p>	Area: 4,800 SF
Sample # 21	<p>Distress Description JOINT REFLECTION CRACKING WEATHERING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L M M L</p>	<p>Quantity 526 LF 3,180 SF 160 SF 41 LF</p>	Area: 3,180 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	27 SF	0.03%	0.30
DEPRESSION	MEDIUM	721 SF	0.71%	13.03
JOINT REFLECTION CRACKING	LOW	14,530 LF	14.41%	18.40
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,518 LF	2.50%	8.73
WEATHERING	MEDIUM	100,800 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 78.0 % Climate/Durability 22.0 % Other

LEWISTOWN AIRPORT

Branch: 21A **APRON**

A-2

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

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/30/2018 **PCI:** **59**

Sample # 1 **Area:** 5,124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	832 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
BLEEDING	NA	8 SF
PATCHING	H	7 SF
WEATHERING	L	5,124 SF
RAVELING	L	561 SF

Sample # 3 **Area:** 5,124 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	359 LF
WEATHERING	L	5,124 SF
RAVELING	L	726 SF
RAVELING	L	446 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
PATCHING	H	11 SF

Sample # 5 **Area:** 5,124 SF

Distress Description	Severity	Quantity
BLEEDING	NA	3 SF
WEATHERING	L	5,124 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	392 LF
RAVELING	L	668 SF
PATCHING	L	11 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	21 SF	0.07%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3,166 LF	10.30%	23.67
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	18 LF	0.06%	4.00
PATCHING	HIGH	35 SF	0.12%	15.61
PATCHING	LOW	21 SF	0.07%	2.00
RAVELING	LOW	4,802 SF	15.62%	12.22
WEATHERING	LOW	30,744 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

LEWISTOWN AIRPORT

Branch: 21A **APRON**

A-3A

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

Inspections

Samples Surveyed: 3 **Total Samples:** 3 **Last Inspection Date:** 8/30/2018 **PCI:** 23

Sample # 1 **Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	L	120 SF
DEPRESSION	M	120 SF
ALLIGATOR	M	175 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	315 LF
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
PATCHING	L	19 SF
RAVELING	L	4,974 SF
RAVELING	H	26 SF

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

Distress Description	Severity	Quantity
RAVELING	H	388 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
DEPRESSION	M	168 SF
RAVELING	L	4,612 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	301 LF
WEATHERING	L	5,000 SF
ALLIGATOR	L	280 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF
DEPRESSION	L	28 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
DEPRESSION	L	48 SF
RAVELING	L	3,775 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	3 LF
ALLIGATOR	L	160 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	296 LF
WEATHERING	L	5,000 SF
PATCHING	L	16 SF
RAVELING	H	1,225 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	440 SF	2.93%	30.86
ALLIGATOR	MEDIUM	175 SF	1.17%	30.69
DEPRESSION	LOW	196 SF	1.31%	8.27
DEPRESSION	MEDIUM	288 SF	1.92%	21.38
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	7 LF	0.05%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	912 LF	6.08%	16.96
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	29 LF	0.19%	5.05
PATCHING	LOW	35 SF	0.23%	2.04
RAVELING	HIGH	1,639 SF	10.93%	53.27
RAVELING	LOW	13,361 SF	89.07%	25.27
WEATHERING	LOW	15,000 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

30.0 % Load 56.0 % Climate/Durability 14.0 % 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:	RWY 8-26 STA 20+50	To:	RWY 8-26 STA			Surface:	AAC		

Inspections

Samples Surveyed:	7	Total Samples:	64	Last Inspection Date:	8/30/2018	PCI:	87
Sample #	7					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	RAVELING	H	12 SF				
	LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF				
	WEATHERING	L	5,000 SF				
Sample #	17					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF				
	WEATHERING	L	5,000 SF				
	LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF				
Sample #	28					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	WEATHERING	L	5,000 SF				
	LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF				
	LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF				
Sample #	39					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	WEATHERING	L	5,000 SF				
	LONGITUDINAL/TRANSVERSE CRACKING	L	27 LF				
Sample #	50					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	LONGITUDINAL/TRANSVERSE CRACKING	L	32 LF				
	WEATHERING	L	5,000 SF				
Sample #	61					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	WEATHERING	L	5,000 SF				
	DEPRESSION	M	12 SF				
Sample #	67					Area:	5,000 SF
	Distress Description	Severity	Quantity				
	LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF				
	WEATHERING	L	5,000 SF				
	LONGITUDINAL/TRANSVERSE CRACKING	L	58 LF				

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	MEDIUM	112 SF	0.03%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,355 LF	0.41%	3.91
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	280 LF	0.09%	4.00
RAVELING	HIGH	112 SF	0.03%	6.00
WEATHERING	LOW	327,000 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 79.0 % Climate/Durability 21.0 % 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: RWY 7-25 STA 0+00

To: RWY 7-25 STA

Surface: AC

Inspections

Samples Surveyed: 7 **Total Samples:** 40 **Last Inspection Date:** 8/30/2018 **PCI:** 89

Sample # 2	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 55 LF 5,000 SF	Area: 5,000 SF
Sample # 8	Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING RAVELING	Severity L L H	Quantity 5,000 SF 48 LF 2 SF	Area: 5,000 SF
Sample # 14	Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L L	Quantity 1 SF 26 LF 5,000 SF	Area: 5,000 SF
Sample # 20	Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING	Severity L L L	Quantity 16 LF 30 SF 5,000 SF	Area: 5,000 SF
Sample # 26	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 29 LF 5,000 SF	Area: 5,000 SF
Sample # 32	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 16 LF 5,000 SF	Area: 5,000 SF
Sample # 39	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 28 LF 5,000 SF	Area: 5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,277 LF	0.62%	4.26
PATCHING	LOW	6 SF	0.00%	2.00
RAVELING	HIGH	12 SF	0.01%	6.00
RAVELING	LOW	176 SF	0.09%	1.00
WEATHERING	LOW	205,000 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % 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: 5 **Total Samples:** 16 **Last Inspection Date:** 8/30/2018 **PCI:** 90

Sample # 2	Distress Description WEATHERING RAVELING RAVELING	Severity L H H	Quantity 5,000 SF 24 SF 4 SF	Area: 5,000 SF
Sample # 6	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 12 LF 5,000 SF	Area: 5,000 SF
Sample # 10	Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 5,000 SF 6 LF	Area: 5,000 SF
Sample # 14	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 4 LF 5,000 SF	Area: 5,000 SF
Sample # 16	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 8 LF 5,000 SF	Area: 5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	94 LF	0.12%	2.52
RAVELING	HIGH	87 SF	0.11%	6.53
WEATHERING	LOW	78,000 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % 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: RUNWAY 7-25 To: RUNWAY 12-30 Surface: AAC

Inspections

Samples Surveyed: 6 **Total Samples:** 67 **Last Inspection Date:** 8/30/2018 **PCI:** 70

Sample # 2 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	355 LF
WEATHERING	M	4,875 SF

Sample # 14 **Area:** 4,875 SF

Distress Description	Severity	Quantity
RAVELING	H	2 SF
WEATHERING	M	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	264 LF

Sample # 26 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	408 LF
DEPRESSION	L	1 SF

Sample # 38 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	502 LF
DEPRESSION	L	9 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF

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

Distress Description	Severity	Quantity
WEATHERING	M	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	413 LF

Sample # 62 **Area:** 4,875 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,875 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	488 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	104 SF	0.03%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	24,840 LF	8.31%	20.82
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	184 LF	0.06%	4.00
RAVELING	HIGH	20 SF	0.01%	6.00
WEATHERING	MEDIUM	299,000 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

0.0 % Load 99.0 % Climate/Durability 1.0 % 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: T-1 **To:** EAST END OF 1 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 8/30/2018 **PCI:** **63**

Sample # 1 **Area:** 4,900 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	250 LF
RAVELING	H	10 SF
DEPRESSION	H	4 SF
DEPRESSION	M	10 SF
BLEEDING	NA	980 SF

Sample # 5 **Area:** 4,900 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	375 LF

Sample # 9 **Area:** 4,900 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	280 LF

Sample # 13 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	305 LF
WEATHERING	M	4,900 SF
RAVELING	H	20 SF

Sample # 17 **Area:** 4,900 SF

Distress Description	Severity	Quantity
DEPRESSION	M	2 SF
WEATHERING	M	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	330 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	3,528 SF	4.00%	20.45
DEPRESSION	HIGH	14 SF	0.02%	12.00
DEPRESSION	MEDIUM	43 SF	0.05%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	LOW	5,544 LF	6.29%	17.35
RAVELING	HIGH	108 SF	0.12%	6.86
WEATHERING	MEDIUM	88,200 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 54.0 % Climate/Durability 46.0 % 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: RW 7-25 **To:** PARALLEL TW **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 37 **Last Inspection Date:** 8/30/2018 **PCI:** **69**

Sample # 3 **Area:** 4,900 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,900 SF
RUTTING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	60 LF
ALLIGATOR	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	292 LF

Sample # 11 **Area:** 4,900 SF

Distress Description	Severity	Quantity
RAVELING	H	2 SF
WEATHERING	L	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	228 LF

Sample # 19 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF
WEATHERING	L	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	383 LF

Sample # 27 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	242 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	6 LF
RAVELING	H	21 SF
WEATHERING	L	4,900 SF

Sample # 35 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	91 LF
WEATHERING	L	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	150 SF	0.08%	7.00
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	30 LF	0.02%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	10,108 LF	5.50%	15.82
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,605 LF	0.87%	10.58
RAVELING	HIGH	172 SF	0.09%	6.00
RUTTING	LOW	37 SF	0.02%	8.50
WEATHERING	LOW	183,706 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

25.0 % Load 75.0 % 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:** 14 **Last Inspection Date:** 8/30/2018 **PCI:** 64

Sample # 3 **Area:** 5,040 SF

Distress Description	Severity	Quantity
BLEEDING	NA	2 SF
RAVELING	H	5 SF
DEPRESSION	L	12 SF
WEATHERING	L	5,040 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	145 LF

Sample # 4 **Area:** 5,040 SF

Distress Description	Severity	Quantity
ALLIGATOR	L	15 SF
WEATHERING	L	5,040 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	572 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	246 LF
DEPRESSION	L	10 SF

Sample # 7 **Area:** 5,040 SF

Distress Description	Severity	Quantity
RAVELING	H	12 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	346 LF
WEATHERING	L	5,040 SF
DEPRESSION	L	90 SF

Sample # 12 **Area:** 5,040 SF

Distress Description	Severity	Quantity
RAVELING	H	35 SF
DEPRESSION	L	0.02 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	120 LF
WEATHERING	L	5,040 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	360 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	51 SF	0.07%	7.00
BLEEDING	N/A	7 SF	0.01%	0.00
DEPRESSION	LOW	380 SF	0.56%	3.73
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	27 LF	0.04%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,819 LF	7.06%	18.76
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,483 LF	2.17%	16.40
RAVELING	HIGH	176 SF	0.26%	8.41
WEATHERING	LOW	68,272 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

10.0 % Load 84.0 % 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: ACRMU
 From: A-3 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 5 **Total Samples:** 18 **Last Inspection Date:** 8/30/2018 **PCI:** 21

Sample # 1 **Area:** 4,824 SF

Distress Description	Severity	Quantity
RAVELING	H	2 SF
PATCHING	L	96 SF
ALLIGATOR	H	4,342 SF
WEATHERING	H	4,824 SF

Sample # 5 **Area:** 6,034 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF
BLEEDING	NA	4,526 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	265 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF
WEATHERING	L	6,034 SF

Sample # 9 **Area:** 4,980 SF

Distress Description	Severity	Quantity
RAVELING	H	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	84 LF
WEATHERING	M	4,980 SF
ALLIGATOR	H	240 SF
PATCHING	L	672 SF
ALLIGATOR	M	420 SF
ALLIGATOR	L	420 SF
BLEEDING	NA	605 SF
DEPRESSION	L	28 SF

Sample # 13 **Area:** 5,171 SF

Distress Description	Severity	Quantity
ALLIGATOR	M	100 SF
DEPRESSION	L	3 SF
RAVELING	H	6 SF
WEATHERING	L	5,171 SF
RUTTING	L	524 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	121 LF

Sample # 17 **Area:** 4,251 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	126 LF
WEATHERING	L	4,251 SF
RUTTING	L	144 SF
ALLIGATOR	L	30 SF
ALLIGATOR	H	112 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	HIGH	13,008 SF	18.58%	81.54
ALLIGATOR	LOW	1,247 SF	1.78%	25.97
ALLIGATOR	MEDIUM	1,441 SF	2.06%	36.68
BLEEDING	N/A	14,219 SF	20.31%	50.31
DEPRESSION	LOW	85 SF	0.12%	0.31
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	3 LF	0.00%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,652 LF	2.36%	8.37
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	6 LF	0.01%	4.00

LEWISTOWN AIRPORT

	Branch:	21T	TAXIWAY	T-9
PATCHING	LOW	2,128 SF	3.04%	7.29
RAVELING	HIGH	35 SF	0.05%	6.00
RUTTING	LOW	1,851 SF	2.64%	19.95
WEATHERING	HIGH	13,368 SF	19.10%	28.57
WEATHERING	LOW	42,831 SF	61.19%	5.24
WEATHERING	MEDIUM	13,800 SF	19.71%	8.67

* 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

26.0 % Climate/Durability

17.0 % Other

LEWISTOWN AIRPORT

Branch: 21T TAXIWAY

T-10

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

Inspections

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 8/30/2018 **PCI: 51**

Sample # 1 Area: 5,180 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	42 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	304 LF
PATCHING	M	0.18 SF
SWELL	M	12 SF
WEATHERING	L	5,180 SF
DEPRESSION	L	50 SF
RAVELING	H	36 SF

Sample # 2 Area: 4,620 SF

Distress Description	Severity	Quantity
PATCHING	L	0.18 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF
RAVELING	H	6 SF
WEATHERING	L	4,620 SF
DEPRESSION	L	35 SF
RUTTING	H	44 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	347 LF
ALLIGATOR	L	24 SF

Sample # 3 Area: 5,740 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	148 LF
DEPRESSION	L	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	29 LF
DEPRESSION	H	1 SF
PATCHING	L	0.18 SF
RAVELING	H	30 SF
WEATHERING	L	5,740 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	24 SF	0.15%	7.63
DEPRESSION	HIGH	1 SF	0.01%	12.00
DEPRESSION	LOW	135 SF	0.87%	5.86
LONGITUDINAL/TRANSVERSE CRACKING	LOW	799 LF	5.14%	15.07
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	121 LF	0.78%	10.06
PATCHING	LOW	0 SF	0.00%	2.00
PATCHING	MEDIUM	0 SF	0.00%	6.20
RAVELING	HIGH	72 SF	0.46%	10.53
RUTTING	HIGH	44 SF	0.28%	25.05
SWELL	MEDIUM	12 SF	0.08%	10.00
WEATHERING	LOW	15,540 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

30.0 % Load 45.0 % Climate/Durability 25.0 % Other

LEWISTOWN AIRPORT

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

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

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 8/30/2018 **PCI:** **85**

Sample # 2	<p>Distress Description RAVELING WEATHERING PATCHING</p>	<p>Severity H L L</p>	<p>Quantity 2 SF 4,235 SF 0.4 SF</p>	Area: 4,235 SF
Sample # 4	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING WEATHERING</p>	<p>Severity L L L</p>	<p>Quantity 20 LF 0.14 SF 4,563 SF</p>	Area: 4,563 SF
Sample # 6	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L M L</p>	<p>Quantity 4,714 SF 2 LF 75 LF</p>	Area: 4,714 SF
Sample # 8	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity M L H L L</p>	<p>Quantity 3 LF 4,377 SF 1 LF 6 SF 105 LF</p>	Area: 4,377 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	12 SF	0.03%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	2 LF	0.01%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	411 LF	1.12%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	10 LF	0.03%	4.00
PATCHING	LOW	1 SF	0.00%	2.00
RAVELING	HIGH	4 SF	0.01%	6.00
WEATHERING	LOW	36,781 SF	100.00%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 99.0 % Climate/Durability 1.0 % Other

LEWISTOWN AIRPORT (21)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$278,132**

Plan Year: 2019						Estimated Cost:	\$1,253,046	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2	Major Below Critical	\$0	\$0	\$99,564	\$0	\$99,564	58	100	
A-3A	Major Below Critical	\$0	\$0	\$97,500	\$0	\$97,500	22	100	
T-10	Major Below Critical	\$0	\$0	\$80,822	\$0	\$80,822	50	100	
T-9	Major Below Critical	\$0	\$0	\$455,000	\$0	\$455,000	20	100	
A-1	Preventive + Global MR	\$7,303	\$34,272	\$0	\$0	\$41,575	66	70	
R-32	Preventive + Global MR	\$1,173	\$111,179	\$0	\$0	\$112,352	86	91	
R-33	Preventive + Global MR	\$307	\$69,699	\$0	\$0	\$70,006	89	93	
R-34	Preventive + Global MR	\$36	\$26,520	\$0	\$0	\$26,555	90	93	
T-1	Preventive + Global MR	\$15,608	\$101,659	\$0	\$0	\$117,268	70	73	
T-11	Preventive + Global MR	\$201	\$12,505	\$0	\$0	\$12,706	85	88	
T-5	Preventive + Global MR	\$7,700	\$29,988	\$0	\$0	\$37,688	63	66	
T-7	Preventive + Global MR	\$10,645	\$62,460	\$0	\$0	\$73,104	68	73	
T-8	Preventive + Global MR	\$5,694	\$23,212	\$0	\$0	\$28,906	63	69	

Plan Year: 2020						Estimated Cost:	\$37,425	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$5,902	\$0	\$0	\$0	\$5,902	68	68	
R-32	Preventive	\$82	\$0	\$0	\$0	\$82	90	90	
T-1	Preventive	\$12,522	\$0	\$0	\$0	\$12,522	72	72	
T-11	Preventive	\$107	\$0	\$0	\$0	\$107	87	87	
T-5	Preventive	\$6,554	\$0	\$0	\$0	\$6,554	65	65	
T-7	Preventive	\$7,892	\$0	\$0	\$0	\$7,892	72	72	
T-8	Preventive	\$4,366	\$0	\$0	\$0	\$4,366	67	67	
A-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
A-3A	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-33	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-34	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-10	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-9	None	\$0	\$0	\$0	\$0	\$0	97	97	

Plan Year: 2021						Estimated Cost:	\$42,309	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$6,557	\$0	\$0	\$0	\$6,557	67	67	
R-32	Preventive	\$586	\$0	\$0	\$0	\$586	88	88	
R-33	Preventive	\$11	\$0	\$0	\$0	\$11	90	90	
T-1	Preventive	\$13,908	\$0	\$0	\$0	\$13,908	71	71	
T-11	Preventive	\$151	\$0	\$0	\$0	\$151	86	86	
T-5	Preventive	\$7,091	\$0	\$0	\$0	\$7,091	64	64	
T-7	Preventive	\$9,030	\$0	\$0	\$0	\$9,030	70	70	
T-8	Preventive	\$4,974	\$0	\$0	\$0	\$4,974	65	66	
A-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
A-3A	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-34	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-10	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-9	None	\$0	\$0	\$0	\$0	\$0	94	94	

Plan Year: 2022						Estimated Cost:	\$47,814	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,217	\$0	\$0	\$0	\$7,217	66	66	
R-32	Preventive	\$1,088	\$0	\$0	\$0	\$1,088	87	87	
R-33	Preventive	\$282	\$0	\$0	\$0	\$282	89	89	
R-34	Preventive	\$31	\$0	\$0	\$0	\$31	90	90	
T-1	Preventive	\$15,383	\$0	\$0	\$0	\$15,383	70	70	
T-11	Preventive	\$194	\$0	\$0	\$0	\$194	85	85	
T-5	Preventive	\$7,629	\$0	\$0	\$0	\$7,629	63	63	
T-7	Preventive	\$10,407	\$0	\$0	\$0	\$10,407	69	69	
T-8	Preventive	\$5,581	\$0	\$0	\$0	\$5,581	64	64	
A-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-3A	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-10	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-9	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2023						Estimated Cost:	\$53,948	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,873	\$0	\$0	\$0	\$7,873	64	64	
A-2	Preventive	\$61	\$0	\$0	\$0	\$61	88	88	
A-3A	Preventive	\$30	\$0	\$0	\$0	\$30	88	88	
R-32	Preventive	\$1,592	\$0	\$0	\$0	\$1,592	85	85	
R-33	Preventive	\$552	\$0	\$0	\$0	\$552	87	87	
R-34	Preventive	\$125	\$0	\$0	\$0	\$125	88	88	
T-1	Preventive	\$17,117	\$0	\$0	\$0	\$17,117	69	69	
T-10	Preventive	\$36	\$0	\$0	\$0	\$36	88	88	
T-11	Preventive	\$238	\$0	\$0	\$0	\$238	84	84	
T-5	Preventive	\$8,168	\$0	\$0	\$0	\$8,168	61	62	
T-7	Preventive	\$11,831	\$0	\$0	\$0	\$11,831	67	67	
T-8	Preventive	\$6,186	\$0	\$0	\$0	\$6,186	62	62	
T-9	Preventive	\$140	\$0	\$0	\$0	\$140	88	88	

LEWISTOWN AIRPORT (21)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$278,132**

Plan Year: 2024		Estimated Cost:					\$531,665	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2	Preventive	\$145	\$0	\$0	\$0	\$145	85	86	
A-3A	Preventive	\$71	\$0	\$0	\$0	\$71	85	86	
T-10	Preventive	\$84	\$0	\$0	\$0	\$84	85	86	
T-9	Preventive	\$331	\$0	\$0	\$0	\$331	85	86	
A-1	Preventive + Global MR	\$8,527	\$34,272	\$0	\$0	\$42,799	63	67	
R-32	Preventive + Global MR	\$2,096	\$111,179	\$0	\$0	\$113,275	84	89	
R-33	Preventive + Global MR	\$819	\$69,699	\$0	\$0	\$70,518	86	90	
R-34	Preventive + Global MR	\$218	\$26,520	\$0	\$0	\$26,738	87	91	
T-1	Preventive + Global MR	\$18,853	\$101,659	\$0	\$0	\$120,512	67	71	
T-11	Preventive + Global MR	\$282	\$12,505	\$0	\$0	\$12,787	82	86	
T-5	Preventive + Global MR	\$8,705	\$29,988	\$0	\$0	\$38,693	60	64	
T-7	Preventive + Global MR	\$13,246	\$62,460	\$0	\$0	\$75,705	66	71	
T-8	Preventive + Global MR	\$6,793	\$23,212	\$0	\$0	\$30,005	60	66	

Plan Year: 2025		Estimated Cost:					\$47,972	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,132	\$0	\$0	\$0	\$7,132	66	66	
A-2	Preventive	\$229	\$0	\$0	\$0	\$229	83	83	
A-3A	Preventive	\$112	\$0	\$0	\$0	\$112	83	83	
R-32	Preventive	\$1,009	\$0	\$0	\$0	\$1,009	87	87	
R-33	Preventive	\$246	\$0	\$0	\$0	\$246	89	89	
R-34	Preventive	\$20	\$0	\$0	\$0	\$20	90	90	
T-1	Preventive	\$15,175	\$0	\$0	\$0	\$15,175	70	70	
T-10	Preventive	\$133	\$0	\$0	\$0	\$133	83	83	
T-11	Preventive	\$189	\$0	\$0	\$0	\$189	85	85	
T-5	Preventive	\$7,563	\$0	\$0	\$0	\$7,563	63	63	
T-7	Preventive	\$10,177	\$0	\$0	\$0	\$10,177	69	69	
T-8	Preventive	\$5,465	\$0	\$0	\$0	\$5,465	64	64	
T-9	Preventive	\$522	\$0	\$0	\$0	\$522	83	83	

Plan Year: 2026		Estimated Cost:					\$54,280	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,787	\$0	\$0	\$0	\$7,787	65	65	
A-2	Preventive	\$331	\$0	\$0	\$0	\$331	80	80	
A-3A	Preventive	\$161	\$0	\$0	\$0	\$161	80	80	
R-32	Preventive	\$1,513	\$0	\$0	\$0	\$1,513	85	85	
R-33	Preventive	\$516	\$0	\$0	\$0	\$516	87	88	
R-34	Preventive	\$113	\$0	\$0	\$0	\$113	89	89	
T-1	Preventive	\$16,908	\$0	\$0	\$0	\$16,908	69	69	
T-10	Preventive	\$192	\$0	\$0	\$0	\$192	80	80	
T-11	Preventive	\$233	\$0	\$0	\$0	\$233	84	84	
T-5	Preventive	\$8,101	\$0	\$0	\$0	\$8,101	62	62	
T-7	Preventive	\$11,602	\$0	\$0	\$0	\$11,602	67	67	
T-8	Preventive	\$6,069	\$0	\$0	\$0	\$6,069	62	62	
T-9	Preventive	\$753	\$0	\$0	\$0	\$753	80	80	

Plan Year: 2027		Estimated Cost:					\$61,595	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$8,441	\$0	\$0	\$0	\$8,441	63	63	
A-2	Preventive	\$667	\$0	\$0	\$0	\$667	77	77	
A-3A	Preventive	\$325	\$0	\$0	\$0	\$325	77	77	
R-32	Preventive	\$2,017	\$0	\$0	\$0	\$2,017	84	84	
R-33	Preventive	\$785	\$0	\$0	\$0	\$785	86	86	
R-34	Preventive	\$207	\$0	\$0	\$0	\$207	87	87	
T-1	Preventive	\$18,642	\$0	\$0	\$0	\$18,642	68	68	
T-10	Preventive	\$386	\$0	\$0	\$0	\$386	77	77	
T-11	Preventive	\$277	\$0	\$0	\$0	\$277	82	83	
T-5	Preventive	\$8,639	\$0	\$0	\$0	\$8,639	60	60	
T-7	Preventive	\$13,015	\$0	\$0	\$0	\$13,015	66	66	
T-8	Preventive	\$6,677	\$0	\$0	\$0	\$6,677	60	61	
T-9	Preventive	\$1,518	\$0	\$0	\$0	\$1,518	77	77	

Plan Year: 2028		Estimated Cost:					\$546,193	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
T-5	Major Below Critical	\$0	\$0	\$275,316	\$0	\$275,316	59	100	
T-8	Major Below Critical	\$0	\$0	\$218,436	\$0	\$218,436	59	100	
A-1	Preventive	\$9,102	\$0	\$0	\$0	\$9,102	62	62	
A-2	Preventive	\$1,001	\$0	\$0	\$0	\$1,001	74	75	
A-3A	Preventive	\$488	\$0	\$0	\$0	\$488	74	75	
R-32	Preventive	\$2,521	\$0	\$0	\$0	\$2,521	82	82	
R-33	Preventive	\$1,053	\$0	\$0	\$0	\$1,053	85	85	
R-34	Preventive	\$300	\$0	\$0	\$0	\$300	86	86	
T-1	Preventive	\$20,364	\$0	\$0	\$0	\$20,364	66	66	
T-10	Preventive	\$580	\$0	\$0	\$0	\$580	74	75	
T-11	Preventive	\$321	\$0	\$0	\$0	\$321	81	81	
T-7	Preventive	\$14,430	\$0	\$0	\$0	\$14,430	64	64	
T-9	Preventive	\$2,279	\$0	\$0	\$0	\$2,279	74	75	

LEWISTOWN AIRPORT (21)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$278,132**

Plan Year: 2029						Estimated Cost:	\$764,073	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$9,763	\$34,272	\$0	\$0	\$44,034	61	65	
A-2	Preventive + Global MR	\$1,338	\$66,100	\$0	\$0	\$67,437	72	87	
A-3A	Preventive + Global MR	\$653	\$32,250	\$0	\$0	\$32,903	72	87	
R-32	Preventive + Global MR	\$3,023	\$111,179	\$0	\$0	\$114,202	81	86	
R-33	Preventive + Global MR	\$1,324	\$69,699	\$0	\$0	\$71,023	84	88	
R-34	Preventive + Global MR	\$393	\$26,520	\$0	\$0	\$26,913	85	89	
T-1	Preventive + Global MR	\$22,097	\$101,659	\$0	\$0	\$123,757	65	69	
T-10	Preventive + Global MR	\$775	\$38,300	\$0	\$0	\$39,075	72	87	
T-11	Preventive + Global MR	\$364	\$12,505	\$0	\$0	\$12,870	80	84	
T-7	Preventive + Global MR	\$15,853	\$62,460	\$0	\$0	\$78,313	63	68	
T-9	Preventive + Global MR	\$3,046	\$150,500	\$0	\$0	\$153,546	72	87	
T-5	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-8	None	\$0	\$0	\$0	\$0	\$0	97	97	

Plan Year: 2030						Estimated Cost:	\$43,533	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$8,351	\$0	\$0	\$0	\$8,351	63	63	
A-2	Preventive	\$188	\$0	\$0	\$0	\$188	84	84	
A-3A	Preventive	\$92	\$0	\$0	\$0	\$92	84	84	
R-32	Preventive	\$1,932	\$0	\$0	\$0	\$1,932	84	84	
R-33	Preventive	\$748	\$0	\$0	\$0	\$748	86	86	
R-34	Preventive	\$195	\$0	\$0	\$0	\$195	88	88	
T-1	Preventive	\$18,433	\$0	\$0	\$0	\$18,433	68	68	
T-10	Preventive	\$109	\$0	\$0	\$0	\$109	84	84	
T-11	Preventive	\$271	\$0	\$0	\$0	\$271	83	83	
T-7	Preventive	\$12,786	\$0	\$0	\$0	\$12,786	66	66	
T-9	Preventive	\$427	\$0	\$0	\$0	\$427	84	84	
T-5	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-8	None	\$0	\$0	\$0	\$0	\$0	94	94	

Plan Year: 2031						Estimated Cost:	\$48,612	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$9,007	\$0	\$0	\$0	\$9,007	62	62	
A-2	Preventive	\$271	\$0	\$0	\$0	\$271	81	81	
A-3A	Preventive	\$132	\$0	\$0	\$0	\$132	81	81	
R-32	Preventive	\$2,436	\$0	\$0	\$0	\$2,436	83	83	
R-33	Preventive	\$1,019	\$0	\$0	\$0	\$1,019	85	85	
R-34	Preventive	\$288	\$0	\$0	\$0	\$288	86	86	
T-1	Preventive	\$20,170	\$0	\$0	\$0	\$20,170	67	67	
T-10	Preventive	\$157	\$0	\$0	\$0	\$157	81	81	
T-11	Preventive	\$315	\$0	\$0	\$0	\$315	81	81	
T-7	Preventive	\$14,200	\$0	\$0	\$0	\$14,200	65	65	
T-9	Preventive	\$617	\$0	\$0	\$0	\$617	81	81	
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-8	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2032						Estimated Cost:	\$54,625	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$9,667	\$0	\$0	\$0	\$9,667	61	61	
A-2	Preventive	\$498	\$0	\$0	\$0	\$498	78	79	
A-3A	Preventive	\$243	\$0	\$0	\$0	\$243	78	79	
R-32	Preventive	\$2,938	\$0	\$0	\$0	\$2,938	81	81	
R-33	Preventive	\$1,287	\$0	\$0	\$0	\$1,287	84	84	
R-34	Preventive	\$381	\$0	\$0	\$0	\$381	85	85	
T-1	Preventive	\$21,903	\$0	\$0	\$0	\$21,903	65	65	
T-10	Preventive	\$288	\$0	\$0	\$0	\$288	78	79	
T-11	Preventive	\$359	\$0	\$0	\$0	\$359	80	80	
T-5	Preventive	\$176	\$0	\$0	\$0	\$176	88	88	
T-7	Preventive	\$15,614	\$0	\$0	\$0	\$15,614	63	63	
T-8	Preventive	\$136	\$0	\$0	\$0	\$136	88	88	
T-9	Preventive	\$1,134	\$0	\$0	\$0	\$1,134	78	79	

Plan Year: 2033						Estimated Cost:	\$361,389	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Major Below Critical	\$0	\$0	\$309,809	\$0	\$309,809	60	100	
A-2	Preventive	\$835	\$0	\$0	\$0	\$835	76	76	
A-3A	Preventive	\$407	\$0	\$0	\$0	\$407	76	76	
R-32	Preventive	\$3,977	\$0	\$0	\$0	\$3,977	79	80	
R-33	Preventive	\$1,558	\$0	\$0	\$0	\$1,558	82	82	
R-34	Preventive	\$475	\$0	\$0	\$0	\$475	84	84	
T-1	Preventive	\$23,636	\$0	\$0	\$0	\$23,636	64	64	
T-10	Preventive	\$484	\$0	\$0	\$0	\$484	76	76	
T-11	Preventive	\$507	\$0	\$0	\$0	\$507	79	79	
T-5	Preventive	\$430	\$0	\$0	\$0	\$430	85	85	
T-7	Preventive	\$17,040	\$0	\$0	\$0	\$17,040	61	62	
T-8	Preventive	\$330	\$0	\$0	\$0	\$330	85	85	
T-9	Preventive	\$1,901	\$0	\$0	\$0	\$1,901	76	76	