pennsylvania
DEPARTMENT OF TRANSPORTATION

Commonwealth of Pennsylvania
Bureau of Aviation
Pavement Evaluation Report

FINAL REPORT

March 2010

By Applied Pavement Technology, Inc.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

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16. Abstract

As part of the Pennsylvania Department of Transportation's (PennDOT) airport pavement management efforts, the Bureau of Aviation (BOA) retained Applied Pavement Technology, Inc. (APTech), assisted by DY Consultants, to evaluate the condition of the pavements at 95 public-use airports and heliports and to update their existing airport pavement management system (APMS) originally implemented in 2001. The results of this project are presented in this report and can be used by the BOA and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance and rehabilitation actions at these airports. During this project, the conditions of the pavements were assessed using the FAA pavement condition index (PCI) methodology – the industry standard in aviation for visually assessing the condition of pavements. During a PCI evaluation, inspectors walk over the pavement and identify visible signs of deterioration. Pavement defects are characterized in terms of type of distress, severity level of distress, and amount of distress. This information is then used to develop a composite index (PCI number) that represents the overall condition of the pavement in numerical terms, ranging from 0 (failed) to 100 (excellent). The PCI number provides an overall measure of condition and an indication of the level of maintenance or rehabilitation work that will be required to maintain or repair a pavement. The individual distress information (such as cracking, rutting, and so on) provides insight into what is causing the pavement to deteriorate, which in turn can be used to select the appropriate maintenance or rehabilitation action to correct the problem. PCI data also serve as the basis for an APMS – a computerized tool used to track pavement condition, identify pavement repair needs, and develop prioritized maintenance and rehabilitation programs with associated schedules and budgets.

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COMMONWEALTH OF PENNSYLVANIA

BUREAU OF AVIATION

PAVEMENT EVALUATION REPORT

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March 2010

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INTRODUCTION

As part of the Pennsylvania Department of Transportation's (PennDOT) airport pavement management efforts, the Bureau of Aviation (BOA) retained Applied Pavement Technology, Inc. (APTech), assisted by DY Consultants, to evaluate the condition of the pavements at 95 public-use airports and heliports and to update their existing airport pavement management system (APMS) originally implemented in 2001. The results of this project are presented in this report and can be used by the BOA and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance and rehabilitation actions at these airports.

During this project, the conditions of the pavements were assessed using the FAA pavement condition index (PCI) methodology – the industry standard in aviation for visually assessing the condition of pavements. During a PCI evaluation, inspectors walk over the pavement and identify visible signs of deterioration. Pavement defects are characterized in terms of type of distress, severity level of distress, and amount of distress. This information is then used to develop a composite index (PCI number) that represents the overall condition of the pavement in numerical terms, ranging from 0 (failed) to 100 (excellent).

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Project Background

Pennsylvania's airport system represents a tremendous capital investment and plays a critical role in the economic health of the region. The ultimate goal of this project was to update the existing APMS and provide the airports and the Commonwealth with the pavement information and analytical tools that can help them identify their needs, optimize the selection of projects and treatments over a multi-year period, and evaluate the long-term impacts of their project priorities.

The timing of projects is important because preventive maintenance actions (such as crack sealing and joint resealing) can extend the life of a pavement in a very cost effective manner. Once a pavement has deteriorated to the point where preventive maintenance is no longer the appropriate action, it is critical to step in with major rehabilitation (such as an overlay) as soon as possible. As illustrated in figure 1, if the pavement is allowed to continue to deteriorate, the cost for major rehabilitation will increase significantly as the pavement structure becomes compromised. At some point, the pavement structure will become so degraded that the only viable alternative remaining is very costly reconstruction.

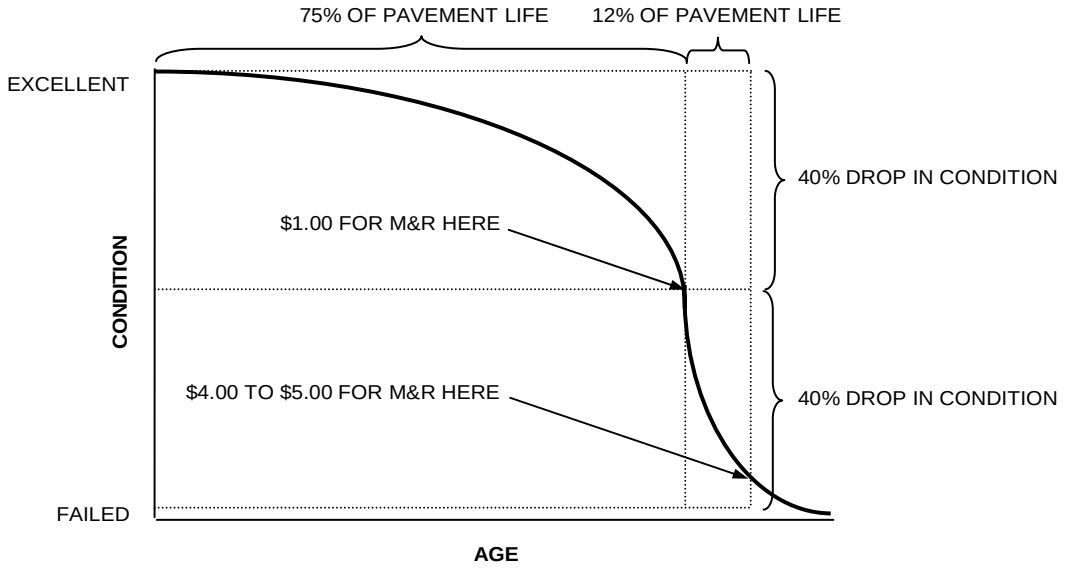

Figure 1. Pavement condition versus cost of repair.

Scope of Work

This project involved 95 public-use airports which are listed in tables 1 and 2. Keystone Heliport, which previously was included in the APMS, was omitted because it is a now a private facility. Pittsburgh International Airport and Philadelphia International Airport were included in the APMS; however, the pavements at these airports were not inspected as part of this project because these airports each have their own independent APMS. Rather, data from their existing APMS were incorporated into the BOA APMS. In addition, a pavement inspection at Seven Springs Airport was not conducted due to weather conditions; information from the previous inspection was used during the analysis.

Runway, taxiway, apron, T-Hangar, and helipad pavements were included in the project. The scope of work consisted of the collection of pavement history information, the update of CAD network definition maps, the evaluation of current pavement conditions, and the update of the existing MicroPAVER APMS database and linked maps. The APMS was then used to prepare a statewide 5-year pavement maintenance and rehabilitation program for the BOA and the FAA to use as a planning tool. Training in the use of the MicroPAVER APMS software was also provided. In addition to this statewide report, an interactive data access program (DAP) was developed for PennDOT. Accessed through the internet or a self-running CD-ROM, this program provides rapid and easy-to-use access to the pavement management data and analysis results.

Table 1. General aviation airports' classifications and associated networks.

Airport Classification	Airport Name
Advanced	Allegheny County Airport
	Beaver County Airport
	Bedford County Airport
	Butler County Airport
	Capital City Airport
	Chester County G.O. Carlson Airport
	Hazelton Municipal Airport
	Mifflin County Airport
	Northeast Philadelphia Airport
	Penn Valley Airport
	Port Meadville Airport
	Reading Regional Airport/Carl A. Spaatz Field
	Schuylkill County/Joe Zerbey Airport
	Washington County Airport
	York Airport
Intermediate	Bradford County Airport
	Brandywine Airport
	Carlisle Airport
	Clearfield-Lawrence Airport
	Donegal Springs Airpark
	Doylestown Airport
	Heritage Field Airport
	Indiana County/Jimmy Stewart Airport
	Joseph A. Hardy Connellsville Airport
	New Castle Municipal Airport
	New Garden Airport
	Northumberland County Airport
	Perkiomen Valley Airport
	Pocono Mountains Municipal Airport
	Pottstown Municipal Airport
	Quakertown Airport
	Queen City Municipal Airport
	Rock Airport
	Rostraver Airport
	Wings Field
	Zelienople Municipal Airport
Basic	Bloomsburg Municipal Airport
	Braden Airpark
	Clarion County Airport
	Corry-Lawrence Airport
	Danville Airport

Table 1. General aviation airports' classifications and associated networks (continued).

Airport Classification	Airport Name
Basic	Deck Airport
	Ebensburg Airport
	Finleyville Airpark
	Gettysburg Regional Airport
	Greene County Airport
	Grove City Regional Airport
	Jake Arner Memorial Airport
	Mid-State Airport
	Pennridge Airport
	Reigle Field
	Smoketown Airport
	Somerset County Airport
	St. Marys Municipal Airport
	Stroudsburg-Pocono Airport
	Titusville Airport
	Wilkes-Barre/Wyoming Valley Airport
	William T. Piper Memorial Airport
Limited	Bellefonte Airport
	Bendigo Airport
	Butler Farm Show Airport
	Cherry Ridge Airport
	Erie County Airport
	Franklin County Regional Airport
	Greensburg-Jeanette Regional Airport
	Greenville Municipal Airport
	Mifflintown Airport
	Penn's Cave Airport
	Pittsburgh-Monroeville Airport
	Punxsutawney Municipal Airport
	Seamans Airport
	Seven Springs Airport
	Sky Haven Airport
	Slatington Airport
	Spring Hill Airport
	Wellsboro-Johnston Airport
Special Use	Mid-Atlantic Soaring Center
	Penn's Landing-Pier 36 Heliport
	Ridge Soaring Gliderport
	Southern Adams County Heliport
	Total RF Heliport
	WPHS Heliport

Table 2. Commercial service airports' classifications and associated networks.

Airport Classification	Airport Name
Primary	Altoona-Blair County Airport
	Arnold Palmer Regional Airport
	Bradford Regional Airport
	DuBois Regional Airport
	Erie International Airport/Tom Ridge Field
	John Murtha-Johnstown-Cambria County
	Lancaster Airport
	University Park Airport
	Venango Regional Airport
	Wilkes-Barre/Scranton International Airport
	Williamsport Regional Airport
Small Hub	Harrisburg International Airport
	Lehigh Valley International Airport
Medium Hub	Pittsburgh International Airport*
Large Hub	Philadelphia International Airport*

*Airport was not inspected and the database was not updated by APTech in 2008. The airports have their own pavement management systems; however, the MicroPAVER database was not available for use in this project. The data referenced in this report comes from 2001 (or older) PCI inspections, except for the data for Runway 9R-27L at Philadelphia International Airport, which was reconstructed in 2009. All other data presented do not reflect current conditions.

Deliverables

The following deliverables were submitted as part of this project:

- Statewide Pavement Evaluation Report (electronic format and printed copy).
- Network definition maps in electronic format only (CAD software).
- Pavement condition maps in electronic format only (CAD software).
- MicroPAVER database with linked maps.
- Data Analysis Program (DAP) CD-ROM version and Internet version.
- Letter Report and Airport Self Inspection Form to be distributed with DAP.
- MicroPAVER software training materials.

PAVEMENT INVENTORY

Introduction

This chapter describes the detailed records review that was conducted to obtain the information required for the pavement condition surveys and other data collection activities and analyses.

Systems Inventory Process

APTech, with assistance from the BOA, conducted a review of existing drawings and records pertaining to the project airports for work completed since the 2004 APMS implementation. The objective of this investigation was to collect pavement construction history, pavement maintenance history, and as-built pavement layer thicknesses. This collection effort was initiated by reviewing available records and was supplemented with information obtained through direct contact with individual airports and BOA staff. The collected data were incorporated into the pavement management database.

Using the inventory data, each project airport was divided into management units. The establishment of management units consists of creating an organizational hierarchy of all airport pavements. The highest level is the *network*. In the Pennsylvania database, each airport is an individual network that is comprised of *branches*. In the airport setting, branches consist of distinct runways, taxiways, aprons, T-Hangars, helipads, and any other pavement grouping that can be defined by a change in usage. Branches are further divided into *sections*. Under traditional definitions, sections are parts of the branch that share common attributes, such as the cross-section, traffic level, and performance. During this project, the BOA elected to modify the formal definition of sections to more closely mimic actual management areas at an airport. For example, where possible, runway branches only contain one section since the BOA feels that in the vast majority of cases, an entire runway will be rehabilitated at one time. The final subdivision is called a *sample unit*. Sections are divided into sample units for the purposes of pavement inspection.

Each section was labeled using commonly followed conventions that identify the section by usage and sequence. For example, all runway sections begin with "RW" followed by the runway number designation (e.g., Runway 12-30 is labeled RW1230). Likewise, taxiways begin with "TW," aprons begin with "A," T-Hangars begin with "TH," and helipads begin with "HP." Section numbering typically begins with "10" and proceeds in increments of 10 along the length of the branch. Sample unit numbering begins with "01" and proceeds in increments of 1. Numbering is completed north to south and west to east where possible. This method of organization is used in the APMS database.

Network definition maps identify the location of all branches, sections, and sample units that were prepared for each airport. These maps were linked with MicroPAVER's internal map viewing system. This enables the viewing of pavement-related information via airport maps. In addition, these maps are available on the BOA website (www.dot.state.pa.us).

Systems Inventory Results

This portion of the report presents the results of the systems inventory. The information presented is broken out by airport classifications (general aviation (GA) airports and commercial service airports) as defined previously in tables 1 and 2.

The total area of pavement (excluding Philadelphia International Airport and Pittsburgh International Airport) included in the Pennsylvania APMS is 99,089,811 square feet with 59,068,374 square feet being GA facilities and 40,021,437 square feet comprising the commercial service facilities. Pavements at Philadelphia International Airport and Pittsburgh International Airport encompass an additional 49,587,036 square feet. The area-weighted age of the pavement at the time of inspection for the GA airports is 16 years, while the age of the commercial service facilities (excluding Philadelphia International Airport and Pittsburgh International Airport) is 14 years (where age is defined as the elapsed time since the initial construction or last major rehabilitation). Figures 2 and 3 show the airports' pavement areas separated by surface type for GA and commercial service airports, respectively.

In the following graphs, surface types are defined as follows:

- AAC: Asphalt overlay of an asphalt concrete pavement.
- AC: Asphalt concrete pavement.
- APC: Asphalt overlay of a Portland cement concrete pavement.
- PCC: Portland cement concrete pavement.

In figures 4 and 5, the pavement areas are separated by facility type (runway, taxiway, apron, helipad, and T-Hangar).

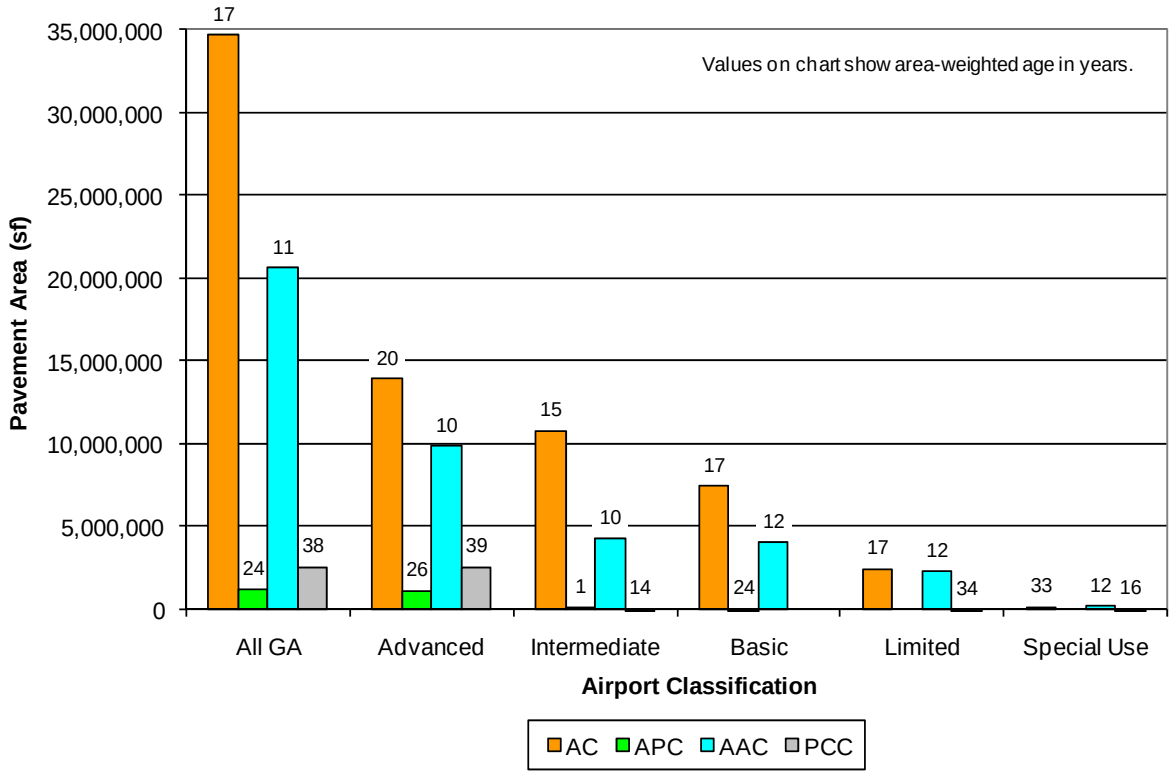

Figure 2. GA airports' pavement areas distributed by surface type.

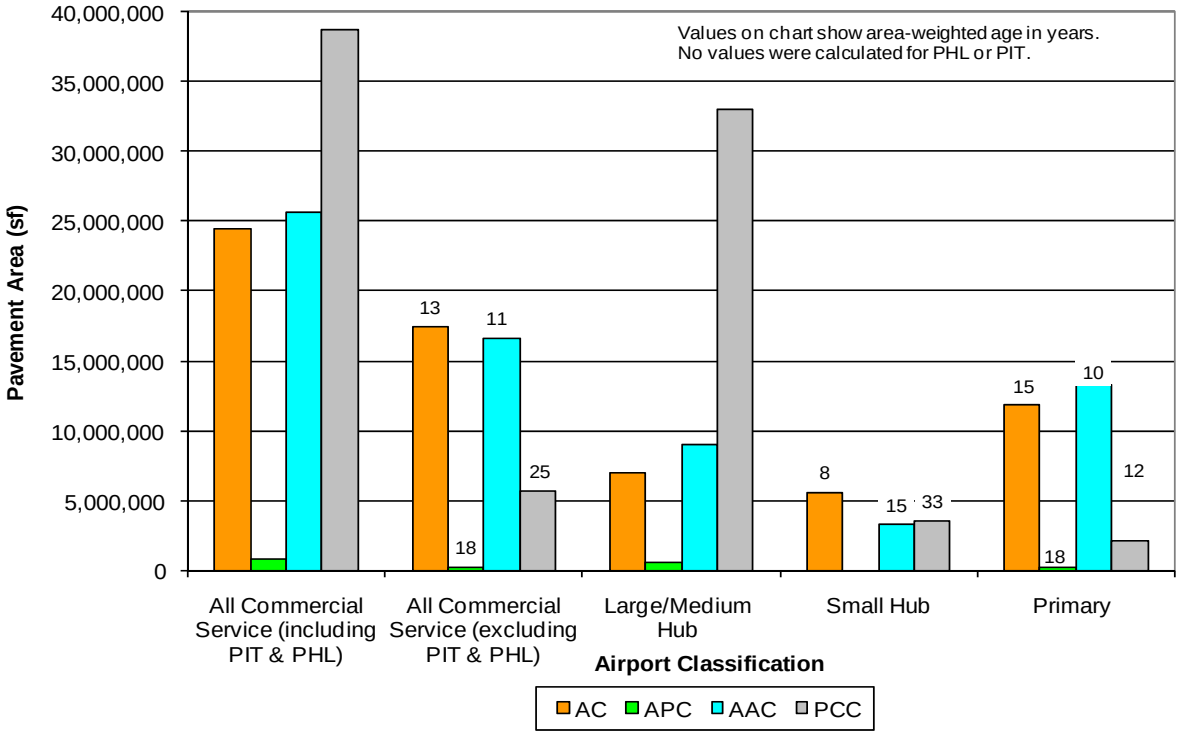

Figure 3. Commercial service airports' pavement areas distributed by surface type.

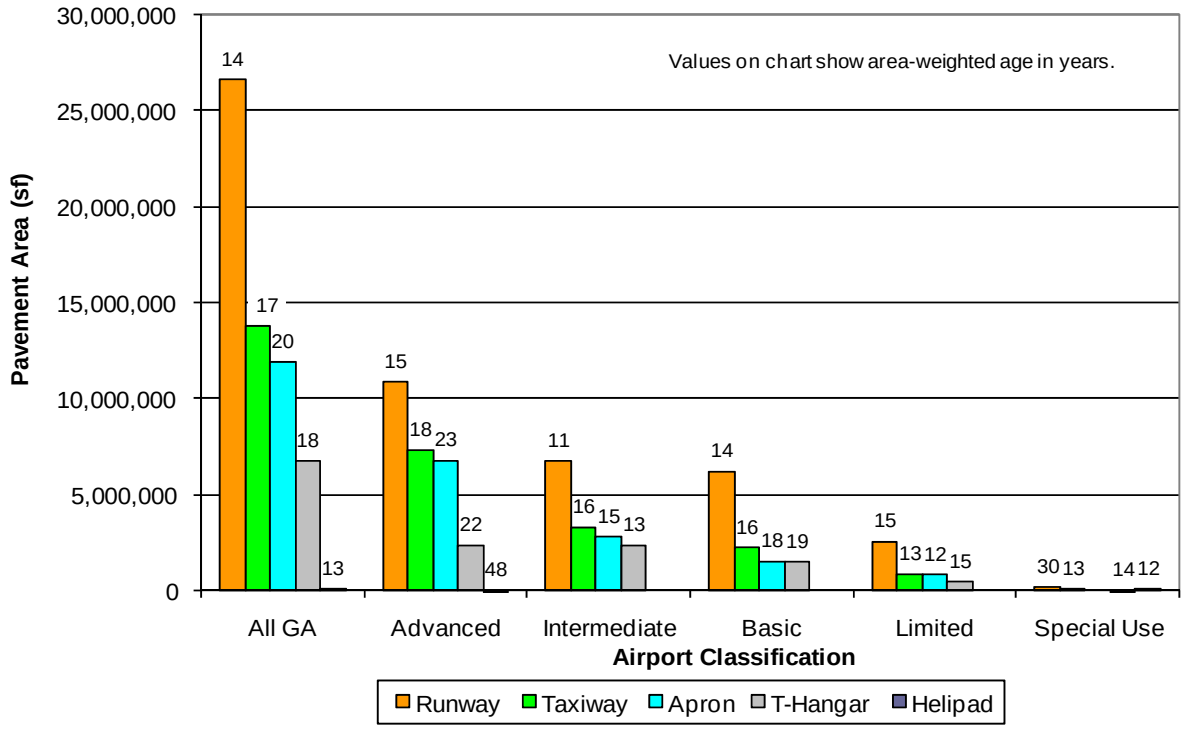

Figure 4. GA airports' pavement areas distributed by facility type.

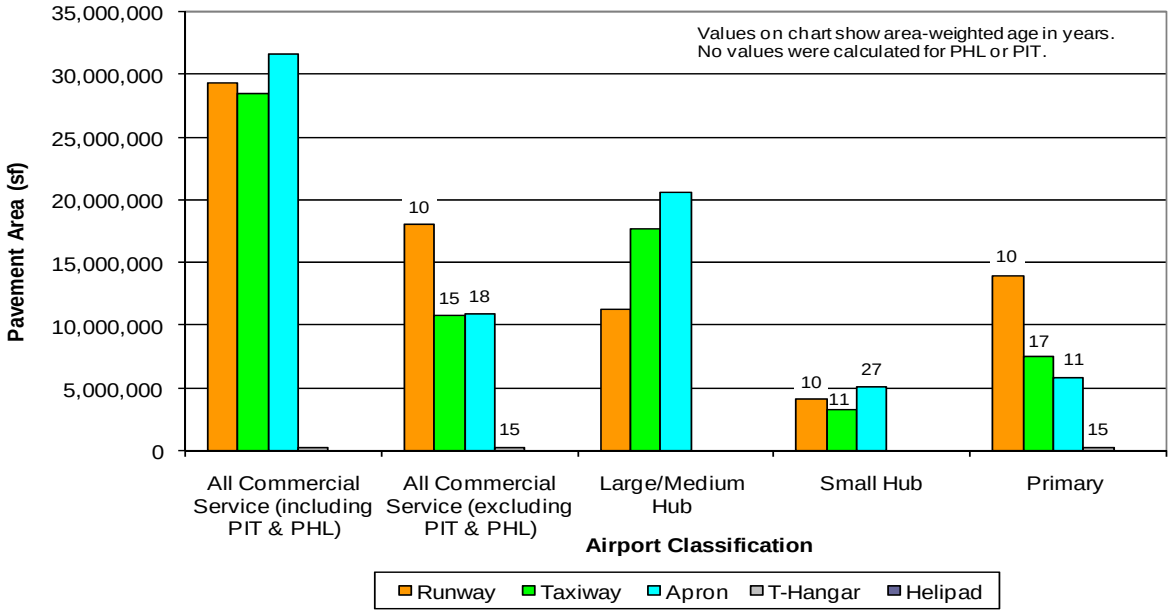

Figure 5. Commercial service airports' pavement areas distributed by facility type.

A summary of the inventory information for each airport (excluding Philadelphia International and Pittsburgh International Airports) is presented in appendix A. More detailed information is contained in the BOA's APMS MicroPAVER database. In addition, the database includes latest available (2001) information for Philadelphia International and Pittsburgh International Airports.

PAVEMENT EVALUATION

Pavement Condition Survey Procedure

The surveys were conducted using the pavement condition index (PCI) survey procedure documented in the following publications:

- The U.S. Federal Aviation Administration's (FAA's) Advisory Circular 150/5380-6B, Guidelines and Procedures for Maintenance of Airport Pavements.
- The American Society for Testing and Material's (ASTM's) Standard D5340, Standard Test Method for Airport Pavement Condition Index Surveys.

The PCI procedure is the standard method used by the aviation industry to visually assess pavement condition. The procedure was developed to provide engineers with a consistent, objective, and repeatable tool to represent the overall pavement condition. This methodology involves walking over the pavement, identifying the type and severity of distress present, and measuring the quantity of distress. Tables 3 and 4 describe the types of distress evaluated during a PCI inspection.

The PCI scale ranges from a value of 0 (representing a pavement in a failed condition) to a value of 100 (representing a pavement in excellent condition). In general terms, pavements above a PCI of 60 to 70 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 70 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure. Figure 6 illustrates how the appropriate repair type varies with the PCI of a pavement section. Figure 7 shows a series of pavement photographs with associated PCI values.

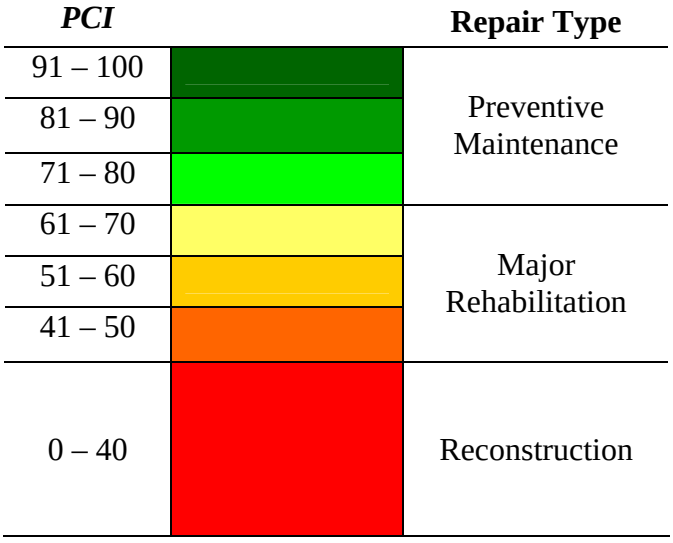

Figure 6. PCI versus repair type.

Typical Pavement Surface	PCI
	100
	60
	0

Figure 7. Visual representation of PCI scale.

The PCI may also be evaluated in terms of the percentages of distress that are due to structural distresses (defined as those distresses caused by traffic loading) and those that are due to climate and materials distresses. By knowing the causes of the pavement deterioration, more appropriate repair and rehabilitation alternatives can be identified. Examples of load-related distresses include alligator cracking and rutting on AC pavements, and corner breaks in PCC pavements. Examples of climate- and materials-related distresses are block cracking and raveling and weathering for AC pavements, and joint sealant deterioration for PCC pavements.

The loss in PCI over time (i.e., the pavement's rate of deterioration) is another factor of interest in evaluating the performance of a pavement. Low deterioration rates indicate a more durable pavement structure, whereas high deterioration rates may indicate a less durable pavement structure, or one that is not performing as expected. Pavements with high deterioration rates warrant close monitoring in the future.

Table 3. Causes of pavement distress, asphalt-surfaced pavements.

Distress Type	Probable Cause of Distress	Feasible Maintenance Strategies
Alligator Cracking	Fatigue failure of the asphalt concrete surface under repeated traffic loading.	If localized, partial- or full-depth asphalt patch. If extensive, major rehabilitation needed.
Bleeding	Excessive amounts of asphalt cement or tars in the mix and/or low air void content.	Spread heated sand, roll, and sweep. Another option is to plane excess asphalt or, remove and replace.
Block Cracking	Shrinkage of the asphalt concrete and daily temperature cycling; it is not load associated.	At low severity levels, crack seal and/or surface treatment. At higher severities, consider an overlay.
Corrugation	Traffic action combined with an unstable pavement layer.	If localized, mill. If extensive, remove and replace.
Depression	Settlement of the foundation soil or can be "built up" during construction.	Patch.
Jet Blast	Bituminous binder that has been burned or carbonized.	Patch.
Joint Reflection Cracking	Movement of the concrete slab beneath the asphalt concrete surface because of thermal and moisture changes.	At low and medium severities, crack seal. At higher severities, especially if extensive, consider an overlay.
Longitudinal and Transverse Cracking	Cracks may be caused by 1) a poorly constructed paving lane joint, 2) the shrinkage of the AC surface due to low temperatures or hardening of the asphalt, or 3) a reflective crack caused by cracks in an underlying concrete slab.	At low and medium severity levels, crack seal. At higher severities, especially if extensive, consider overlay options.
Oil Spillage	Deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.	Patch.
Patching	N/A	Replace patch if deteriorated.
Polished Aggregate	Repeated traffic applications.	Aggregate seal coat is one option. Could also groove or mill. Overlay is another option.
Raveling and Weathering	Asphalt binder may have hardened significantly.	Patch if isolated. If low severity, consider surface treatment if extensive. At medium and high severity levels, consider major rehabilitation if extensive.
Rutting	Usually caused by consolidation or lateral movement of the materials due to traffic loads.	Patch medium and high severity levels if localized. If extensive, consider major rehabilitation.
Shoving	Where concrete pavements adjoin flexible pavements, concrete "growth" may shove the asphalt pavement.	Mill and patch as needed.
Slippage Cracking	Low strength surface mix or a poor bond between the surface and next layer of pavement structure.	Partial- or full-depth patch.
Swelling	Usually caused by frost action or by swelling soil.	Patch if localized. Major rehabilitation if extensive.

Table 4. Causes of pavement distress, portland cement concrete pavements.

Distress Type	Probable Cause of Distress	Feasible Maintenance Strategies
Blow-Up	Incompressibles in the joints.	Partial- or full-depth patch. Slab replacement.
Corner Break	Load repetition combined with loss of support and curling stresses.	Seal cracks at low severity. Full-depth patch.
Cracks	Combination of load repetition, curling stresses, and shrinkage stresses.	Seal cracks. At high severity, may need full-depth patch or slab replacement.
Durability Cracking	Concrete's inability to withstand environmental factors such as freeze-thaw cycles.	Full-depth patch if present on small amount of slab. At higher severity levels, once it has appeared on most of slab, slab replacement.
Joint Seal Damage	Stripping of joint sealant, extrusion of joint sealant, weed growth, hardening of the filler (oxidation, loss of bond to the slab edges, or absence of sealant in the joint).	Replace the joint seal.
Patching (Small and Large)	N/A	Replace the patches if deteriorated.
Popouts	Freeze-thaw action in combination with expansive aggregates.	Monitor.
Pumping	Poor drainage, poor joint sealant.	Seal cracks and joints. Underseal is an option if voids have developed. Establish good drainage.
Scaling	Overfinishing of concrete, deicing salts, improper construction, freeze-thaw cycles, poor aggregate, and alkali-silica reactivity.	At low severity levels, monitor. At medium and high severity levels, partial-depth patches or slab replacement.
Settlement	Upheaval or consolidation.	At higher severity levels, leveling patch or grind to restore smooth ride.
Shattered Slab	Load repetition.	Replace slab.
Shrinkage	Setting and curing of the concrete.	Monitor.
Spalling (Joint and Corner)	Excessive stresses at the joint caused by infiltration of incompressible materials or traffic loads; weak concrete at joint combined with traffic loads.	Partial-depth patch.

Areas Inspected

APTech conducted pavement condition surveys during the fall of 2008. Runways, taxiways, aprons, helipads, and T-Hangars were inspected at all of the airports included in the study. Seven Springs Airport was not evaluated in 2008 due to snow coverage at the time of inspection. Philadelphia International Airport and Pittsburgh International Airport were not inspected as part of this project since they have their own pavement management systems. The data stored in BOA's database for these airports come from inspections conducted in 2001 or earlier, except for the data for Runway 9R-27 at Philadelphia International Airport, which was updated to reflect recent rehabilitation work.

A subset of sample units was selected for detailed inspection based on the sampling intervals provided in table 5.

Table 5. Inspection sampling rate for airside pavements.

PCC Pavements		AC Pavements	
N	**n**	**N**	**N**
1 — 3	all	1 — 3	All
4	3	4	3
5 — 7	4	5 — 9	4
8 — 10	5	10 — 20	5
11 — 16	6	21 — 30	6
17 — 28	7	31 — 70	7
29 — 64	8	>70	10%, but $\leq$ 17
65 — 90	9		
> 90	10%, but $\leq$ 32		

N = total number of sample units in section
n = number of sample units to inspect

Additional Data Collected

While the PCI results give a general indication of the overall condition of the pavement, the specific maintenance or rehabilitation needs of a pavement are often obscured by such an index. In addition to reporting the PCI survey results, the survey crew identified the specific distresses that were present, reported on the possible causes of such distresses, and related such findings to general categories of treatment. Furthermore, detailed notes were taken regarding items of importance that are not part of a typical PCI survey. For example, attributes such as the condition of the joint or crack sealant and recommended maintenance activities were noted and incorporated into the database.

During the condition surveys, the survey crews also took photographs of distresses observed on the pavement, both to record typical conditions and to highlight areas of concern. The field comments and photographs are provided in the Data Access Program, a separate deliverable.

Pavement Condition Survey Results

Overall, the airports in the Pennsylvania APMS system, including Philadelphia International Airport and Pittsburgh International Airport, have an area-weighted PCI value of 80. The GA airports have an area-weighted PCI value of 77, and the commercial service airports have an area-weighted PCI value of 81 (when excluding Philadelphia International Airport and Pittsburgh International Airport) and 82 (when including Philadelphia International Airport and Pittsburgh International Airport). This can be compared to an overall area-weighted PCI value of 80 in 2004, with the GA airports having an area-weighted PCI value of 77 in 2004, and the commercial service airports having an area-weighted PCI value of 82 in 2004 (including Philadelphia International Airport and Pittsburgh International Airport). Refer to appendix A for inspection tables summarizing PCI and inspection data for each individual airport (excluding Philadelphia International Airport and Pittsburgh International Airport). The latest available information for Philadelphia International Airport and Pittsburgh International Airport is contained in the BOA's APMS MicroPAVER database. Figure 8 shows the area-weighted PCI, broken out by airport classification and compared to 2004 data.

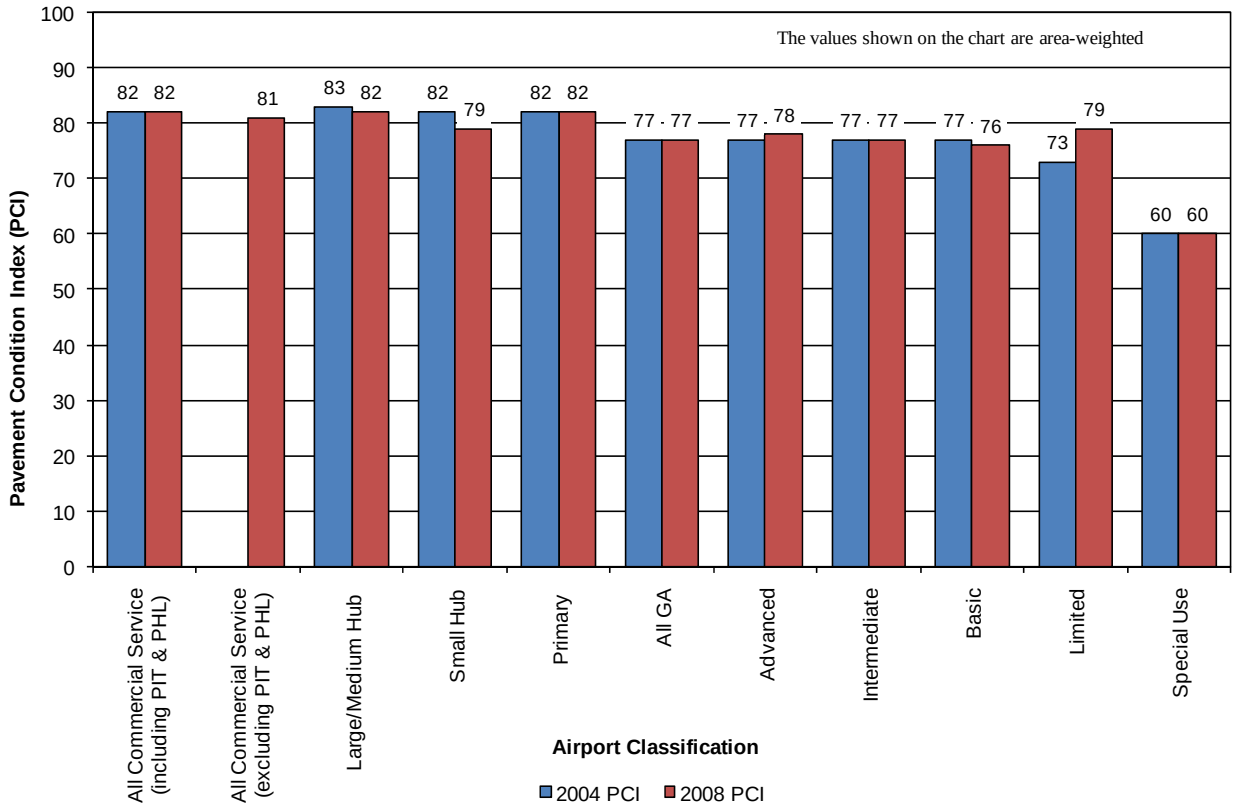

Figure 8. PCI by airport classification.

Figures 9 and 10 show the area-weighted PCI values of the GA airports' pavement systems broken out by facility type for 2008 PCI data, and a comparison of 2004 PCI versus 2008 PCI, respectively.

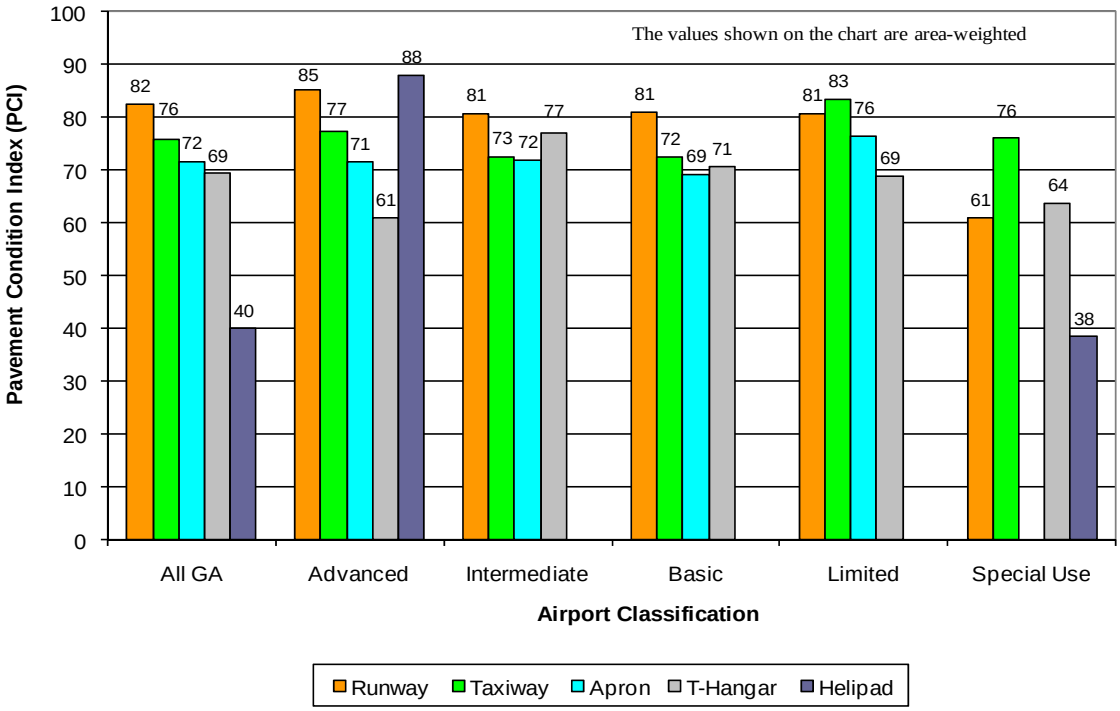

Figure 9. 2008 PCI by facility type for GA.

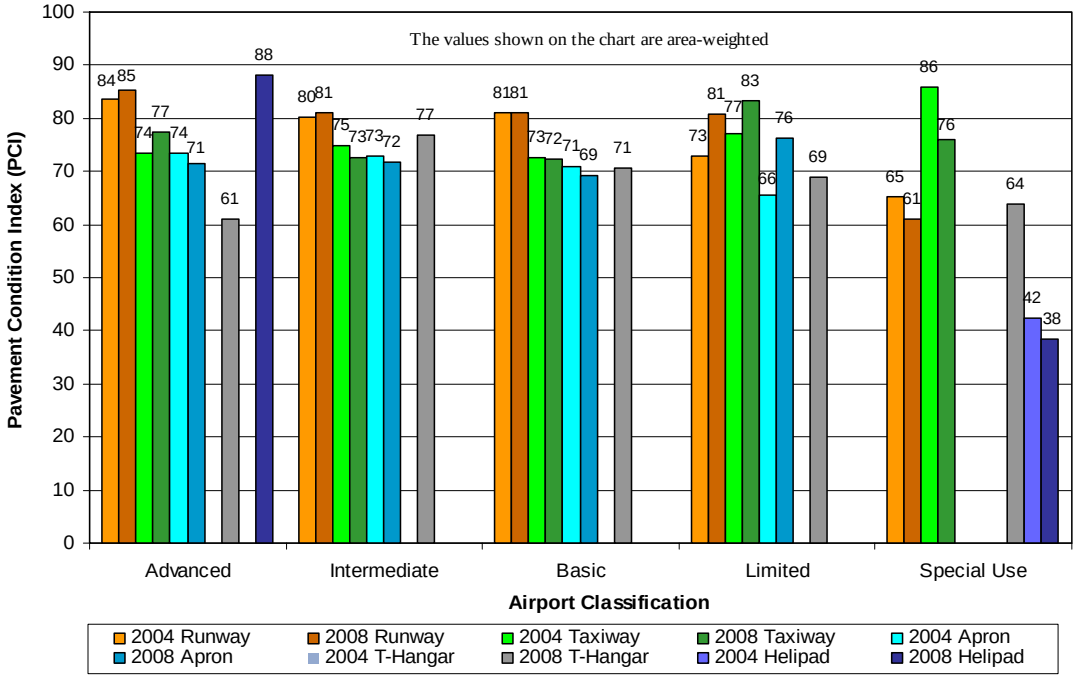

Figure 10. 2004 PCI versus 2008 PCI by facility type for GA airports.

Figures 11 and 12 show the area-weighted PCI values of the GA airports' pavement systems broken out by surface type for 2008 PCI data, and a comparison of 2004 PCI versus 2008 PCI, respectively.

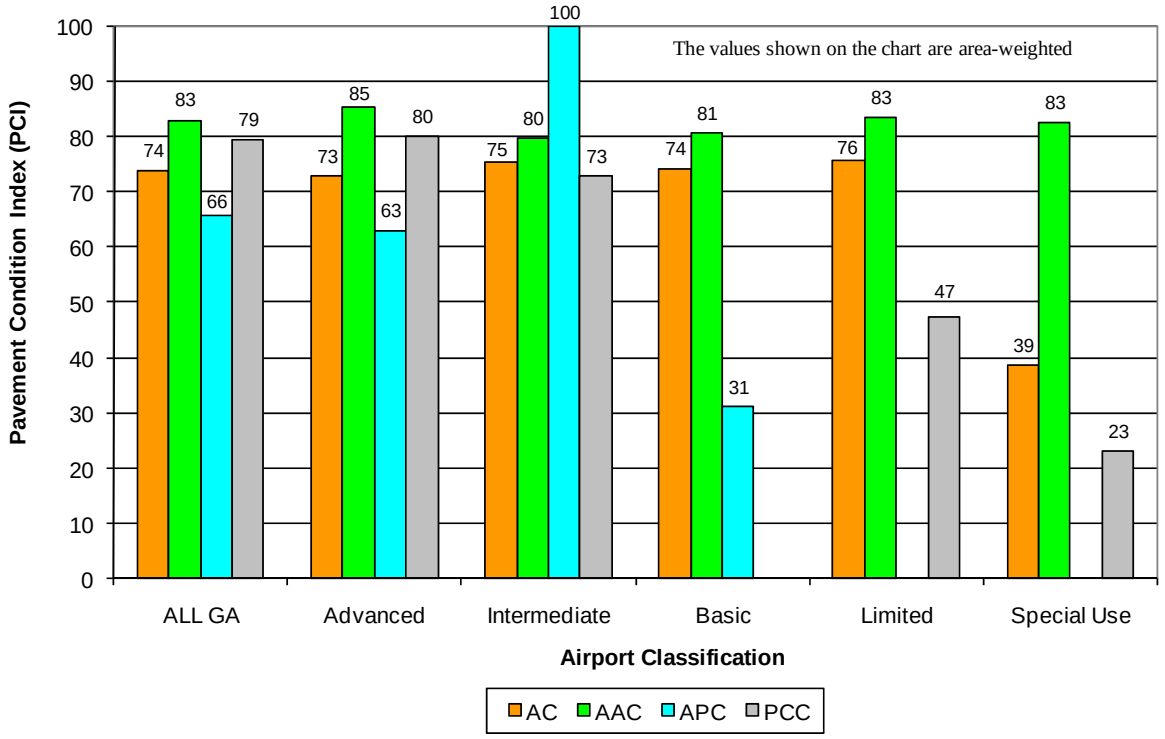

Figure 11. 2008 PCI by surface type for GA airports.

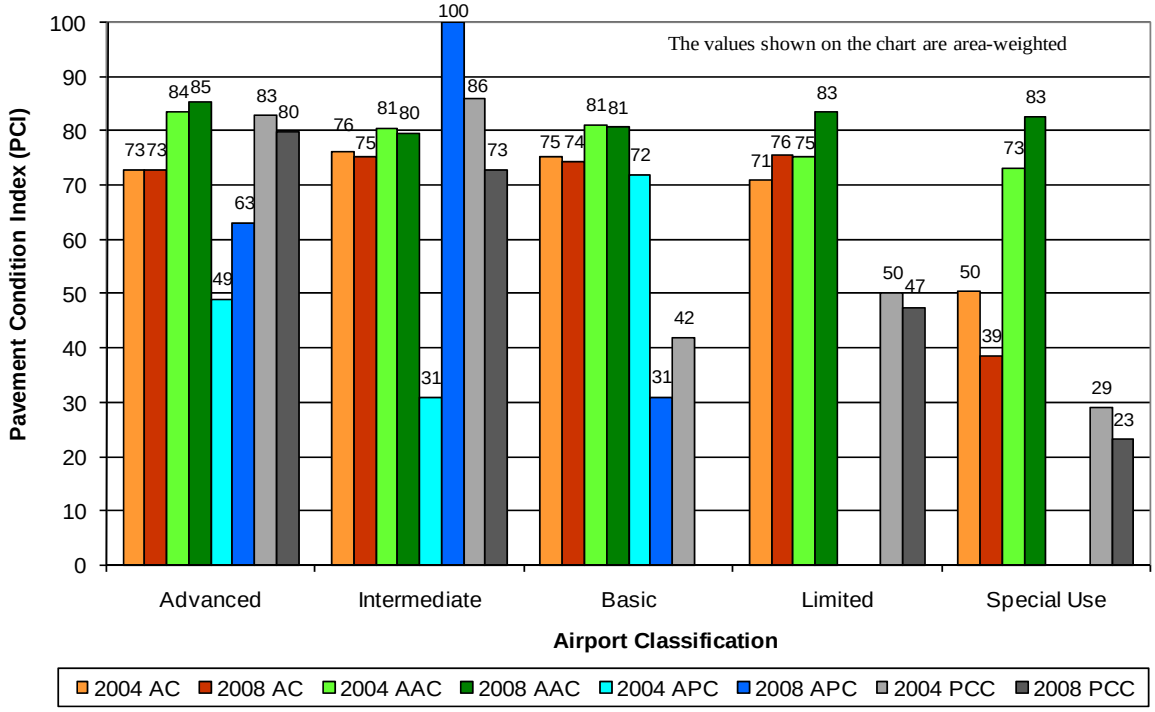

Figure 12. 2004 PCI versus 2008 PCI by surface type for GA airports.

Figures 13 and 14 show the area-weighted PCI values of the commercial service airports' pavement systems broken out by facility type for 2008 PCI data, and a comparison of 2004 PCI versus 2008 PCI, respectively.

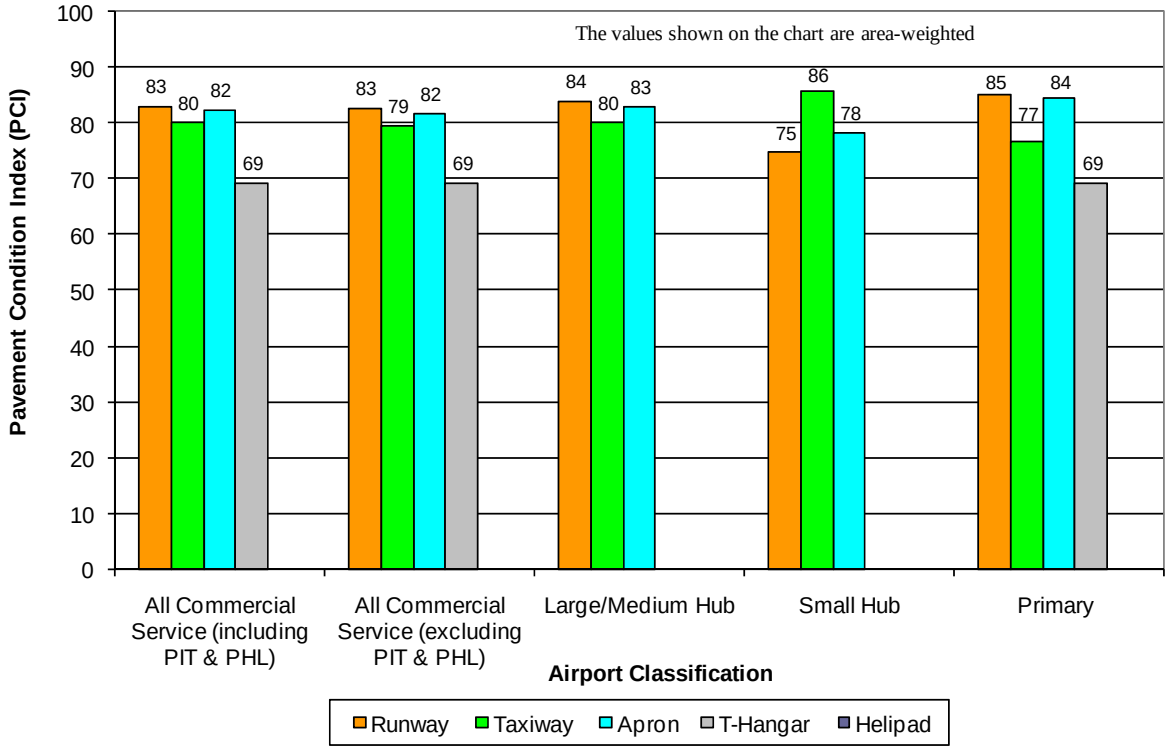

Figure 13. 2008 PCI by facility type for commercial service airports.

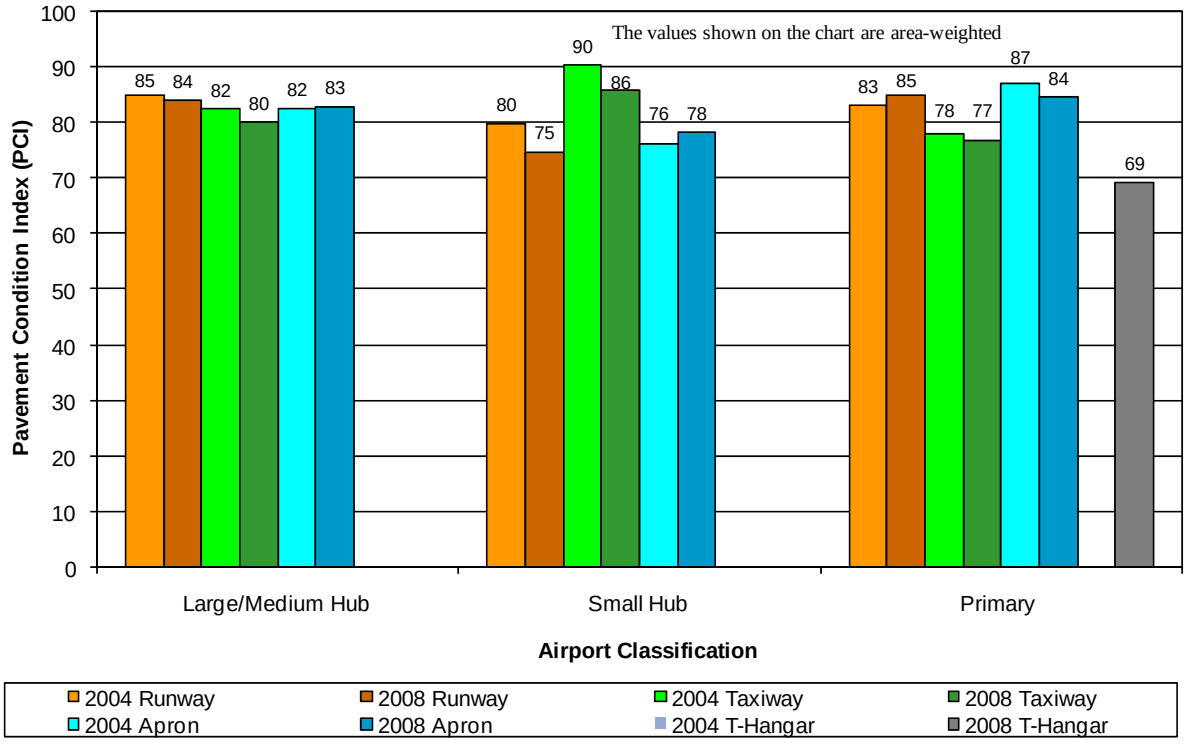

Figure 14. 2004 PCI versus 2008 PCI by facility type for commercial service airports.

Figures 15 and 16 show the area-weighted PCI values of the commercial service airports' pavement systems broken out by surface type for 2008 PCI data, and a comparison of 2004 PCI versus 2008 PCI, respectively.

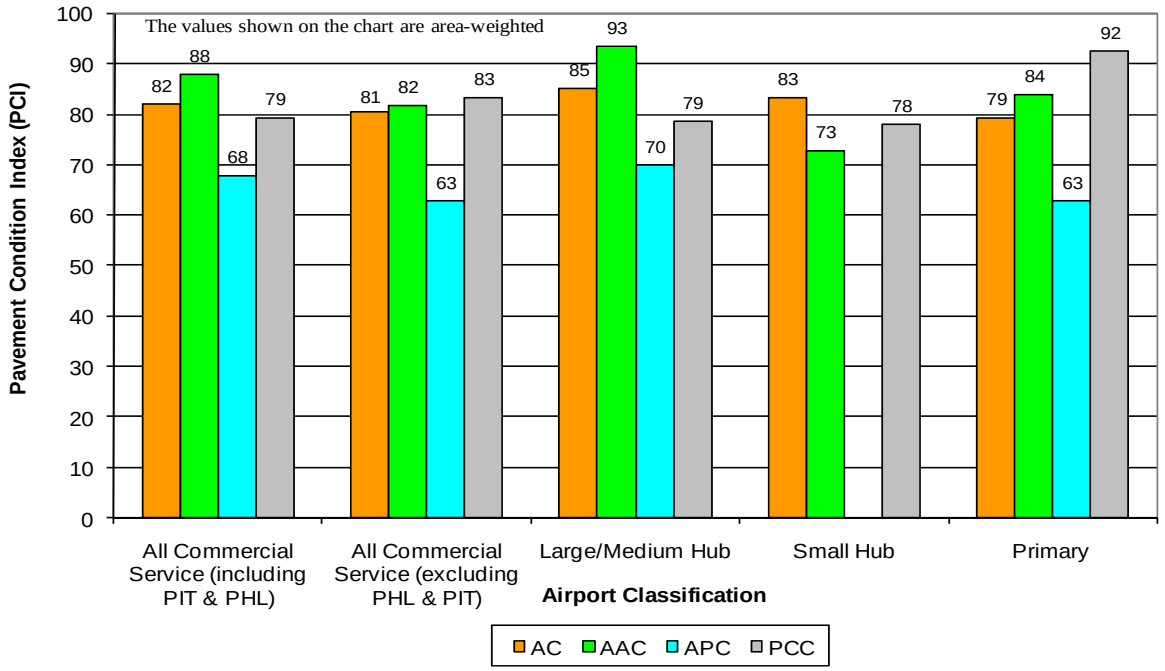

Figure 15. 2008 PCI by surface type for commercial service airports.

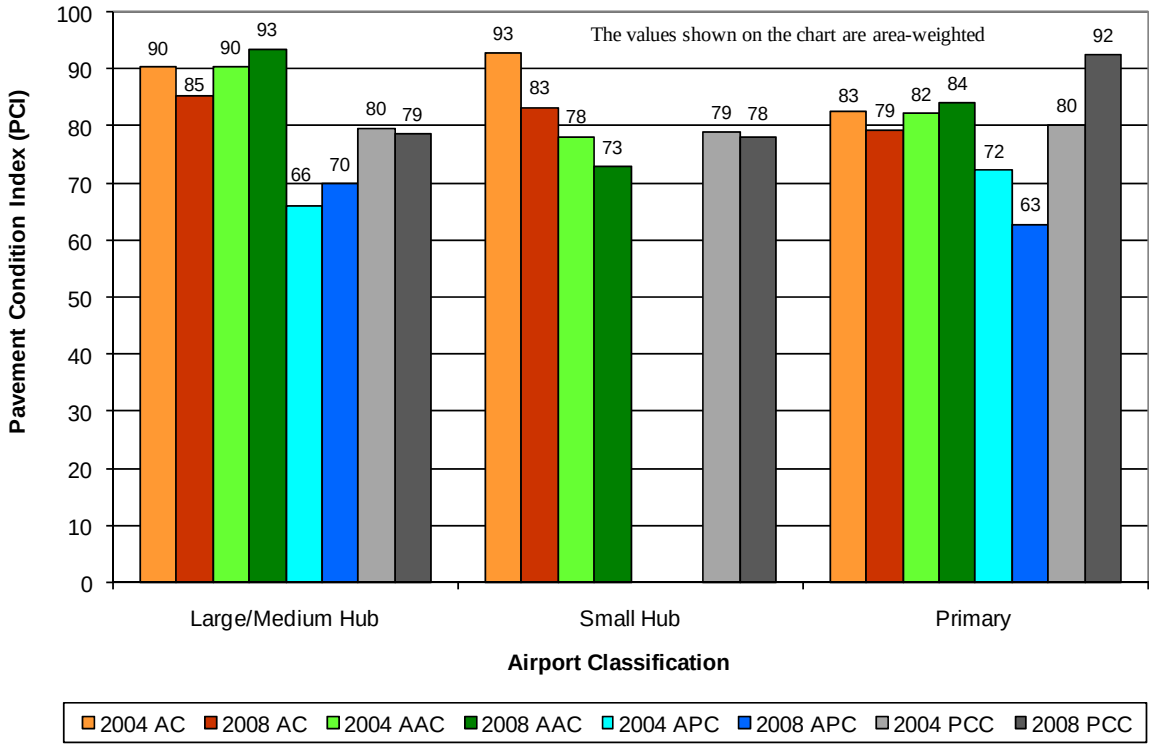

Figure 16. 2004 PCI versus 2008 PCI by surface type for commercial service airports.

Figures 17 and 18 show the distribution of the pavement conditions (PCI versus pavement area) for GA and commercial service airports (including Philadelphia International Airport and Pittsburgh International Airport), respectively. The type of maintenance or rehabilitation that is recommended on the respective pavements based on their condition is also identified in these graphs. In these figures, preventive maintenance refers to activities such as patching, crack sealing and surface treatments, while major rehabilitation includes overlays of AC and PCC pavements and the restoration of concrete pavements.

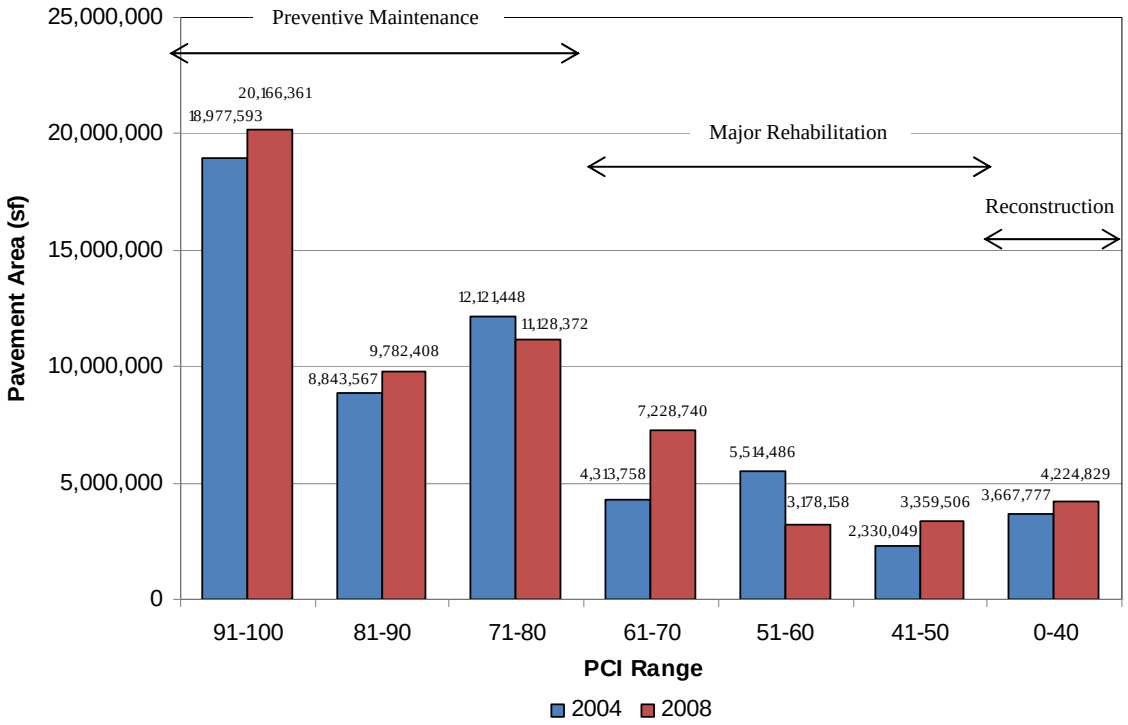

Figure 17. Condition distribution for GA airports.

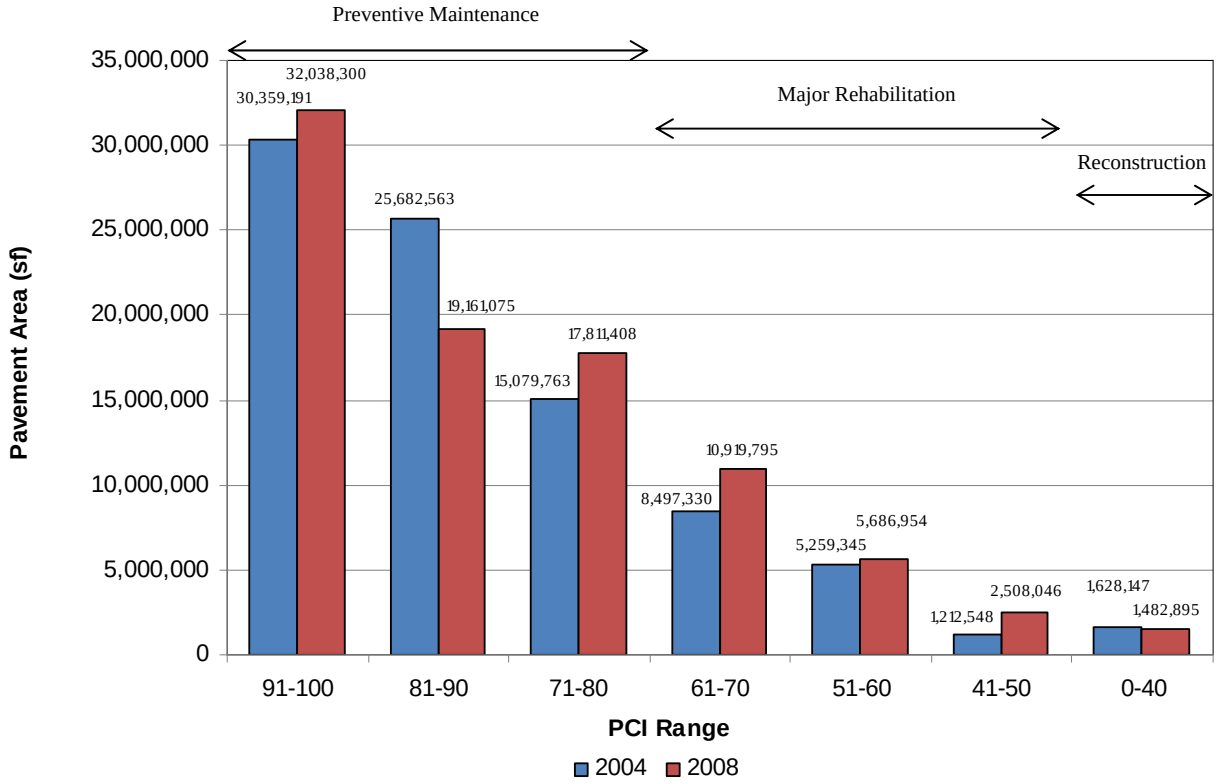

Figure 18. Condition distribution for commercial service airports.

MICROPAVER CUSTOMIZATION

Background

As part of this project, the APMS software selected by the BOA (MicroPAVER) was modified to reflect the Bureau's conditions and needs. The customization can be broken down into the following areas:

- Database-Related.
- Performance Modeling.
- Maintenance and Rehabilitation Analytical Routines.

Each of these areas is addressed under separate headings in this chapter.

Database-Related Customization

MicroPAVER permits the user to define database fields to meet specific requirements. This customization occurs at three levels: the network level, the branch level, and the section level.

Network Level Customization

At the network level, the network identifier and name can be customized. In addition, there are three user-definable fields available for use at the network level. The BOA's database has been customized at the network level as follows:

- There are 97 total networks in the associated database (including Philadelphia International Airport and Pittsburgh International Airport)—one for each airport. The network identifier is the airport's associated city and the network name is the full airport name.
- Three user-definable fields are available at the network level. One user field is used to identify the climate of where the airport is located (Colder or Warmer). Another field is used to identify the airport's classification (Primary, Small Hub, Large/Medium Hub, Advanced, Intermediate, Basic, Limited, or Special Use). The third field shows whether the airport is a GA airport or commercial service airport (GA or Non GA).
- Three additional user fields have also been created at the network level. The first field is used to identify the FAA designator. The second field is used to identify the engineering region (1, 2, 3, or 4). The third field is used to identify the engineering district in which the airport was located (1 through 12).

Branch Level Customization

Within a network are branches. A branch is a single entity that serves a distinct function; runways, taxiways, aprons, T-Hangars, and helipads are branches. In MicroPAVER, the user is able to customize the branch identifier and the branch name. In addition, there are three user-definable fields available for use at the branch level. The Pennsylvania MicroPAVER system has been customized at the branch level as follows:

- The branch identifier starts with RW for runways, TW for taxiways, A for aprons, TH for T-Hangars, and HP for helipads. The branch identifier is completed as follows: 1) for

runways, the orientation of the runway is used (for example, RW523); 2) for taxiways, the letter designation of the taxiway is used (for example, TWA); 3) for aprons, A01, A02; 4) for T-Hangars, TH01; and 5) for helipads, HP01 is used, and so on. The branch identifier is then finished using a two-letter code specific to each airport. This naming protocol allows for consistency and facilitates the sorting and reporting of data.

- The branch name is a clear description of the branch (for example, Runway 10-28, Taxiway B, or Terminal Apron).
- Two user fields at the branch level were used. The first user field was used to identify whether the branch is a T-Hangar. The second user field was used during modeling to group airports. One user field remains available for future use.

Section Level Customization

A section is a subdivision of a branch. In MicroPAVER, the user is able to customize the section identifier, the from/to descriptors, the use, the surface type, the rank, the category, and the zone. In addition, there are three user-definable fields available for use at the section level. The Pennsylvania system has been customized at the section level as follows:

- The section identifiers within a branch are numbered 10, 20, 30, and so on. Using increments of ten makes it easy to revise or add sections in the future.
- The from/to statements are clear and match the pavement layout plan.
- The use of the pavement is defined as runway, taxiway, apron, T-Hangar, or helipad.
- The surface types are defined as follows:

  AC: asphalt pavement
  AAC: asphalt overlay on asphalt pavement
  PCC: portland cement concrete pavement
  APC: asphalt overlay on PCC

- A rank of P has been assigned to all pavement sections at this time; however, the assignment of different ranks to pavement sections to assist with the prioritization of pavement rehabilitation projects may be undertaken in the future.
- The three user fields at the section level remain available if a future use is identified for them.

Performance Modeling

MicroPAVER uses performance models to predict pavement condition into the future. It is possible in MicroPAVER to develop database-specific performance models using actual pavement condition data. The future condition of each pavement section is predicted using its position relative to its performance model, as shown in figure 19.

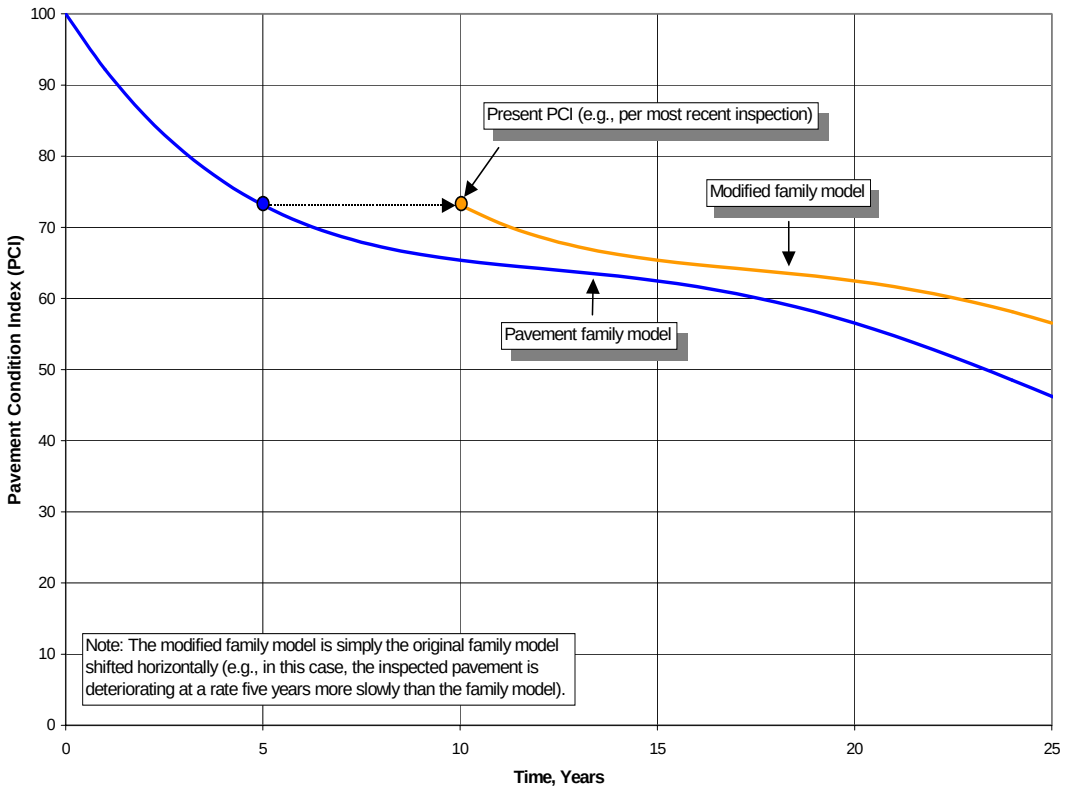

Figure 19. Performance model application.

Factors affecting performance, such as pavement use (runway, taxiway, apron, T-Hangar, and helipad), surface type, traffic level, geographic region, and airport type, were investigated to determine their impact on pavement performance. Forty-two pavement performance models were ultimately selected for use in the BOA's APMS. Appendix B contains detailed information on these models.

Maintenance and Rehabilitation Analysis Parameters

Maintenance and Rehabilitation Types and Cost Information

Maintenance types and unit costs were defined, as well as the unit cost of major pavement rehabilitation in different PCI ranges. The application of different maintenance activities was also defined. APTech worked with the BOA and DY Consultants to revise existing policies and unit costs for the maintenance of pavements as well as cost estimates for major rehabilitation actions. The localized maintenance policies are presented in tables 6 and 7. Unit cost information is presented in tables 8 and 9.

Table 6. Localized maintenance policies, asphalt-surfaced pavements.

Distress Type	Severity Level	Maintenance Action
Alligator Cracking	Low	Monitor
	Medium	AC Patch
	High	AC Patch
Bleeding	N/A	Monitor
Block Cracking	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Corrugation	Low	Monitor
	Medium	AC Patch
	High	AC Patch
Depression	Low	Monitor
	Medium	Monitor
	High	AC Patch
Jet Blast	N/A	Monitor
Joint Reflection Cracking	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Longitudinal and Transverse Cracking	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Oil Spillage	N/A	AC Patch
Patching	Low	Monitor
	Medium	Monitor
	High	AC Patch
Polished Aggregate	N/A	Monitor
Raveling and Weathering	Low	Monitor
	Medium	AC Patch
	High	AC Patch
Rutting	Low	Monitor
	Medium	Monitor
	High	AC Patch
Shoving	Low	Monitor
	Medium	AC Patch
	High	AC Patch
Slippage Cracking	N/A	AC Patch
Swelling	Low	Monitor
	Medium	Monitor
	High	AC Patch

Table 7. Localized maintenance policies, portland cement concrete pavements.

Distress Type	Severity Level	Maintenance Action
Blow-Up	Low	Slab Replacement
	Medium	Slab Replacement
	High	Slab Replacement
Corner Break	Low	Monitor
	Medium	Patch –PCC Full Depth
	High	Patch –PCC Full Depth
Cracks	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Durability Cracking	Low	Monitor
	Medium	Patch –PCC Full Depth
	High	Slab Replacement
Joint Seal Damage	Low	Monitor
	Medium	Joint Seal
	High	Joint Seal
Patching	Low	Monitor
	Medium	Monitor
	High	Patch –PCC Full Depth
Popouts	N/A	Monitor
Pumping	N/A	Monitor
Scaling	Low	Monitor
	Medium	Monitor
	High	Slab Replacement
Settlement	Low	Monitor
	Medium	Monitor
	High	Grinding
Shattered Slab	Low	Monitor
	Medium	Slab Replacement
	High	Slab Replacement
Shrinkage	N/A	Monitor
Spalling (Joint and Corner)	Low	Monitor
	Medium	Patch –PCC Partial Depth
	High	Patch –PCC Partial Depth

Table 8. 2009 unit costs for preventive maintenance actions.

Maintenance Action	2009 Unit Cost
Patch-PCC partial depth	$94.25/sf
Patch-PCC full depth	$52.15/sf
Slab Replacement-PCC	52.15/sf
Crack Sealing-PCC	$3.69/lf
Joint Seal-PCC	4.50/lf
Grinding-PCC	$3.25/lf
Patch-AC	$7.93/lf
Crack Sealing-AC	$3.75/lf
Surface treatment	$100/sf

Table 9. 2009 unit costs for major rehabilitation based on PCI ranges.

Costs for Major Rehabilitation	PCI Range										
	0	10	20	30	40	50	60	70	80	90	100
GA AC	$6.02/sf	$6.02/sf	$6.02/sf	$6.02/sf	$6.02/sf	$2.07/sf	$2.07/sf	$2.07/sf	$0.00	$0.00	$0.00
GA PCC	$25.28/sf	$25.28/sf	$25.28/sf	$25.28/sf	$25.28/sf	$3.42/sf	$3.42/sf	$3.42/sf	$0.00	$0.00	$0.00
Commercial AC	$7.88/sf	$7.88/sf	$7.88/sf	$7.88/sf	$7.88/sf	$3.55/sf	$3.55/sf	$3.55/sf	$0.00	$0.00	$0.00
Commercial PCC	$25.28/sf	$25.28/sf	$25.28/sf	$25.28/sf	$25.28/sf	$3.42/sf	$3.42/sf	$3.42/sf	$0.00	$0.00	$0.00

Prioritization Guidelines

During the initial implementation of BOA's APMS, MicroPAVER version 4.2 was used. This version allowed the user to establish a prioritization matrix based on pavement condition, branch use, and airport classification in order to determine which major rehabilitation projects should get funded first when there is not enough money available to fund all triggered projects. The prioritization matrix developed by the BOA is presented in table 10. The current version of MicroPAVER, version 6.1.4, does not allow for prioritization using the same factors. At the request of BOA, the funding determination was performed manually in a manner consistent with the prioritization used in the initial APMS implementation. Please note that when running an analysis with MicroPAVER, maintenance activities always take precedence over rehabilitation actions.

Table 10. Prioritization guidelines.

PCI	Runway		Taxiway			Apron/Helipad/ T-Hangar**	
	Advanced & Intermediate	Basic & Below	Advanced	Intermediate	Basic & Below	Advanced & Intermediate	Basic & Below
70 - 100	16	22	21	21	24	23	25
Critical* - 70	6	11	10	15	19	18	20
40 - Critical*	3	7	4	9	14	13	17
0 - 40	1	1	2	2	5	8	12

* See next chapter for a description of the critical PCI values.

* *Aprons, helipads, and T-Hangars are linked together as one category.

RECOMMENDED PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM

Introduction

MicroPAVER was used to develop a maintenance and rehabilitation program for the pavements associated with the BOA airport system. This software identifies pavement sections that have high enough PCI values for preventive maintenance actions, such as crack sealing, to be cost-effective. In addition, it identifies sections where major rehabilitation is warranted. APTech developed two 5-year pavement repair programs during this project: one with an unlimited budget for all airports included in the APMS database, and one with a constrained, $7 million annual budget solely for GA airports.

MicroPAVER Analysis Approach

Before presenting the 5-year pavement repair programs developed during this project, it is important to explain the process that MicroPAVER uses. In MicroPAVER, pavement repair is categorized as follows:

- **Major Rehabilitation** (such as an overlay or reconstruction).
- **Localized Preventive Maintenance** (a preventive maintenance action that is applied only to a distressed area, such as crack sealing or patching).
- **Global Preventive Maintenance** (a preventive maintenance action that is applied to an entire section, such as a surface treatment). Surface treatments are considered for apron sections with a PCI between 75 and 85 that are experiencing raveling and weathering and/or fuel spillage damage.

For each year of the analysis, MicroPAVER applies the performance models (described previously) to estimate future pavement condition. The program then compares the projected PCI to the "critical PCI" established by the BOA. The critical PCI determines whether preventive maintenance or major rehabilitation will be the recommended treatment type. If a section falls below the "critical PCI" value, major rehabilitation is recommended during that year. If the section is above the critical PCI value, localized preventive maintenance is recommended for that year. For this project, the BOA established the following critical PCI values:

- 70 for runway sections,
- 65 for taxiway, apron, and helipad sections, and
- 60 for T-Hangar sections.

An inflation rate of 3 percent was used during the analysis and the initial unlimited budget analysis results were modified as follows:

- Localized maintenance quantities (such as crack sealing, patching, and joint resealing) were calculated based on distress types and quantities observed during the 2008 pavement inspections for the first year of the analysis (2010) in combination with the maintenance policies presented earlier. No other maintenance activities were considered for years 2010 through 2014.
- No maintenance was recommended for pavements that were triggered for major rehabilitation within 2 years following the triggered maintenance.
- Unit costs were calculated based on average historic bid information obtained from various airport projects throughout the state. They do not include design costs. These costs were compiled in 2009 and inflated for years 2010 through 2014.

The results of constrained budget analysis were modified as follows:

- No localized maintenance activities were considered for years 2010 through 2014.
- BOA's prioritization guidelines were applied to major rehabilitation activities.
- Unit costs were calculated based on average historic bid information obtained from various airport projects throughout the state. These costs were compiled in 2009 and inflated for years 2010 through 2014.

Analysis Results

Please consider the following when reviewing the recommended programs described in this section of the report:

- The programs are based on a network-level analysis and are meant to provide the BOA with an indication of the type of pavement-related work required during the next 5 years.
- The programs have not been adjusted to take into account operational constraints. Further, it is likely that certain projects would benefit from being grouped together into a common project year even if they are triggered in different years. For example, one section of a runway may be recommended for one year and another section for the next year. Obviously, these projects would benefit from being grouped together into a common effort.

Zero Budget Analysis

To provide a baseline, a zero dollar analysis was run. This analysis shows that the airport pavement infrastructure will rapidly deteriorate without continued funding for pavement maintenance and rehabilitation. The overall area-weighted PCI of the system will be 76 in 2010. By the end of 2014, it is projected that the PCI will drop to 70 if only routine maintenance is conducted. These values incorporate the pavements at Philadelphia International Airport and Pittsburgh International Airport that are maintained in the database. **It should be noted that at an individual pavement level for these two airports, significant changes may have occurred since they were last evaluated.**

Unlimited Budget Analysis

A second analysis was run using an unlimited budget. This analysis showed that approximately $299 million is needed over the next 5 years if the pavements are to be maintained above critical PCI values. Maintenance and major rehabilitation costs at Philadelphia International Airport and Pittsburgh International Airport account for approximately $144 million of this amount. This estimate is based on data collected in previous studies that may be outdated. **Again, it should be noted that at an individual pavement level for these two airports, significant changes may have occurred since they were last evaluated.** As a result, project details for these two facilities are not presented. Maintenance and major rehabilitation costs for the remaining commercial service airports account for approximately $70 million of this amount, while the costs for GA airports account for approximately $85 million. Under this analysis, the overall area-weighted PCI of the system in 2014 would be 88 as compared to a PCI of 70 under the no funding scenario.

Tables 11 and 12 provide a listing of the projects that are recommended under the unlimited budget scenario by year and for each airport, respectively. Table 13 presents the total expenditures for each year separated by airport classification and work type. Localized maintenance details for this analysis are shown in appendix C. Major rehabilitation projects triggered above critical PCI values are listed in appendix E; however, it must be noted that only localized preventive maintenance activities were considered and are shown in the unlimited analysis for these sections.

Constrained Budget Analysis

Since it is unrealistic to expect a funding level of $299 million over the next 5 years for commercial service and GA airports, a third analysis was performed using a constrained budget. In this analysis, only GA airports were considered, and an annual budget of $7 million was applied. Projects were prioritized in a manner consistent with the guidelines presented in the previous chapter.

Tables 14 and 15 present a listing of projects under the constrained funding scenario by year and for each airport, respectively. Table 16 presents the total expenditures for each year separated by airport classification and work type.

Because there is a need of $299 million over the next 5 years and only $35 million is being expended under this scenario, a backlog of projects will inevitably begin to accrue. Appendix D identifies the backlogged projects.

Table 11. Unlimited budget scenario by plan year.

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Allegheny County Airport	A01AL	10	69	67	$409,977	$0	$0
		A01AL	20	31	30	$0	$0	$1,450,948
		A01AL	30	64	63	$0	$0	$965,832
		A01AL	40	90	88	$7,849	$0	$0
		HP01AL	10	88	86	$894	$0	$0
		RW1028AL	10	85	84	$190,745	$0	$0
		RW1028AL	20	84	83	$199,811	$0	$0
		RW1028AL	30	82	81	$217,253	$0	$0
		RW1331AL	10	94	93	$124,191	$0	$0
		TH01AL	15	16	15	$0	$0	$33,083
		TH01AL	20	67	65	$2,930	$0	$0
		TH01AL	30	28	27	$0	$0	$2,302,641
		TH02AL	10	34	33	$0	$0	$789,774
		TH03AL	10	38	37	$0	$0	$981,032
		TH03AL	20	74	71	$2,099	$0	$0
		TWAAL	10	80	79	$18,192	$0	$0
		TWAAL	20	87	86	$24,418	$0	$0
		TWAAL	30	65	64	$0	$0	$604,666
		TWAAL	40	75	74	$54,961	$0	$0
		TWAAL	50	31	29	$0	$0	$110,081
		TWBAL	10	66	64	$0	$0	$125,278
		TWCAL	20	48	46	$0	$0	$79,553
		TWCAL	30	76	75	$3,634	$0	$0
		TWCAL	40	96	95	$433	$0	$0
		TWDAL	10	77	75	$3,325	$0	$0
		TWEAL	10	80	78	$1,812	$0	$0
		TWFAL	10	76	74	$3,918	$0	$0
		TWGAL	20	83	82	$11,234	$0	$0
	Altoona-Blair County Airport	A01AB	10	100	98	$1,302	$0	$0
		RW0321AB	10	78	76	$53,399	$0	$0
		RW1230AB	10	77	75	$24,371	$0	$0
		TWAAB	10	84	82	$396	$0	$0
		TWBAB	10	78	75	$10,158	$0	$0
		TWDAB	20	91	89	$573	$0	$0
	Arnold Palmer	A01AP	10	84	82	$0	$62,764	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Arnold Palmer Regional Airport	A01AP	10	84	82	$2,631	$0	$0
		A01AP	20	58	57	$0	$0	$523,929
		A01AP	30	87	85	$12,776	$0	$0
		A01AP	40	91	90	$5,225	$0	$0
		RW0321AP	10	72	70	$6,717	$0	$0
		RW0523AP	10	75	73	$93,366	$0	$0
		TWAAP	10	75	73	$57,252	$0	$0
		TWEAP	10	79	77	$1,504	$0	$0
		TWEAP	20	50	47	$0	$0	$261,260
		TWHAP	10	73	71	$5,921	$0	$0
	Beaver County Airport	A01BA	10	50	49	$0	$0	$310,355
		A02BA	10	50	49	$0	$0	$179,479
		A03BA	10	60	59	$0	$0	$293,211
		A04BA	10	62	61	$0	$0	$151,522
		A05BA	10	47	46	$0	$0	$442,959
		RW1028BA	10	72	70	$0	$0	$958,612
		TH01BA	10	71	69	$24,367	$0	$0
		TH01BA	30	21	20	$0	$0	$232,580
		TWABA	10	80	78	$21,770	$0	$0
		TWCBA	10	76	74	$3,894	$0	$0
		TWCBA	20	89	87	$19	$0	$0
	Bedford County Airport	A02BD	10	92	90	$7,123	$0	$0
		TWABD	10	93	92	$1,436	$0	$0
		TWABD	20	98	97	$528	$0	$0
	Bellefonte Airport	A01BE	10	84	82	$2,944	$0	$0
		RW0725BE	10	61	59	$0	$0	$331,666
		TH01BE	10	62	60	$0	$0	$63,127
		TWABE	10	75	73	$6,353	$0	$0
	Bloomsburg Municipal Airport	A01BL	10	78	76	$1,479	$0	$0
		A01BL	20	28	26	$0	$0	$628,252
		RW0826BL	10	75	74	$23,560	$0	$0
		TH01BL	10	59	56	$0	$0	$36,774
		TWABL	10	37	35	$0	$0	$152,340
	Braden Airpark	A01EA	10	96	94	$282	$0	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Braden Airpark	A01EA	20	30	27	$0	$0	$45,155
	Bradford Regional Airport	TWCBR	10	96	94	$416	$0	$0
	Bradford County Airport	A01BC	10	87	85	$6,705	$0	$0
		TH01BC	10	79	76	$15,725	$0	$0
		TWABC	10	75	74	$8,120	$0	$0
	Brandywine Airport	A01BW	10	86	83	$0	$82,410	$0
		A01BW	10	86	83	$1,893	$0	$0
		A02BW	10	34	32	$0	$0	$157,647
		A02BW	20	93	91	$1,052	$0	$0
		TH01BW	10	92	90	$97	$0	$0
		TWABW	20	43	41	$0	$0	$38,142
		TWABW	40	27	25	$0	$0	$348,582
		TWBBW	10	28	26	$0	$0	$50,431
	Butler County Airport	A01BT	10	59	58	$0	$0	$643,408
		A02BT	10	79	77	$0	$199,388	$0
						$3,113	$0	$0
		TH01BT	10	57	55	$0	$0	$260,222
	Butler Farm Show Airport	RW1836BF	10	77	76	$9,389	$0	$0
		TH01BF	10	5	0	$0	$0	$22,394
		TH01BF	20	87	84	$69	$0	$0
		TH01BF	30	43	41	$0	$0	$39,386
		TH01BF	40	15	10	$0	$0	$42,234
		TWABF	10	82	80	$179	$0	$0
	Capital City Airport	A01CC	10	55	54	$0	$0	$82,787
		A01CC	20	98	97	$2,301	$0	$0
		A01CC	30	91	89	$3,406	$0	$0
		RW0826CC	10C	74	72	$37,360	$0	$0
		RW0826CC	10N	72	70	$0	$0	$586,772
		RW0826CC	10S	76	74	$27,321	$0	$0
		TWBCC	10	84	82	$23	$0	$0
		TWDCC	10	85	83	$1,014	$0	$0
		TWDCC	20	69	67	$2,337	$0	$0
		TWGCC	10	81	79	$2,052	$0	$0
		TWLCC	10	84	82	$405	$0	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Carlisle Airport	A01CL	10	81	78	$4,257	$0	$0
		A01CL	20	38	36	$0	$0	$59,954
		A01CL	30	33	31	$0	$0	$117,471
		A01CL	40	43	41	$0	$0	$78,065
		TWACL	10	41	39	$0	$0	$121,619
	Cherry Ridge Airport	A01CR	10	72	71	$6,361	$0	$0
		RW1836CR	10	78	77	$7,983	$0	$0
		TH02CR	10	27	26	$0	$0	$367,437
		TH02CR	20	47	44	$0	$0	$46,952
		TH02CR	30	51	46	$0	$0	$43,689
		TH02CR	40	82	79	$1,799	$0	$0
		TWACR	10	72	70	$1,221	$0	$0
		TWBCR	10	70	68	$1,109	$0	$0
	Chester County/G.O. Carlson Airport	A01CS	10	64	63	$0	$0	$66,462
		A01CS	20	66	65	$0	$0	$298,189
		A01CS	50	10	9	$0	$0	$46,872
		A01CS	60	65	64	$0	$0	$566,017
		A01CS	70	66	64	$0	$0	$79,439
		RW1129CS	10	76	74	$58,581	$0	$0
		RW1129CS	20	82	80	$72,106	$0	$0
		RW1129CS	30	76	74	$320	$0	$0
		TH01CS	10	41	39	$0	$0	$1,369,678
		TWACS	20	50	47	$0	$0	$17,989
		TWACS	40	12	9	$0	$0	$20,565
		TWACS	50	67	65	$0	$0	$65,367
		TWBCS	10	83	81	$176	$0	$0
		TWCCS	10	88	86	$496	$0	$0
		TWECS	30	81	79	$490	$0	$0
		TWFCS	10	53	51	$0	$0	$32,497
	Clarion County Airport	A01CA	10	64	63	$0	$0	$95,733
		A01CA	20	81	79	$0	$41,303	$0
						$246	$0	$0
		A01CA	30	80	78	$252	$0	$0
		RW0624CA	10	68	67	$0	$0	$549,096

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Clarion County Airport	TWACA	10	68	65	$0	$0	$416,728
	Clearfield Lawrence Airport	A01CE	20	63	61	$0	$0	$98,408
		TH01CE	10	9	3	$0	$0	$91,673
		TH01CE	20	92	90	$418	$0	$0
		TWACE	10	55	54	$0	$0	$25,166
	Corry-Lawrence Airport	A01CO	10	64	62	$0	$0	$250,181
		RW1432CO	10	91	89	$6,054	$0	$0
		TH01CO	10	77	73	$2,209	$0	$0
		TWACO	10	72	70	$5,102	$0	$0
	Danville Airport	A01DV	10	31	27	$0	$0	$85,765
	Deck Airport	A01DK	10	72	70	$4,114	$0	$0
		RW0119DK	10	82	81	$7,292	$0	$0
		TH01DK	10	81	79	$6,467	$0	$0
		TWADK	10	84	82	$371	$0	$0
	Donegal Springs Airpark	A01DN	10	52	50	$0	$0	$21,745
		A01DN	20	93	91	$319	$0	$0
		RW1028DN	10	90	88	$1,519	$0	$0
		TH01DN	10	9	8	$0	$0	$54,796
	Doylestown Airport	A01DY	10	47	45	$0	$0	$179,045
		A01DY	20	24	22	$0	$0	$340,169
		RW0523DY	10	51	48	$0	$0	$528,974
		TH02DY	10	79	77	$13,533	$0	$0
		TWADY	10	85	83	$3,680	$0	$0
	DuBois Regional Airport	A01DU	20	84	82	$5,433	$0	$0
		A01DU	30	97	96	$783	$0	$0
		TWADU	10	91	90	$957	$0	$0
		TWADU	20	90	89	$1,514	$0	$0
		TWADU	30	93	92	$331	$0	$0
		TWDDU	10	85	83	$2,792	$0	$0
		TWHDU	10	65	62	$0	$0	$62,934
	Ebensburg Airport	A01EB	10	61	56	$0	$0	$70,303
		RW0725EB	10	62	60	$0	$0	$332,808
		TH01EB	10	78	76	$1,761	$0	$0
		TWAEB	20	87	85	$957	$0	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Erie County Airport	A01EC	10	35	29	$0	$0	$643,535
		RW0927EC	10	68	66	$0	$0	$382,724
		TWAEC	10	44	39	$0	$0	$524,135
	Erie International Airport/Tom Ridge Field	A01EI	10	75	73	$49,413	$0	$0
		A01EI	20	55	53	$0	$0	$111,746
		A01EI	30	65	63	$0	$0	$712,963
		A01EI	40	94	93	$2,007	$0	$0
		A02EI	10	54	52	$0	$0	$364,228
		A02EI	20	51	49	$0	$0	$815,445
		A03EI	10	75	73	$10,365	$0	$0
		ARUNUP01EI	10	61	59	$0	$0	$174,666
		RW0220EI	10	67	65	$0	$0	$1,811,059
		RW0220EI	20	31	29	$0	$0	$162,473
		RW0624EI	10	68	66	$0	$0	$3,739,307
		TWAEI	10	63	58	$0	$0	$1,680,950
		TWBEI	10	77	75	$8,204	$0	$0
		TWCEI	10	62	59	$0	$0	$60,686
		TWCEI	20	74	70	$4,853	$0	$0
		TWDEI	10	77	74	$19,374	$0	$0
		TWFEI	10	84	82	$5,932	$0	$0
		TWGEI	10	74	71	$10,802	$0	$0
	Finleyville Airpark	A01FL	10	57	55	$0	$0	$50,176
		RW1432FL	10	74	73	$8,940	$0	$0
		TH01FL	10	43	41	$0	$0	$83,855
	Franklin County Regional Airport	TH01CH	10	21	21	$0	$0	$84,227
	Gettysburg Regional Airport	A01GE	10	67	65	$0	$0	$20,439
		A01GE	20	83	81	$0	$22,552	$0
						$841	$0	$0
		RW0624GE	10	96	94	$745	$0	$0
		TH01GE	10	41	39	$0	$0	$67,692
		TH01GE	20	92	90	$1,876	$0	$0
		TH02GE	10	40	38	$0	$0	$87,265
	Greene County Airport	A01GC	10	38	36	$0	$0	$645,060
		RW0927GC	10	73	72	$28,345	$0	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Greene County Airport	TH01GC	10	4	3	$0	$0	$210,242
		TH02GC	10	28	27	$0	$0	$122,214
		TWAGC	10	70	68	$24,417	$0	$0
	Greensburg-Jeanette Regional Airport	A01GJ	10	4	2	$0	$0	$97,129
		RW0220GJ	10	92	91	$132,617	$0	$0
		TH01GJ	10	2	0	$0	$0	$28,991
		TWAGJ	10	93	92	$268	$0	$0
	Greenville Municipal Airport	A01GM	10	91	89	$738	$0	$0
		A01GM	20	88	86	$1,392	$0	$0
		A01GM	30	81	78	$0	$41,034	$0
						$1,331	$0	$0
		TH01GM	20	36	35	$0	$0	$118,129
	Grove City Regional Airport	A01GO	30	61	60	$0	$0	$98,851
		RW1028GO	10	86	85	$3,224	$0	$0
		TWAGO	10	66	64	$0	$0	$24,938
	Harrisburg International Airport	ACARGOHI	10	86	85	$20,875	$0	$0
		ACARGOHI	20	86	85	$1,672	$0	$0
		ACARGOHI	30	61	59	$0	$0	$544,369
		ACARGOHI	40	77	75	$33,298	$0	$0
		ACARGOHI	50	53	51	$0	$0	$1,392,214
		ACARGOHI	60	73	71	$102,272	$0	$0
		ACARGOHI	70	78	76	$38,301	$0	$0
		ACARGOHI	80	57	55	$0	$0	$217,783
		ACARGOHI	90	69	67	$48,157	$0	$0
		ATERMHI	10	95	94	$11,361	$0	$0
		ATERMHI	20	79	77	$50,166	$0	$0
		ATERMHI	30	93	92	$1,069	$0	$0
		ATERMHI	40	79	77	$108,892	$0	$0
		ATERMHI	50	79	77	$86,768	$0	$0
		ATERMHI	70	96	95	$51,676	$0	$0
		ATERMHI	90	92	91	$12,378	$0	$0
		RW1331HI	10C	71	69	$0	$0	$677,100
		RW1331HI	10W	75	73	$15,853	$0	$0
		RW1331HI	20C	68	66	$0	$0	$732,000

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Harrisburg International Airport	RW1331HI	20W	73	72	$19,493	$0	$0
		RW1331HI	30W	74	72	$2,110	$0	$0
		RW1331HI	40C	75	73	$1,487	$0	$0
		RW1331HI	40W	71	69	$0	$0	$722,850
		RW1331HI	50C	74	72	$309	$0	$0
		TWAHI	20	46	45	$0	$0	$284,340
		TWAHI	40	64	63	$0	$0	$891,124
		TWAHI	60	85	83	$212	$0	$0
		TWAHI	70	48	47	$0	$0	$226,653
		TWAHI	80	83	81	$1,395	$0	$0
		TWBHI	10	72	70	$365	$0	$0
		TWCHI	10	82	80	$181	$0	$0
		TWDHI	10	49	48	$0	$0	$126,516
		TWEHI	10	88	86	$2,048	$0	$0
		TWEHI	20	89	87	$5,674	$0	$0
	Hazleton Municipal Airport	A01HM	10	48	47	$0	$0	$124,184
		A01HM	20	82	80	$1,773	$0	$0
		A01HM	30	35	34	$0	$0	$750,980
		TH01HM	10	0	0	$0	$0	$162,930
		TH01HM	20	59	57	$0	$0	$139,943
		TWAHM	20	48	44	$0	$0	$163,783
	Heritage Field Airport	A01PL	10	78	76	$0	$96,944	$0
		A01PL	10	78	76	$7,229	$0	$0
		A01PL	20	52	50	$0	$0	$78,615
		RW1028PL	10	86	84	$10,722	$0	$0
		TH01PL	10	42	40	$0	$0	$340,420
		TH01PL	20	58	56	$0	$0	$24,263
		TH02PL	10	72	70	$147	$0	$0
		TWAPL	10	48	46	$0	$0	$507,371
		TWBPL	10	73	71	$2,034	$0	$0
		TWCPL	10	93	91	$476	$0	$0
	Indiana County/Jimmy Stewart Airport	A02IC	10	57	55	$0	$0	$167,925
		A03IC	10	99	98	$147	$0	$0
		RW1028IC	10	50	48	$0	$0	$927,947

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Indiana County/Jimmy Stewart Airport	TH01IC	10	95	93	$341	$0	$0
		TWAIC	10	44	42	$0	$0	$730,918
	Jake Arner Memorial	TH01JA	10	75	72	$1,629	$0	$0
		TWAJA	10	88	86	$940	$0	$0
	John Murtha-Johnstown-Cambria County Airport	A01JC	10	85	83	$1,020	$0	$0
		A01JC	30	47	46	$0	$0	$139,049
		TWBJC	10	53	50	$0	$0	$462,002
		TWCJC	10	48	45	$0	$0	$890,779
		TWDJC	10	89	88	$2,352	$0	$0
		TWEJC	10	56	53	$0	$0	$77,910
		TWFJC	10	69	67	$4,081	$0	$0
		TWGJC	10	91	89	$1,504	$0	$0
		TWGJC	20	89	88	$7,518	$0	$0
	Joseph A. Hardy Connellsville Airport	A01CN	10	51	47	$0	$0	$369,596
		A01CN	20	98	97	$96	$0	$0
		A02CN	10	11	10	$0	$0	$1,201,764
		RW0523CN	10	69	67	$0	$0	$833,506
		RW1432CN	10	70	68	$0	$0	$623,912
		TH01CN	10	12	7	$0	$0	$181,827
		TWACN	10	77	76	$48,758	$0	$0
		TWBCN	10	17	16	$0	$0	$1,759,218
	Lancaster Airport	A01LA	10	82	80	$2,738	$0	$0
		A02LA	10	97	96	$262	$0	$0
		RW0826LA	10	93	91	$171	$0	$0
		RW0826LA	20	91	89	$1,546	$0	$0
		RW1331LA	10	66	64	$0	$0	$1,328,126
		TWALA	30	71	68	$1,950	$0	$0
		TWBLA	10	38	35	$0	$0	$127,427
		TWELA	10	76	73	$1,497	$0	$0
		TWHLA	10	84	82	$8,733	$0	$0
		TWMLA	10	51	48	$0	$0	$251,209
	Lehigh Valley International Airport	AHP1331LV	10	79	77	$33,804	$0	$0
		ANSGALV	10	57	56	$0	$0	$639,094
		ATERMLV	10	50	48	$0	$0	$2,900,474

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Lehigh Valley International Airport	ATERMLV	20	48	46	$0	$0	$588,891
		ATERMLV	30	63	62	$0	$0	$474,215
		ATERMLV	40	85	83	$48,046	$0	$0
		ATERMLV	50	86	84	$1,220	$0	$0
		ATERMLV	60	85	83	$4,527	$0	$0
		RW0624LV	10C	77	75	$6,253	$0	$0
		RW0624LV	10N	78	76	$7,114	$0	$0
		RW0624LV	10S	76	74	$10,637	$0	$0
		RW0624LV	20C	77	75	$15,603	$0	$0
		RW0624LV	20N	79	77	$13,969	$0	$0
		RW0624LV	20S	75	73	$28,674	$0	$0
		RW1331LV	10C	76	74	$12,432	$0	$0
		RW1331LV	10N	76	74	$12,752	$0	$0
		RW1331LV	10S	76	74	$12,472	$0	$0
		RW1331LV	20C	54	52	$0	$0	$91,500
		RW1331LV	20N	73	71	$2,465	$0	$0
		RW1331LV	20S	72	70	$0	$0	$91,500
		RW1331LV	30C	73	71	$24,792	$0	$0
		RW1331LV	30N	74	72	$22,236	$0	$0
		RW1331LV	30S	72	70	$0	$0	$646,213
		TWA2LV	10	78	76	$1,445	$0	$0
		TWA3LV	10	81	79	$558	$0	$0
		TWALV	30	73	70	$561	$0	$0
		TWCLV	30	92	90	$239	$0	$0
		TWELV	10	79	77	$2,803	$0	$0
		TWELV	20	85	83	$67	$0	$0
		TWELV	30	14	11	$0	$0	$509,076
		TWJLV	10	39	36	$0	$0	$100,453
		TWJLV	20	62	60	$0	$0	$48,488
	Mid-Atlantic Soaring Center	RW1533MA	20	37	33	$0	$0	$619,807
		TH01MA	10	74	71	$805	$0	$0
		TWAMA	10	76	74	$12,328	$0	$0
	Mid-State Airport	A01MS	10	53	51	$0	$0	$225,592
		RW0624MS	10	73	72	$78,446	$0	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Mid-State Airport	RW1634MS	10	68	67	$0	$0	$1,224,802
		TWAMS	10	66	64	$0	$0	$175,652
		TWDMS	10	64	62	$0	$0	$146,461
	Mifflin County Airport	A01MC	10	92	90	$298	$0	$0
		RW0624MC	10	89	87	$957	$0	$0
	Mifflin Airport	RW0826MF	10	78	77	$2,775	$0	$0
	New Castle Municipal Airport	A01NC	10	74	72	$14,949	$0	$0
		A01NC	20	82	80	$6,372	$0	$0
		RW0523NC	10	65	62	$0	$0	$640,818
		RW1331NC	10	71	69	$0	$0	$630,385
		TH01NC	20	48	44	$0	$0	$92,825
		TWANC	10	78	77	$16,022	$0	$0
		TWBNC	10	78	77	$10,247	$0	$0
		TWDNC	10	38	37	$0	$0	$51,150
	New Garden Flying Field	A01NG	10	71	69	$6,786	$0	$0
		A01NG	20	83	81	$1,109	$0	$0
		A01NG	30	60	58	$0	$0	$21,588
		RW0624NG	10	60	58	$0	$0	$15,845
		RW0624NG	20	45	42	$0	$0	$752,292
		RW0624NG	30	66	64	$0	$0	$33,334
		RW0624NG	40	75	73	$69	$0	$0
		RW0624NG	50	87	85	$205	$0	$0
		TH01NG	10	26	25	$0	$0	$532,735
		TH02NG	20	35	33	$0	$0	$72,323
		TH02NG	30	22	21	$0	$0	$86,192
		TH02NG	40	53	51	$0	$0	$15,988
		TH02NG	50	70	66	$336	$0	$0
		TH03NG	10	36	34	$0	$0	$275,156
		TH03NG	20	40	35	$0	$0	$26,728
		TH04NG	10	82	80	$401	$0	$0
		TWANG	10	28	26	$0	$0	$188,932
		TWANG	30	31	29	$0	$0	$32,767
		TWANG	40	72	70	$77	$0	$0
	Northeast Philadelphia	AHANGNP	10	37	36	$0	$0	$460,579

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Northeast Philadelphia Airport	ATERMNP	10	78	76	$74,256	$0	$0
		ATERMNP	20	46	42	$0	$0	$1,343,451
		ATERMNP	30	74	72	$968,791	$0	$0
		RW0624NP	10	75	73	$12,954	$0	$0
		RW0624NP	20	78	76	$9,106	$0	$0
		RW0624NP	30	73	71	$13,977	$0	$0
		RW0624NP	40	71	69	$0	$0	$185,310
						$10,877	$0	$0
		RW0624NP	50	66	64	$0	$0	$718,874
		RW0624NP	60	75	73	$32,411	$0	$0
		RW1533NP	20	78	76	$2,914	$0	$0
		RW1533NP	30	79	77	$147	$0	$0
		TH01NP	10	87	84	$1,934	$0	$0
		TH01NP	20	81	78	$3,823	$0	$0
		TH01NP	30	12	11	$0	$0	$75,584
		TH01NP	40	45	43	$0	$0	$58,218
		TH01NP	50	10	9	$0	$0	$74,629
		TH01NP	60	41	36	$0	$0	$138,372
		TH01NP	70	23	22	$0	$0	$198,859
		TH01NP	80	77	74	$3,087	$0	$0
		TH01NP	90	75	72	$1,712	$0	$0
		TWA1NP	10	30	29	$0	$0	$65,168
		TWA1NP	20	47	46	$0	$0	$38,915
		TWA2NP	10	54	52	$0	$0	$45,297
		TWA3NP	10	47	46	$0	$0	$14,251
		TWA3NP	20	47	46	$0	$0	$11,971
		TWA3NP	30	47	46	$0	$0	$45,419
		TWA4NP	10	47	46	$0	$0	$52,837
		TWA4NP	20	40	39	$0	$0	$52,694
		TWANP	20	54	52	$0	$0	$122,370
		TWANP	40	67	65	$1,010	$0	$0
		TWANP	50	45	44	$0	$0	$929,565
		TWBNP	10	69	67	$888	$0	$0
		TWBNP	20	31	30	$0	$0	$44,218

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Northeast Philadelphia Airport	TWCNP	20	83	81	$2,023	$0	$0
		TWCNP	30	47	46	$0	$0	$32,243
		TWCNP	70	83	81	$971	$0	$0
		TWFNP	20	30	29	$0	$0	$500,836
		TWGNP	10	47	46	$0	$0	$40,163
		TWGNP	40	73	71	$2,352	$0	$0
		TWHNP	20	47	46	$0	$0	$231,719
		TWHNP	30	47	46	$0	$0	$31,998
		TWHNP	40	47	46	$0	$0	$61,715
		TWJNP	10	40	37	$0	$0	$96,379
		TWJNP	40	56	54	$0	$0	$150,923
		TWJNP	50	68	66	$483	$0	$0
		TWJNP	60	56	54	$0	$0	$17,839
		TWLNP	10	56	54	$0	$0	$15,438
		TWLNP	20	49	46	$0	$0	$31,792
		TWLNP	50	44	41	$0	$0	$802,400
		TWLNP	60	39	36	$0	$0	$989,705
		TWLNP	70	67	65	$1,847	$0	$0
	Northumberland County Airport	RW0826NU	10	97	96	$2,735	$0	$0
		TH01NU	10	78	75	$448	$0	$0
		TH01NU	20	35	30	$0	$0	$52,365
		TWANU	10	96	95	$243	$0	$0
	Penn Valley Airport	A01PV	10	56	55	$0	$0	$256,737
		TH01PV	10	80	78	$896	$0	$0
		TH02PV	10	19	18	$0	$0	$76,043
		TWAPV	10	88	87	$2,210	$0	$0
	Pennridge Airport	A01PR	10	40	35	$0	$0	$403,775
		TH01PR	10	40	35	$0	$0	$319,802
		TH02PR	10	22	17	$0	$0	$75,962
		TWAPR	10	64	62	$0	$0	$44,775
		TWAPR	30	36	32	$0	$0	$721,432
	Penn's Cave Airport	RW0725PC	10	65	63	$0	$0	$225,083
		TH01PC	10	68	66	$2,827	$0	$0
	Penn's Landing-Pier 36 Heliport	HP01PH	10	15	12	$0	$0	$151,962

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Penn's Landing-Pier 36 Heliport	HP01PH	20	29	27	$0	$0	$180,404
	Perkiomen Valley Airport	A01PK	10	45	43	$0	$0	$323,022
		RW0927PK	10	61	58	$0	$0	$252,454
		TH01PK	10	14	13	$0	$0	$146,351
		TWAPK	10	20	17	$0	$0	$75,602
		TWAPK	20	29	27	$0	$0	$53,487
	Pittsburgh-Monroeville Airport	RW0523PB	10	4	0	$0	$0	$406,974
	Pocono Mountains Municipal Airport	A01PO	20	70	66	$7,938	$0	$0
		TWAPO	10	71	69	$1,189	$0	$0
	Port Meadville Airport	A01PM	10	63	61	$0	$0	$94,335
		A02PM	10	54	53	$0	$0	$138,771
		A02PM	20	11	10	$0	$0	$34,980
		A03PM	10	80	78	$8,185	$0	$0
		A03PM	20	83	81	$1,421	$0	$0
		A03PM	30	24	22	$0	$0	$124,993
		A03PM	40	45	43	$0	$0	$135,278
		RW0725PM	10	72	70	$64,328	$0	$0
		TWAPM	10	73	71	$45,203	$0	$0
		TWBPM	10	34	30	$0	$0	$317,241
	Pottstown Municipal Airport	A02PT	10	62	60	$0	$0	$83,960
		RW0826PT	10	51	49	$0	$0	$532,852
		TH01PT	10	19	18	$0	$0	$51,237
		TWAPT	10	62	60	$0	$0	$222,163
	Punxsutawney Municipal	A01PX	10	34	31	$0	$0	$104,042
	Quakertown Airport	A01QK	10	78	75	$3,966	$0	$0
		A02QK	10	60	58	$0	$0	$31,750
		TH01QK	10	35	33	$0	$0	$278,522
		TH02QK	10	66	64	$3,967	$0	$0
		TWBQK	10	64	62	$0	$0	$33,030
		TWBQK	20	58	56	$0	$0	$63,203
	Queen City Municipal Airport	RW1533QC	10	49	46	$0	$0	$706,079
		TH02QC	10	51	49	$0	$0	$43,506

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Queen City Municipal Airport	TWAQC	10	59	57	$0	$0	$348,877
		TWBQC	10	74	72	$2,193	$0	$0
		TWCQC	10	62	60	$0	$0	$18,537
		TWCQC	20	13	10	$0	$0	$134,087
		TWFQC	10	16	14	$0	$0	$89,082
	Reading Regional Airport/Carl A. Spaatz Field	A01RR	10	38	34	$0	$0	$483,370
		A01RR	20	51	48	$0	$0	$247,700
		A02RR	10	64	63	$0	$0	$524,757
		RW1331RR	10	90	88	$1,521	$0	$0
		RW1836RR	10	73	71	$60,936	$0	$0
		TWBRR	10	86	84	$5,333	$0	$0
		TWBRR	20	59	57	$0	$0	$513,800
		TWBRR	30	73	71	$2,004	$0	$0
		TWCRR	20	93	90	$271	$0	$0
		TWCRR	30	28	25	$0	$0	$204,904
		TWDRR	10	85	83	$3,341	$0	$0
		TWERR	10	42	39	$0	$0	$359,085
		TWGRR	10	79	77	$808	$0	$0
		TWHRR	10	42	39	$0	$0	$212,325
		TWJRR	10	21	18	$0	$0	$90,452
		TWNRR	10	63	61	$0	$0	$153,370
	Reigle Field	A01RA	10	70	68	$540	$0	$0
		RW1331RA	10	63	62	$0	$0	$176,481
		TH01RA	10	65	63	$18,299	$0	$0
		TH01RA	20	56	54	$0	$0	$31,268
		TWARA	10	63	60	$0	$0	$20,433
	Rostraver Airport	A01RS	10	64	63	$0	$0	$105,088
		A01RS	20	56	55	$0	$0	$162,725
		TH01RS	10	86	84	$1,871	$0	$0
		TH01RS	20	0	0	$0	$0	$39,296
		TH02RS	10	79	76	$6,393	$0	$0
		TWARS	10	88	87	$6,039	$0	$0
	Schuylkill County/Joe Zerbey Airport	A01SC	10	65	64	$0	$0	$154,282
		A02SC	10	57	56	$0	$0	$183,987

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Schuylkill County/Joe Zerbey Airport	TWASC	10	57	55	$0	$0	$647,896
	Seamans Airport	A01SF	10	70	69	$3,119	$0	$0
		RW0422SF	10	56	54	$0	$0	$283,586
		TH01SF	10	70	66	$3,707	$0	$0
		TH01SF	20	17	13	$0	$0	$48,806
		TWASF	10	88	86	$1,401	$0	$0
		TWBSF	10	78	76	$4,944	$0	$0
	Seven Springs Airport	RW1028SS	10	70	63	$0	$0	$279,249
		TWASS	10	26	15	$0	$0	$84,692
		TWASS	20	49	39	$0	$0	$89,999
	Sky Haven Airport	A01SK	10	26	23	$0	$0	$127,429
		RW0119SK	10	80	79	$9,328	$0	$0
	Slatington Airport	A01SL	10	93	91	$557	$0	$0
		TH01SL	10	92	90	$274	$0	$0
		TH01SL	20	85	83	$540	$0	$0
	Smoketown Airport	RW1028SN	10	96	94	$189	$0	$0
		TH01SN	10	86	84	$347	$0	$0
		TWBSN	10	74	72	$410	$0	$0
		TWDSN	10	65	63	$0	$0	$44,506
	Somerset County Airport	A01SO	10	73	71	$5,119	$0	$0
		A01SO	20	83	80	$0	$74,106	$0
						$4,232	$0	$0
		A02SO	10	6	4	$0	$0	$47,882
		TH01SO	20	94	93	$174	$0	$0
		TH01SO	30	13	13	$0	$0	$329,344
		TH02SO	10	80	78	$390	$0	$0
		TH02SO	20	41	39	$0	$0	$33,858
		TWASO	10	46	44	$0	$0	$562,906
		TWASO	20	89	87	$869	$0	$0
		TWASO	30	58	56	$0	$0	$171,105
	Southern Adams County Heliport	HP01SA	10	14	12	$0	$0	$73,615
		TH01SA	10	25	23	$0	$0	$62,496
	Spring Hill Airport	A01SH	10	35	30	$0	$0	$317,235

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Spring Hill Airport	RW0523SH	10	87	86	$662	$0	$0
		TWBSH	10	51	47	$0	$0	$81,160
	St. Marys Municipal Airport	A02SM	10	90	88	$332	$0	$0
		A03SM	10	83	81	$3,471	$0	$0
		TH01SM	10	84	81	$129	$0	$0
		TWASM	20	87	85	$1,898	$0	$0
	Stroudsburg-Pocono Airport	A01ST	10	25	22	$0	$0	$64,468
		RW0826ST	10	45	42	$0	$0	$520,388
		TH01ST	10	31	30	$0	$0	$31,099
		TH02ST	10	68	66	$2,694	$0	$0
		TH03ST	20	75	73	$4,641	$0	$0
		TWAST	10	34	32	$0	$0	$123,833
		TWBST	10	52	50	$0	$0	$10,680
		TWBST	20	13	11	$0	$0	$33,480
	Titusville Airport	A01TT	10	75	72	$4,689	$0	$0
		RW1836TT	10	83	82	$26,596	$0	$0
		TH01TT	10	79	76	$34,530	$0	$0
		TWATT	10	74	71	$1,208	$0	$0
	Total RF Heliport	HP01TO	10	59	57	$0	$0	$73,640
	University Park Airport	A01UP	10	89	87	$3,398	$0	$0
		A03UP	10	88	86	$41	$0	$0
		HPRW6UP	10	86	84	$0	$61,116	$0
						$3,182	$0	$0
		RW0624UP	10	79	77	$66,298	$0	$0
		TWAUP	10	83	81	$15,251	$0	$0
		TWBUP	10	85	83	$4,270	$0	$0
		TWJUP	10	91	90	$734	$0	$0
	Venango Regional Airport	A01VR	10	54	52	$0	$0	$397,556
		TH01VR	10	44	42	$0	$0	$117,701
		TH01VR	20	40	38	$0	$0	$722,892
		TH02VR	10	62	60	$0	$0	$218,685
		TH03VR	10	84	82	$7,059	$0	$0
		TWAVR	10	55	50	$0	$0	$124,209
		TWDVR	10	46	41	$0	$0	$1,008,865

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Venango Regional Airport	TWFVR	10	69	65	$0	$0	$408,580
		TWHVR	10	38	35	$0	$0	$329,640
		TWJVR	10	13	9	$0	$0	$98,544
	Washington County Airport	A01WC	10	35	34	$0	$0	$493,222
		A02WC	10	95	93	$413	$0	$0
		RW0927WC	10	71	69	$0	$0	$387,651
						$29,856	$0	$0
		RW0927WC	20	74	72	$8,763	$0	$0
		TH01WC	10	16	14	$0	$0	$31,465
		TH01WC	20	20	18	$0	$0	$43,896
		TH02WC	10	93	91	$256	$0	$0
		TH02WC	20	19	17	$0	$0	$157,765
		TH03WC	10	59	57	$0	$0	$31,445
		TWAWC	10	76	73	$12,573	$0	$0
		TWBWC	10	61	58	$0	$0	$138,111
		TWBWC	20	71	68	$1,490	$0	$0
		TWBWC	30	93	91	$257	$0	$0
		TWCWC	10	64	61	$0	$0	$16,968
		TWDWC	10	91	89	$407	$0	$0
	Wellsboro-Johnston Airport	A01GR	20	99	97	$165	$0	$0
	Wilkes-Barre/Scranton International Airport	A01WS	10	83	81	$3,689	$0	$0
		A01WS	20	59	58	$0	$0	$602,044
		A01WS	30	77	75	$6,423	$0	$0
		ACARGOWS	10	87	86	$59,716	$0	$0
		ATERMWS	10	39	35	$0	$0	$477,261
		RW1028WS	10	78	76	$38,422	$0	$0
		RW1028WS	20	64	62	$0	$0	$199,188
		TWBWS	10	33	29	$0	$0	$1,070,420
		TWBWS	20	44	39	$0	$0	$3,582,246
		TWDWS	10	73	70	$19,112	$0	$0
		TWDWS	20	84	82	$5,653	$0	$0
	Wilkes-Barre/ Wyoming Valley Airport	RW0725WW	10	73	72	$45,052	$0	$0
		RW0927WW	10	46	43	$0	$0	$291,045
		TH01WW	10	42	40	$0	$0	$1,082,265

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	Wilkes-Barre/ Wyoming Valley Airport	TWAWW	10	88	86	$2,627	$0	$0
	William T. Piper Memorial Airport	A01WP	10	89	87	$2,663	$0	$0
		RW0927WP	10	66	65	$0	$0	$809,584
		TH02WP	10	83	81	$1,927	$0	$0
		TWAWP	10	82	80	$11,905	$0	$0
		TWAWP	20	47	45	$0	$0	$471,954
	Williamsport Regional Airport	A01WR	20	77	76	$0	$117,003	$0
						$994	$0	$0
		A01WR	40	90	88	$1,146	$0	$0
		A02WR	10	45	44	$0	$0	$241,109
		RW0927WR	10	77	75	$134,974	$0	$0
		RW1230WR	10	79	77	$81,913	$0	$0
		TWAWR	10	69	68	$5,533	$0	$0
		TWAWR	20	73	72	$979	$0	$0
		TWBWR	20	91	89	$1,089	$0	$0
		TWDWR	10	80	78	$3,601	$0	$0
		TWEWR	10	46	42	$0	$0	$110,194
		TWFWR	10	44	40	$0	$0	$125,934
		TWHWR	10	47	43	$0	$0	$53,787
		TWJWR	10	59	55	$0	$0	$130,684
	Wings Field	A01WI	10	68	66	$21,350	$0	$0
		RW0624WI	10	88	86	$2,802	$0	$0
		TH01WI	10	23	22	$0	$0	$339,357
		TH01WI	20	0	0	$0	$0	$34,119
		TH02WI	10	8	7	$0	$0	$28,830
		TH03WI	10	64	62	$147	$0	$0
	WPHS Heliport	HP01WH	10	51	49	$0	$0	$8,026
		HP01WH	20	12	10	$0	$0	$45,987
	York Airport	A01YK	10	82	80	$1,227	$0	$0
		A01YK	20	92	90	$1,339	$0	$0
		A01YK	30	40	39	$0	$0	$340,628
		A01YK	40	89	87	$960	$0	$0
		RW1735YK	10	91	90	$1,484	$0	$0

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2010	York Airport	TH01YK	30	15	14	$0	$0	$93,508
		TWAYK	10	97	96	$193	$0	$0
	Zelienople Municipal Airport	A01ZM	10	74	72	$10,065	$0	$0
		A02ZM	10	45	43	$0	$0	$155,493
		RW1735ZM	10	74	71	$15,717	$0	$0
		TH01ZM	10	83	80	$2,033	$0	$0
		TWAZM	10	93	91	$1,353	$0	$0
Total 2010						**$5,602,832**	**$798,620**	**$101,842,877**
2011	Arnold Palmer Regional Airport	RW0321AP	10	72	69	$0	$0	$1,041,569
	Capital City Airport	RW0826CC	10C	74	70	$0	$0	$604,226
	John Murtha-Johnstown-Cambria County Airport	TWFJC	10	69	65	$0	$0	$326,099
	Lancaster Airport	TWALA	30	71	65	$0	$0	$241,769
	Lehigh Valley International Airport	RW1331LV	20N	73	69	$0	$0	$93,838
		RW1331LV	30C	73	69	$0	$0	$639,109
		TWA3LV	20	71	65	$0	$0	$88,172
	Northeast Philadelphia Airport	RW0624NP	30	73	69	$0	$0	$210,614
		TWANP	40	67	63	$0	$0	$11,665
		TWJNP	50	68	64	$0	$0	$5,153
		TWLNP	70	67	64	$0	$0	$22,911
	Port Meadville Airport	RW0725PM	10	72	68	$0	$0	$822,648
	Reading Regional Airport/Carl A. Spaatz Field	RW1836RR	10	73	69	$0	$0	$1,599,483
	University Park Airport	A03UP	10	88	84	$0	$190,644	$0
	Washington County Airport	RW0927WC	20	74	69	$0	$0	$184,281
	William T. Piper Memorial Airport	A01WP	10	89	85	$0	$65,855	$0
	Zelienople Municipal Airport	RW1735ZM	10	74	69	$0	$0	$665,330
Total 2011						**$0**	**$256,500**	**$6,556,865**

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2012	Allegheny County Airport	A01AL	10	69	64	$0	$0	$1,265,160
	Arnold Palmer Regional Airport	RW0523AP	10	75	70	$0	$0	$2,601,651
	Capital City Airport	RW0826CC	10S	76	70	$0	$0	$633,016
		TWDCC	20	69	63	$0	$0	$31,586
	Cherry Ridge	TWBCR	10	70	65	$0	$0	$27,996
	Chester County/ G.O. Carlson	RW1129CS	10	76	70	$0	$0	$363,814
		RW1129CS	30	76	70	$0	$0	$156,214
	Erie International Airport/Tom Ridge Field	TWCEI	20	74	64	$0	$0	$265,330
	Harrisburg International Airport	ACARGOHI	90	69	64	$0	$0	$656,383
		RW1331HI	10W	75	70	$0	$0	$718,335
		RW1331HI	30C	75	70	$0	$0	$786,286
		RW1331HI	30W	74	69	$0	$0	$786,286
		RW1331HI	40C	75	70	$0	$0	$766,871
		RW1331HI	50C	74	69	$0	$0	$388,289
		RW1331HI	60C	74	69	$0	$0	$438,767
	Lehigh Valley International Airport	RW0624LV	20S	75	70	$0	$0	$1,086,340
		RW1331LV	30N	74	69	$0	$0	$671,698
		TWALV	30	73	64	$0	$0	$617,570
	Mid-State Airport	RW0624MS	10	73	70	$0	$0	$1,129,213
	New Garden Flying Field	RW0624NG	40	75	69	$0	$0	$18,191
		TH02NG	50	70	60	$0	$0	$14,105
	Northeast Philadelphia Airport	RW0624NP	10	75	70	$0	$0	$271,166
		RW0624NP	60	75	70	$0	$0	$684,635
		TWBNP	10	69	63	$0	$0	$16,891
	Reigle Field	A01RA	10	70	64	$0	$0	$11,048
	Washington County Airport	TWBWC	20	71	62	$0	$0	$19,779
	Wilkes-Barre/ Wyoming Valley	RW0725WW	10	73	70	$0	$0	$701,601
	York Airport	A01YK	40	89	84	$0	$20,601	$0
Total 2012						**$0**	**$20,601**	**$15,128,220**
2013	Altoona-Blair County Airport	RW1230AB	10	77	70	$0	$0	$1,105,984

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2013	Arnold Palmer Regional Airport	TWHAP	10	73	65	$0	$0	$1,010,455
	Bloomsburg Municipal Airport	RW0826BL	10	75	70	$0	$0	$348,190
	Bradford Regional Airport	TWDBR	10	77	65	$0	$0	$136,639
	Capital City Airport	A01CC	30	91	85	$0	$846,882	$0
	Deck Airport	A01DK	10	72	64	$0	$0	$89,621
	Erie Int'l Airport/Tom Ridge Field	TWDEI	10	77	65	$0	$0	$587,021
	Greene County Airport	RW0927GC	10	73	69	$0	$0	$610,693
		TWAGC	10	70	63	$0	$0	$368,079
	Harrisburg International Airport	RW1331HI	20W	73	70	$0	$0	$799,876
		TWBHI	10	72	65	$0	$0	$153,984
	Lancaster Airport	TWELA	10	76	65	$0	$0	$169,830
	Lehigh Valley International Airport	RW0624LV	10C	77	70	$0	$0	$492,032
		RW0624LV	10S	76	69	$0	$0	$595,712
		RW0624LV	20C	77	70	$0	$0	$892,930
		RW1331LV	10C	76	69	$0	$0	$468,967
		RW1331LV	10N	76	69	$0	$0	$470,743
		RW1331LV	10S	76	69	$0	$0	$448,710
	New Garden Flying Field	A01NG	10	71	64	$0	$0	$120,081
		TWANG	40	72	64	$0	$0	$16,158
	Pocono Mountains Municipal Airport	TWAPO	10	71	64	$0	$0	$31,770
	Seamans Airport	A01SF	10	70	65	$0	$0	$40,731
	Titusville Airport	A01TT	10	75	62	$0	$0	$114,390
		TWATT	10	74	64	$0	$0	$15,329
	Wilkes-Barre/Scranton International Airport	TWDWS	10	73	64	$0	$0	$626,367
	Williamsport Regional Airport	RW0927WR	10	77	70	$0	$0	$3,958,398
Total 2013						**$0**	**$846,882**	**$13,672,689**

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2014	Allegheny County Airport	TH03AL	20	74	58	$0	$0	$54,180
	Altoona-Blair County Airport	RW0321AB	10	78	69	$0	$0	$2,251,643
		TWBAB	10	78	65	$0	$0	$437,118
	Arnold Palmer Regional Airport	TWAAP	10	75	65	$0	$0	$2,115,786
	Brandywine Airport	A02BW	20	93	84	$0	$51,147	$0
	Cherry Ridge	TWACR	10	72	63	$0	$0	$43,099
	Donegal Springs Airpark	A01DN	20	93	83	$0	$8,901	$0
	Erie Int'l Airport/Tom Ridge Field	TWGEI	10	74	63	$0	$0	$353,528
	Finleyville Airpark	RW1432FL	10	74	69	$0	$0	$312,391
	Harrisburg International Airport	TWAHI	10	73	64	$0	$0	$93,769
		TWDHI	20	74	65	$0	$0	$90,778
	Heritage Field Airport	TWBPL	10	73	64	$0	$0	$40,850
	Lehigh Valley International Airport	RW0624LV	10N	78	69	$0	$0	$506,681
	Mid-Atlantic Soaring Center	TH01MA	10	74	58	$0	$0	$21,715
	Northeast Philadelphia Airport	RW0624NP	20	78	69	$0	$0	$251,720
		RW1533NP	20	78	69	$0	$0	$82,269
		TH01NP	90	75	59	$0	$0	$33,575
	Penn's Cave Airport	TH01PC	10	68	58	$0	$0	$42,330
	Port Meadville Airport	TWAPM	10	73	64	$0	$0	$600,618
	Quakertown Airport	A01QK	10	78	62	$0	$0	$82,998
	Reading Regional Airport/Carl A. Spaatz Field	TWBRR	30	73	64	$0	$0	$89,315
	Somerset County Airport	A01SO	10	73	63	$0	$0	$93,304
	Stroudsburg-Pocono Airport	TH02ST	10	68	58	$0	$0	$44,876
	Washington County Airport	TWAWC	10	76	63	$0	$0	$292,628

Table 11. Unlimited budget scenario by plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
2014	Wilkes-Barre/Scranton International Airport	RW1028WS	10	78	69	$0	$0	$2,033,255
	York Airport	A01YK	20	92	84	$0	$22,893	$0
Total 2014						**$0**	**$82,941**	**$9,968,425**
Total 2010-2014						**$5,602,832**	**$2,005,544**	**$147,169,077**

*Maps displaying the locations of each branch and section are available on the BOA website (www.dot.state.pa.us).

Table 12. Unlimited budget scenario per individual airport.

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Allegheny County Airport	A01AL	10	69	67	2010	$409,977	$0	$0
				64	2012	$0	$0	$1,265,160
	A01AL	20	31	30	2010	$0	$0	$1,450,948
	A01AL	30	64	63	2010	$0	$0	$965,832
	A01AL	40	90	88	2010	$7,849	$0	$0
	HP01AL	10	88	86	2010	$894	$0	$0
	RW1028AL	10	85	84	2010	$190,745	$0	$0
	RW1028AL	20	84	83	2010	$199,811	$0	$0
	RW1028AL	30	82	81	2010	$217,253	$0	$0
	RW1331AL	10	94	93	2010	$124,191	$0	$0
	TH01AL	15	16	15	2010	$0	$0	$33,083
	TH01AL	20	67	65	2010	$2,930	$0	$0
	TH01AL	30	28	27	2010	$0	$0	$2,302,641
	TH02AL	10	34	33	2010	$0	$0	$789,774
	TH03AL	10	38	37	2010	$0	$0	$981,032
	TH03AL	20	74	71	2010	$2,099	$0	$0
				58	2014	$0	$0	$54,180
	TWAAL	10	80	79	2010	$18,192	$0	$0
	TWAAL	20	87	86	2010	$24,418	$0	$0
	TWAAL	30	65	64	2010	$0	$0	$604,666
	TWAAL	40	75	74	2010	$54,961	$0	$0
	TWAAL	50	31	29	2010	$0	$0	$110,081
	TWBAL	10	66	64	2010	$0	$0	$125,278
	TWCAL	20	48	46	2010	$0	$0	$79,553
	TWCAL	30	76	75	2010	$3,634	$0	$0
	TWCAL	40	96	95	2010	$433	$0	$0
	TWDAL	10	77	75	2010	$3,325	$0	$0
	TWEAL	10	80	78	2010	$1,812	$0	$0
	TWFAL	10	76	74	2010	$3,918	$0	$0
	TWGAL	20	83	82	2010	$11,234	$0	$0
Total for Allegheny County Airport:						**$1,277,676**	**$0**	**$8,762,228**
Altoona-Blair County Airport	A01AB	10	100	98	2010	$1,302	$0	$0
	RW0321AB	10	78	76	2010	$53,399	$0	$0
				69	2014	$0	$0	$2,251,643
	RW1230AB	10	77	75	2010	$24,371	$0	$0
				70	2013	$0	$0	$1,105,984
	TWAAB	10	84	82	2010	$396	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Altoona-Blair County Airport	TWBAB	10	78	75	2010	$10,158	$0	$0
				65	2014	$0	$0	$437,118
	TWDAB	20	91	89	2010	$573	$0	$0
Total for Altoona-Blair County Airport:						**$90,199**	**$0**	**$3,794,745**
Arnold Palmer Regional Airport	A01AP	10	84	82	2010	$0	$62,764	$0
					2010	$2,631	$0	$0
	A01AP	20	58	57	2010	$0	$0	$523,929
	A01AP	30	87	85	2010	$12,776	$0	$0
	A01AP	40	91	90	2010	$5,225	$0	$0
	RW0321AP	10	72	70	2010	$6,717	$0	$0
				69	2011	$0	$0	$1,041,569
	RW0523AP	10	75	73	2010	$93,366	$0	$0
				70	2012	$0	$0	$2,601,651
	TWAAP	10	75	73	2010	$57,252	$0	$0
				65	2014	$0	$0	$2,115,786
	TWEAP	10	79	77	2010	$1,504	$0	$0
	TWEAP	20	50	47	2010	$0	$0	$261,260
	TWHAP	10	73	71	2010	$5,921	$0	$0
				65	2013	$0	$0	$1,010,455
Total for Arnold Palmer Regional Airport:						**$185,392**	**$62,764**	**$7,554,650**
Beaver County Airport	A01BA	10	50	49	2010	$0	$0	$310,355
	A02BA	10	50	49	2010	$0	$0	$179,479
	A03BA	10	60	59	2010	$0	$0	$293,211
	A04BA	10	62	61	2010	$0	$0	$151,522
	A05BA	10	47	46	2010	$0	$0	$442,959
	RW1028BA	10	72	70	2010	$0	$0	$958,612
	TH01BA	10	71	69	2010	$24,367	$0	$0
	TH01BA	30	21	20	2010	$0	$0	$232,580
	TWABA	10	80	78	2010	$21,770	$0	$0
	TWCBA	10	76	74	2010	$3,894	$0	$0
	TWCBA	20	89	87	2010	$19	$0	$0
Total for Beaver County Airport:						**$50,050**	**$0**	**$2,568,718**
Bedford County Airport	A02BD	10	92	90	2010	$7,123	$0	$0
	TWABD	10	93	92	2010	$1,436	$0	$0
	TWABD	20	98	97	2010	$528	$0	$0
Total for Bedford County Airport:						**$9,087**	**$0**	**$0**
Bellefonte	A01BE	10	84	82	2010	$2,944	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Bellefonte Airport	RW0725BE	10	61	59	2010	$0	$0	$331,666
	TH01BE	10	62	60	2010	$0	$0	$63,127
	TWABE	10	75	73	2010	$6,353	$0	$0
Total for Bellefonte Airport:						**$9,296**	**$0**	**$394,793**
Bloomsburg Municipal Airport	A01BL	10	78	76	2010	$1,479	$0	$0
	A01BL	20	28	26	2010	$0	$0	$628,252
	RW0826BL	10	75	74	2010	$23,560	$0	$0
				70	2013	$0	$0	$348,190
	TH01BL	10	59	56	2010	$0	$0	$36,774
	TWABL	10	37	35	2010	$0	$0	$152,340
Total for Bloomsburg Municipal Airport:						**$25,039**	**$0**	**$1,165,556**
Braden Airpark	A01EA	10	96	94	2010	$282	$0	$0
	A01EA	20	30	27	2010	$0	$0	$45,155
Total for Braden Airpark:						**$282**	**$0**	**$45,155**
Bradford County Airport	A01BC	10	87	85	2010	$6,705	$0	$0
	TH01BC	10	79	76	2010	$15,725	$0	$0
	TWABC	10	75	74	2010	$8,120	$0	$0
Total for Bradford County Airport:						**$30,550**	**$0**	**$0**
Bradford Regional Airport	TWCBR	10	96	94	2010	$416	$0	$0
	TWDBR	10	77	65	2013	$0	$0	$136,639
Total for Bradford Regional Airport:						**$416**	**$0**	**$136,639**
Brandywine Airport	A01BW	10	86	83	2010	$0	$82,410	$0
					2010	$1,893	$0	$0
	A02BW	10	34	32	2010	$0	$0	$157,647
	A02BW	20	93	91	2010	$1,052	$0	$0
				84	2014	$0	$51,147	$0
	TH01BW	10	92	90	2010	$97	$0	$0
	TWABW	20	43	41	2010	$0	$0	$38,142
	TWABW	40	27	25	2010	$0	$0	$348,582
	TWBBW	10	28	26	2010	$0	$0	$50,431
Total for Brandywine Airport:						**$3,042**	**$133,558**	**$594,803**
Butler County Airport	A01BT	10	59	58	2010	$0	$0	$643,408
	A02BT	10	79	77	2010	$0	$199,388	$0
					2010	$3,113	$0	$0
	TH01BT	10	57	55	2010	$0	$0	$260,222
Total for Butler County Airport:						**$3,113**	**$199,388**	**$903,630**

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Butler Farm Show Airport	RW1836BF	10	77	76	2010	$9,389	$0	$0
	TH01BF	10	5	0	2010	$0	$0	$22,394
	TH01BF	20	87	84	2010	$69	$0	$0
	TH01BF	30	43	41	2010	$0	$0	$39,386
	TH01BF	40	15	10	2010	$0	$0	$42,234
	TWABF	10	82	80	2010	$179	$0	$0
Total for Butler Farm Show Airport:						**$9,638**	**$0**	**$104,015**
Capital City Airport	A01CC	10	55	54	2010	$0	$0	$82,787
	A01CC	20	98	97	2010	$2,301	$0	$0
	A01CC	30	91	89	2010	$3,406	$0	$0
				85	2013	$0	$846,882	$0
	RW0826CC	10C	74	72	2010	$37,360	$0	$0
				70	2011	$0	$0	$604,226
	RW0826CC	10N	72	70	2010	$0	$0	$586,772
	RW0826CC	10S	76	74	2010	$27,321	$0	$0
				70	2012	$0	$0	$633,016
	TWBCC	10	84	82	2010	$23	$0	$0
	TWDCC	10	85	83	2010	$1,014	$0	$0
	TWDCC	20	69	67	2010	$2,337	$0	$0
				63	2012	$0	$0	$31,586
	TWGCC	10	81	79	2010	$2,052	$0	$0
	TWLCC	10	84	82	2010	$405	$0	$0
Total for Capital City Airport:						**$76,219**	**$846,882**	**$1,938,386**
Carlisle Airport	A01CL	10	81	78	2010	$4,257	$0	$0
	A01CL	20	38	36	2010	$0	$0	$59,954
	A01CL	30	33	31	2010	$0	$0	$117,471
	A01CL	40	43	41	2010	$0	$0	$78,065
	TWACL	10	41	39	2010	$0	$0	$121,619
Total for Carlisle Airport:						**$4,257**	**$0**	**$377,109**
Cherry Ridge Airport	A01CR	10	72	71	2010	$6,361	$0	$0
	RW1836CR	10	78	77	2010	$7,983	$0	$0
	TH02CR	10	27	26	2010	$0	$0	$367,437
	TH02CR	20	47	44	2010	$0	$0	$46,952
	TH02CR	30	51	46	2010	$0	$0	$43,689
	TH02CR	40	82	79	2010	$1,799	$0	$0
	TWACR	10	72	70	2010	$1,221	$0	$0
				63	2014	$0	$0	$43,099

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Cherry Ridge Airport	TWBCR	10	70	68	2010	$1,109	$0	$0
				65	2012	$0	$0	$27,996
Total for Cherry Ridge Airport:						**$18,473**	**$0**	**$529,172**
Chester County/G.O. Carlson Airport	A01CS	10	64	63	2010	$0	$0	$66,462
	A01CS	20	66	65	2010	$0	$0	$298,189
	A01CS	50	10	9	2010	$0	$0	$46,872
	A01CS	60	65	64	2010	$0	$0	$566,017
	A01CS	70	66	64	2010	$0	$0	$79,439
	RW1129CS	10	76	74	2010	$58,581	$0	$0
				70	2012	$0	$0	$363,814
	RW1129CS	20	82	80	2010	$72,106	$0	$0
	RW1129CS	30	76	74	2010	$320	$0	$0
				70	2012	$0	$0	$156,214
	TH01CS	10	41	39	2010	$0	$0	$1,369,678
	TWACS	20	50	47	2010	$0	$0	$17,989
	TWACS	40	12	9	2010	$0	$0	$20,565
	TWACS	50	67	65	2010	$0	$0	$65,367
	TWBCS	10	83	81	2010	$176	$0	$0
	TWCCS	10	88	86	2010	$496	$0	$0
	TWECS	30	81	79	2010	$490	$0	$0
	TWFCS	10	53	51	2010	$0	$0	$32,497
Total for Chester County/G.O. Carlson Airport:						**$132,170**	**$0**	**$3,083,105**
Clarion County Airport	A01CA	10	64	63	2010	$0	$0	$95,733
	A01CA	20	81	79	2010	$0	$41,303	$0
					2010	$246	$0	$0
	A01CA	30	80	78	2010	$252	$0	$0
	RW0624CA	10	68	67	2010	$0	$0	$549,096
	TWACA	10	68	65	2010	$0	$0	$416,728
Total for Clarion County Airport:						**$498**	**$41,303**	**$1,061,557**
Clearfield-Lawrence Airport	A01CE	20	63	61	2010	$0	$0	$98,408
	TH01CE	10	9	3	2010	$0	$0	$91,673
	TH01CE	20	92	90	2010	$418	$0	$0
	TWACE	10	55	54	2010	$0	$0	$25,166
Total for Clearfield-Lawrence Airport:						**$418**	**$0**	**$215,247**
Corry-Lawrence Airport	A01CO	10	64	62	2010	$0	$0	$250,181
	RW1432CO	10	91	89	2010	$6,054	$0	$0
	TH01CO	10	77	73	2010	$2,209	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Corry-Lawrence Airport	TWACO	10	72	70	2010	$5,102	$0	$0
Total for Corry-Lawrence Airport:						**$13,365**	**$0**	**$250,181**
Danville Airport	A01DV	10	31	27	2010	$0	$0	$85,765
Total for Danville Airport:						**$0**	**$0**	**$85,765**
Deck Airport	A01DK	10	72	70	2010	$4,114	$0	$0
				64	2013	$0	$0	$89,621
	RW0119DK	10	82	81	2010	$7,292	$0	$0
	TH01DK	10	81	79	2010	$6,467	$0	$0
	TWADK	10	84	82	2010	$371	$0	$0
Total for Deck Airport:						**$18,244**	**$0**	**$89,621**
Donegal Springs Airpark	A01DN	10	52	50	2010	$0	$0	$21,745
	A01DN	20	93	91	2010	$319	$0	$0
				83	2014	$0	$8,901	$0
	RW1028DN	10	90	88	2010	$1,519	$0	$0
	TH01DN	10	9	8	2010	$0	$0	$54,796
Total for Donegal Springs Airpark:						**$1,838**	**$8,901**	**$76,541**
Doylestown Airport	A01DY	10	47	45	2010	$0	$0	$179,045
	A01DY	20	24	22	2010	$0	$0	$340,169
	RW0523DY	10	51	48	2010	$0	$0	$528,974
	TH02DY	10	79	77	2010	$13,533	$0	$0
	TWADY	10	85	83	2010	$3,680	$0	$0
Total for Doylestown Airport:						**$17,213**	**$0**	**$1,048,188**
Dubois Regional Airport	A01DU	20	84	82	2010	$5,433	$0	$0
	A01DU	30	97	96	2010	$783	$0	$0
	TWADU	10	91	90	2010	$957	$0	$0
	TWADU	20	90	89	2010	$1,514	$0	$0
	TWADU	30	93	92	2010	$331	$0	$0
	TWDDU	10	85	83	2010	$2,792	$0	$0
	TWHDU	10	65	62	2010	$0	$0	$62,934
Total for Dubois Regional Airport:						**$11,809**	**$0**	**$62,934**
Ebensburg Airport	A01EB	10	61	56	2010	$0	$0	$70,303
	RW0725EB	10	62	60	2010	$0	$0	$332,808
	TH01EB	10	78	76	2010	$1,761	$0	$0
	TWAEB	20	87	85	2010	$957	$0	$0
Total for Ebensburg Airport:						**$2,718**	**$0**	**$403,111**
Erie County	A01EC	10	35	29	2010	$0	$0	$643,535

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Erie County Airport	RW0927EC	10	68	66	2010	$0	$0	$382,724
	TWAEC	10	44	39	2010	$0	$0	$524,135
Total for Erie County Airport:						**$0**	**$0**	**$1,550,394**
Erie International Airport/Tom Ridge Field	A01EI	10	75	73	2010	$49,413	$0	$0
	A01EI	20	55	53	2010	$0	$0	$111,746
	A01EI	30	65	63	2010	$0	$0	$712,963
	A01EI	40	94	93	2010	$2,007	$0	$0
	A02EI	10	54	52	2010	$0	$0	$364,228
	A02EI	20	51	49	2010	$0	$0	$815,445
	A03EI	10	75	73	2010	$10,365	$0	$0
	ARUNUP01EI	10	61	59	2010	$0	$0	$174,666
	RW0220EI	10	67	65	2010	$0	$0	$1,811,059
	RW0220EI	20	31	29	2010	$0	$0	$162,473
	RW0624EI	10	68	66	2010	$0	$0	$3,739,307
	TWAEI	10	63	58	2010	$0	$0	$1,680,950
	TWBEI	10	77	75	2010	$8,204	$0	$0
	TWCEI	10	62	59	2010	$0	$0	$60,686
	TWCEI	20	74	70	2010	$4,853	$0	$0
				64	2012	$0	$0	$265,330
	TWDEI	10	77	74	2010	$19,374	$0	$0
				65	2013	$0	$0	$587,021
	TWFEI	10	84	82	2010	$5,932	$0	$0
	TWGEI	10	74	71	2010	$10,802	$0	$0
				63	2014	$0	$0	$353,528
Total for Erie International Airport/Tom Ridge Field:						**$110,951**	**$0**	**$10,839,402**
Finleyville Airpark	A01FL	10	57	55	2010	$0	$0	$50,176
	RW1432FL	10	74	73	2010	$8,940	$0	$0
				69	2014	$0	$0	$312,391
	TH01FL	10	43	41	2010	$0	$0	$83,855
Total for Finleyville Airpark:						**$8,940**	**$0**	**$446,423**
Franklin County Regional Airport	TH01CH	10	21	21	2010	$0	$0	$84,227
Total for Franklin County Regional Airport:						**$0**	**$0**	**$84,227**
Gettysburg Regional Airport	A01GE	10	67	65	2010	$0	$0	$20,439
	A01GE	20	83	81	2010	$0	$22,552	$0
					2010	$841	$0	$0
	RW0624GE	10	96	94	2010	$745	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Gettysburg Regional Airport	TH01GE	10	41	39	2010	$0	$0	$67,692
	TH01GE	20	92	90	2010	$1,876	$0	$0
	TH02GE	10	40	38	2010	$0	$0	$87,265
Total for Gettysburg Regional Airport:						**$3,461**	**$22,552**	**$175,396**
Greene County Airport	A01GC	10	38	36	2010	$0	$0	$645,060
	RW0927GC	10	73	72	2010	$28,345	$0	$0
				69	2013	$0	$0	$610,693
	TH01GC	10	4	3	2010	$0	$0	$210,242
	TH02GC	10	28	27	2010	$0	$0	$122,214
	TWAGC	10	70	68	2010	$24,417	$0	$0
				63	2013	$0	$0	$368,079
Total for Greene County Airport:						**$52,762**	**$0**	**$1,956,288**
Greensburg-Jeanette Regional Airport	A01GJ	10	4	2	2010	$0	$0	$97,129
	RW0220GJ	10	92	91	2010	$132,617	$0	$0
	TH01GJ	10	2	0	2010	$0	$0	$28,991
	TWAGJ	10	93	92	2010	$268	$0	$0
Total for Greensburg-Jeanette Regional Airport:						**$132,885**	**$0**	**$126,120**
Greenville Municipal Airport	A01GM	10	91	89	2010	$738	$0	$0
	A01GM	20	88	86	2010	$1,392	$0	$0
	A01GM	30	81	78	2010	$0	$41,034	$0
					2010	$1,331	$0	$0
	TH01GM	20	36	35	2010	$0	$0	$118,129
Total for Greenville Municipal Airport:						**$3,461**	**$41,034**	**$118,129**
Grove City Regional Airport	A01GO	30	61	60	2010	$0	$0	$98,851
	RW1028GO	10	86	85	2010	$3,224	$0	$0
	TWAGO	10	66	64	2010	$0	$0	$24,938
Total for Grove City Regional Airport:						**$3,224**	**$0**	**$123,789**
Harrisburg International Airport	ACARGOHI	10	86	85	2010	$20,875	$0	$0
	ACARGOHI	20	86	85	2010	$1,672	$0	$0
	ACARGOHI	30	61	59	2010	$0	$0	$544,369
	ACARGOHI	40	77	75	2010	$33,298	$0	$0
	ACARGOHI	50	53	51	2010	$0	$0	$1,392,214
	ACARGOHI	60	73	71	2010	$102,272	$0	$0
	ACARGOHI	70	78	76	2010	$38,301	$0	$0
	ACARGOHI	80	57	55	2010	$0	$0	$217,783
	ACARGOHI	90	69	67	2010	$48,157	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Harrisburg International Airport	ACARGOHI	90	69	64	2012	$0	$0	$656,383
	ATERMHI	10	95	94	2010	$11,361	$0	$0
	ATERMHI	20	79	77	2010	$50,166	$0	$0
	ATERMHI	30	93	92	2010	$1,069	$0	$0
	ATERMHI	40	79	77	2010	$108,892	$0	$0
	ATERMHI	50	79	77	2010	$86,768	$0	$0
	ATERMHI	70	96	95	2010	$51,676	$0	$0
	ATERMHI	90	92	91	2010	$12,378	$0	$0
	RW1331HI	10C	71	69	2010	$0	$0	$677,100
	RW1331HI	10W	75	73	2010	$15,853	$0	$0
				70	2012	$0	$0	$718,335
	RW1331HI	20C	68	66	2010	$0	$0	$732,000
	RW1331HI	20W	73	72	2010	$19,493	$0	$0
				70	2013	$0	$0	$799,876
	RW1331HI	30C	75	70	2012	$0	$0	$786,286
	RW1331HI	30W	74	72	2010	$2,110	$0	$0
				69	2012	$0	$0	$786,286
	RW1331HI	40C	75	73	2010	$1,487	$0	$0
				70	2012	$0	$0	$766,871
	RW1331HI	40W	71	69	2010	$0	$0	$722,850
	RW1331HI	50C	74	72	2010	$309	$0	$0
				69	2012	$0	$0	$388,289
	RW1331HI	60C	74	69	2012	$0	$0	$438,767
	TWAHI	10	73	64	2014	$0	$0	$93,769
	TWAHI	20	46	45	2010	$0	$0	$284,340
	TWAHI	40	64	63	2010	$0	$0	$891,124
	TWAHI	60	85	83	2010	$212	$0	$0
	TWAHI	70	48	47	2010	$0	$0	$226,653
	TWAHI	80	83	81	2010	$1,395	$0	$0
	TWBHI	10	72	70	2010	$365	$0	$0
				65	2013	$0	$0	$153,984
	TWCHI	10	82	80	2010	$181	$0	$0
	TWDHI	10	49	48	2010	$0	$0	$126,516
	TWDHI	20	74	65	2014	$0	$0	$90,778
	TWEHI	10	88	86	2010	$2,048	$0	$0
	TWEHI	20	89	87	2010	$5,674	$0	$0
Total for Harrisburg International Airport:						**$616,013**	**$0**	**$11,494,573**

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Hazleton Municipal Airport	A01HM	10	48	47	2010	$0	$0	$124,184
	A01HM	20	82	80	2010	$1,773	$0	$0
	A01HM	30	35	34	2010	$0	$0	$750,980
	TH01HM	10	0	0	2010	$0	$0	$162,930
	TH01HM	20	59	57	2010	$0	$0	$139,943
	TWAHM	20	48	44	2010	$0	$0	$163,783
Total for Hazleton Municipal Airport:						**$1,773**	**$0**	**$1,341,820**
Heritage Field Airport	A01PL	10	78	76	2010	$0	$96,944	$0
					2010	$7,229	$0	$0
	A01PL	20	52	50	2010	$0	$0	$78,615
	RW1028PL	10	86	84	2010	$10,722	$0	$0
	TH01PL	10	42	40	2010	$0	$0	$340,420
	TH01PL	20	58	56	2010	$0	$0	$24,263
	TH02PL	10	72	70	2010	$147	$0	$0
	TWAPL	10	48	46	2010	$0	$0	$507,371
	TWBPL	10	73	71	2010	$2,034	$0	$0
				64	2014	$0	$0	$40,850
	TWCPL	10	93	91	2010	$476	$0	$0
Total for Heritage Field Airport:						**$20,609**	**$96,944**	**$991,519**
Indiana County/Jimmy Stewart Airport	A02IC	10	57	55	2010	$0	$0	$167,925
	A03IC	10	99	98	2010	$147	$0	$0
	RW1028IC	10	50	48	2010	$0	$0	$927,947
	TH01IC	10	95	93	2010	$341	$0	$0
	TWAIC	10	44	42	2010	$0	$0	$730,918
Total for Indiana County/Jimmy Stewart Airport:						**$488**	**$0**	**$1,826,790**
Jake Arner Memorial Airport	TH01JA	10	75	72	2010	$1,629	$0	$0
	TWAJA	10	88	86	2010	$940	$0	$0
Total for Jake Arner Memorial Airport:						**$2,570**	**$0**	**$0**
John Murtha-Johnstown-Cambria County Airport	A01JC	10	85	83	2010	$1,020	$0	$0
	A01JC	30	47	46	2010	$0	$0	$139,049
	TWBJC	10	53	50	2010	$0	$0	$462,002
	TWCJC	10	48	45	2010	$0	$0	$890,779
	TWDJC	10	89	88	2010	$2,352	$0	$0
	TWEJC	10	56	53	2010	$0	$0	$77,910
	TWFJC	10	69	67	2010	$4,081	$0	$0
				65	2011	$0	$0	$326,099
	TWGJC	10	91	89	2010	$1,504	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
John Murtha-Johnstown-Cambria County Airport	TWGJC	20	89	88	2010	$7,518	$0	$0
Total for John Murtha-Johnstown-Cambria County Airport						**$16,476**	**$0**	**$1,895,839**
Joseph A. Hardy Connellsville Airport	A01CN	10	51	47	2010	$0	$0	$369,596
	A01CN	20	98	97	2010	$96	$0	$0
	A02CN	10	11	10	2010	$0	$0	$1,201,764
	RW0523CN	10	69	67	2010	$0	$0	$833,506
	RW1432CN	10	70	68	2010	$0	$0	$623,912
	TH01CN	10	12	7	2010	$0	$0	$181,827
	TWACN	10	77	76	2010	$48,758	$0	$0
	TWBCN	10	17	16	2010	$0	$0	$1,759,218
Total for Joseph A. Hardy Connellsville Airport:						**$48,853**	**$0**	**$4,969,823**
Lancaster Airport	A01LA	10	82	80	2010	$2,738	$0	$0
	A02LA	10	97	96	2010	$262	$0	$0
	RW0826LA	10	93	91	2010	$171	$0	$0
	RW0826LA	20	91	89	2010	$1,546	$0	$0
	RW1331LA	10	66	64	2010	$0	$0	$1,328,126
	TWALA	30	71	68	2010	$1,950	$0	$0
				65	2011	$0	$0	$241,769
	TWBLA	10	38	35	2010	$0	$0	$127,427
	TWELA	10	76	73	2010	$1,497	$0	$0
				65	2013	$0	$0	$169,830
	TWHLA	10	84	82	2010	$8,733	$0	$0
	TWMLA	10	51	48	2010	$0	$0	$251,209
Total for Lancaster Airport:						**$16,896**	**$0**	**$2,118,360**
Lehigh Valley International Airport	AHP1331LV	10	79	77	2010	$33,804	$0	$0
	ANSGALV	10	57	56	2010	$0	$0	$639,094
	ATERMLV	10	50	48	2010	$0	$0	$2,900,474
	ATERMLV	20	48	46	2010	$0	$0	$588,891
	ATERMLV	30	63	62	2010	$0	$0	$474,215
	ATERMLV	40	85	83	2010	$48,046	$0	$0
	ATERMLV	50	86	84	2010	$1,220	$0	$0
	ATERMLV	60	85	83	2010	$4,527	$0	$0
	RW0624LV	10C	77	75	2010	$6,253	$0	$0
				70	2013	$0	$0	$492,032
	RW0624LV	10N	78	76	2010	$7,114	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Lehigh Valley International Airport	RW0624LV	10N	78	69	2014	$0	$0	$506,681
	RW0624LV	10S	76	74	2010	$10,637	$0	$0
				69	2013	$0	$0	$595,712
	RW0624LV	20C	77	75	2010	$15,603	$0	$0
				70	2013	$0	$0	$892,930
	RW0624LV	20N	79	77	2010	$13,969	$0	$0
	RW0624LV	20S	75	73	2010	$28,674	$0	$0
				70	2012	$0	$0	$1,086,340
	RW1331LV	10C	76	74	2010	$12,432	$0	$0
				69	2013	$0	$0	$468,967
	RW1331LV	10N	76	74	2010	$12,752	$0	$0
				69	2013	$0	$0	$470,743
	RW1331LV	10S	76	74	2010	$12,472	$0	$0
				69	2013	$0	$0	$448,710
	RW1331LV	20C	54	52	2010	$0	$0	$91,500
	RW1331LV	20N	73	71	2010	$2,465	$0	$0
				69	2011	$0	$0	$93,838
	RW1331LV	20S	72	70	2010	$0	$0	$91,500
	RW1331LV	30C	73	71	2010	$24,792	$0	$0
				69	2011	$0	$0	$639,109
	RW1331LV	30N	74	72	2010	$22,236	$0	$0
				69	2012	$0	$0	$671,698
	RW1331LV	30S	72	70	2010	$0	$0	$646,213
	TWA2LV	10	78	76	2010	$1,445	$0	$0
	TWA3LV	10	81	79	2010	$558	$0	$0
	TWA3LV	20	71	65	2011	$0	$0	$88,172
	TWALV	30	73	70	2010	$561	$0	$0
				64	2012	$0	$0	$617,570
	TWCLV	30	92	90	2010	$239	$0	$0
	TWELV	10	79	77	2010	$2,803	$0	$0
	TWELV	20	85	83	2010	$67	$0	$0
	TWELV	30	14	11	2010	$0	$0	$509,076
	TWJLV	10	39	36	2010	$0	$0	$100,453
	TWJLV	20	62	60	2010	$0	$0	$48,488
Total for Lehigh Valley International Airport:						**$262,667**	**$0**	**$13,162,405**
Mid-Atlantic Soaring Center	RW1533MA	20	37	33	2010	$0	$0	$619,807

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Mid-Atlantic Soaring Center	TH01MA	10	74	71	2010	$805	$0	$0
				58	2014	$0	$0	$21,715
	TWAMA	10	76	74	2010	$12,328	$0	$0
Total for Mid-Atlantic Soaring Center:						**$13,133**	**$0**	**$641,522**
Mid-State Airport	A01MS	10	53	51	2010	$0	$0	$225,592
	RW0624MS	10	73	72	2010	$78,446	$0	$0
				70	2012	$0	$0	$1,129,213
	RW1634MS	10	68	67	2010	$0	$0	$1,224,802
	TWAMS	10	66	64	2010	$0	$0	$175,652
	TWDMS	10	64	62	2010	$0	$0	$146,461
Total for Mid-State Airport:						**$78,446**	**$0**	**$2,901,720**
Mifflin County Airport	A01MC	10	92	90	2010	$298	$0	$0
	RW0624MC	10	89	87	2010	$957	$0	$0
Total for Mifflin County Airport:						**$1,255**	**$0**	**$0**
Mifflintown Airport	RW0826MF	10	78	77	2010	$2,775	$0	$0
Total for Mifflintown Airport:						**$2,775**	**$0**	**$0**
New Castle Municipal Airport	A01NC	10	74	72	2010	$14,949	$0	$0
	A01NC	20	82	80	2010	$6,372	$0	$0
	RW0523NC	10	65	62	2010	$0	$0	$640,818
	RW1331NC	10	71	69	2010	$0	$0	$630,385
	TH01NC	20	48	44	2010	$0	$0	$92,825
	TWANC	10	78	77	2010	$16,022	$0	$0
	TWBNC	10	78	77	2010	$10,247	$0	$0
	TWDNC	10	38	37	2010	$0	$0	$51,150
Total for New Castle Municipal Airport:						**$47,590**	**$0**	**$1,415,179**
New Garden Flying Field	A01NG	10	71	69	2010	$6,786	$0	$0
				64	2013	$0	$0	$120,081
	A01NG	20	83	81	2010	$1,109	$0	$0
	A01NG	30	60	58	2010	$0	$0	$21,588
	RW0624NG	10	60	58	2010	$0	$0	$15,845
	RW0624NG	20	45	42	2010	$0	$0	$752,292
	RW0624NG	30	66	64	2010	$0	$0	$33,334
	RW0624NG	40	75	73	2010	$69	$0	$0
				69	2012	$0	$0	$18,191
	RW0624NG	50	87	85	2010	$205	$0	$0
	TH01NG	10	26	25	2010	$0	$0	$532,735

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
New Garden Flying Field	TH02NG	20	35	33	2010	$0	$0	$72,323
	TH02NG	30	22	21	2010	$0	$0	$86,192
	TH02NG	40	53	51	2010	$0	$0	$15,988
	TH02NG	50	70	66	2010	$336	$0	$0
				60	2012	$0	$0	$14,105
	TH03NG	10	36	34	2010	$0	$0	$275,156
	TH03NG	20	40	35	2010	$0	$0	$26,728
	TH04NG	10	82	80	2010	$401	$0	$0
	TWANG	10	28	26	2010	$0	$0	$188,932
	TWANG	30	31	29	2010	$0	$0	$32,767
	TWANG	40	72	70	2010	$77	$0	$0
				64	2013	$0	$0	$16,158
Total for New Garden Flying Field:						**$8,983**	**$0**	**$2,222,415**
Northeast Philadelphia Airport	AHANGNP	10	37	36	2010	$0	$0	$460,579
	ATERMNP	10	78	76	2010	$74,256	$0	$0
	ATERMNP	20	46	42	2010	$0	$0	$1,343,451
	ATERMNP	30	74	72	2010	$968,791	$0	$0
	RW0624NP	10	75	73	2010	$12,954	$0	$0
				70	2012	$0	$0	$271,166
	RW0624NP	20	78	76	2010	$9,106	$0	$0
				69	2014	$0	$0	$251,720
	RW0624NP	30	73	71	2010	$13,977	$0	$0
				69	2011	$0	$0	$210,614
	RW0624NP	40	71	69	2010	$0	$0	$185,310
					2010	$10,877	$0	$0
	RW0624NP	50	66	64	2010	$0	$0	$718,874
	RW0624NP	60	75	73	2010	$32,411	$0	$0
				70	2012	$0	$0	$684,635
	RW1533NP	20	78	76	2010	$2,914	$0	$0
				69	2014	$0	$0	$82,269
	RW1533NP	30	79	77	2010	$147	$0	$0
	TH01NP	10	87	84	2010	$1,934	$0	$0
	TH01NP	20	81	78	2010	$3,823	$0	$0
	TH01NP	30	12	11	2010	$0	$0	$75,584
	TH01NP	40	45	43	2010	$0	$0	$58,218
	TH01NP	50	10	9	2010	$0	$0	$74,629
	TH01NP	60	41	36	2010	$0	$0	$138,372

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Northeast Philadelphia Airport	TH01NP	70	23	22	2010	$0	$0	$198,859
	TH01NP	80	77	74	2010	$3,087	$0	$0
	TH01NP	90	75	72	2010	$1,712	$0	$0
				59	2014	$0	$0	$33,575
	TWA1NP	10	30	29	2010	$0	$0	$65,168
	TWA1NP	20	47	46	2010	$0	$0	$38,915
	TWA2NP	10	54	52	2010	$0	$0	$45,297
	TWA3NP	10	47	46	2010	$0	$0	$14,251
	TWA3NP	20	47	46	2010	$0	$0	$11,971
	TWA3NP	30	47	46	2010	$0	$0	$45,419
	TWA4NP	10	47	46	2010	$0	$0	$52,837
	TWA4NP	20	40	39	2010	$0	$0	$52,694
	TWANP	20	54	52	2010	$0	$0	$122,370
	TWANP	40	67	65	2010	$1,010	$0	$0
				63	2011	$0	$0	$11,665
	TWANP	50	45	44	2010	$0	$0	$929,565
	TWBNP	10	69	67	2010	$888	$0	$0
				63	2012	$0	$0	$16,891
	TWBNP	20	31	30	2010	$0	$0	$44,218
	TWCNP	20	83	81	2010	$2,023	$0	$0
	TWCNP	30	47	46	2010	$0	$0	$32,243
	TWCNP	70	83	81	2010	$971	$0	$0
	TWFNP	20	30	29	2010	$0	$0	$500,836
	TWGNP	10	47	46	2010	$0	$0	$40,163
	TWGNP	40	73	71	2010	$2,352	$0	$0
	TWHNP	20	47	46	2010	$0	$0	$231,719
	TWHNP	30	47	46	2010	$0	$0	$31,998
	TWHNP	40	47	46	2010	$0	$0	$61,715
	TWJNP	10	40	37	2010	$0	$0	$96,379
	TWJNP	40	56	54	2010	$0	$0	$150,923
	TWJNP	50	68	66	2010	$483	$0	$0
				64	2011	$0	$0	$5,153
	TWJNP	60	56	54	2010	$0	$0	$17,839
	TWLNP	10	56	54	2010	$0	$0	$15,438
	TWLNP	20	49	46	2010	$0	$0	$31,792
	TWLNP	50	44	41	2010	$0	$0	$802,400
	TWLNP	60	39	36	2010	$0	$0	$989,705

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Northeast Philadelphia Airport	TWLNP	70	67	65	2010	$1,847	$0	$0
				64	2011	$0	$0	$22,911
Total for Northeast Philadelphia Airport:						**$1,145,563**	**$0**	**$9,270,329**
Northumberland County Airport	RW0826NU	10	97	96	2010	$2,735	$0	$0
	TH01NU	10	78	75	2010	$448	$0	$0
	TH01NU	20	35	30	2010	$0	$0	$52,365
	TWANU	10	96	95	2010	$243	$0	$0
Total for Northumberland County Airport:						**$3,426**	**$0**	**$52,365**
Penn Valley Airport	A01PV	10	56	55	2010	$0	$0	$256,737
	TH01PV	10	80	78	2010	$896	$0	$0
	TH02PV	10	19	18	2010	$0	$0	$76,043
	TWAPV	10	88	87	2010	$2,210	$0	$0
Total for Penn Valley Airport:						**$3,106**	**$0**	**$332,780**
Pennridge Airport	A01PR	10	40	35	2010	$0	$0	$403,775
	TH01PR	10	40	35	2010	$0	$0	$319,802
	TH02PR	10	22	17	2010	$0	$0	$75,962
	TWAPR	10	64	62	2010	$0	$0	$44,775
	TWAPR	30	36	32	2010	$0	$0	$721,432
Total for Pennridge Airport:						**$0**	**$0**	**$1,565,745**
Penn's Cave Airport	RW0725PC	10	65	63	2010	$0	$0	$225,083
	TH01PC	10	68	66	2010	$2,827	$0	$0
				58	2014	$0	$0	$42,330
Total for Penn's Cave Airport:						**$2,827**	**$0**	**$267,413**
Penn's Landing-Pier 36 Heliport	HP01PH	10	15	12	2010	$0	$0	$151,962
	HP01PH	20	29	27	2010	$0	$0	$180,404
Total for Penn's Landing-Pier 36 Heliport:						**$0**	**$0**	**$332,366**
Perkiomen Valley Airport	A01PK	10	45	43	2010	$0	$0	$323,022
	RW0927PK	10	61	58	2010	$0	$0	$252,454
	TH01PK	10	14	13	2010	$0	$0	$146,351
	TWAPK	10	20	17	2010	$0	$0	$75,602
	TWAPK	20	29	27	2010	$0	$0	$53,487
Total for Perkiomen Valley Airport:						**$0**	**$0**	**$850,917**
Pittsburgh-Monroeville Airport	RW0523PB	10	4	0	2010	$0	$0	$406,974
Total for Pittsburgh-Monroeville Airport:						**$0**	**$0**	**$406,974**
Pocono Mountains	A01PO	20	70	66	2010	$7,938	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Pocono Mountains Municipal Airpor	TWAPO	10	71	69	2010	$1,189	$0	$0
				64	2013	$0	$0	$31,770
Total for Pocono Mountains Municipal Airport:						**$9,127**	**$0**	**$31,770**
Port Meadville Airport	A01PM	10	63	61	2010	$0	$0	$94,335
	A02PM	10	54	53	2010	$0	$0	$138,771
	A02PM	20	11	10	2010	$0	$0	$34,980
	A03PM	10	80	78	2010	$8,185	$0	$0
	A03PM	20	83	81	2010	$1,421	$0	$0
	A03PM	30	24	22	2010	$0	$0	$124,993
	A03PM	40	45	43	2010	$0	$0	$135,278
	RW0725PM	10	72	70	2010	$64,328	$0	$0
				68	2011	$0	$0	$822,648
	TWAPM	10	73	71	2010	$45,203	$0	$0
				64	2014	$0	$0	$600,618
	TWBPM	10	34	30	2010	$0	$0	$317,241
Total for Port Meadville Airport :						**$119,137**	**$0**	**$2,268,865**
Pottstown Municipal Airport	A02PT	10	62	60	2010	$0	$0	$83,960
	RW0826PT	10	51	49	2010	$0	$0	$532,852
	TH01PT	10	19	18	2010	$0	$0	$51,237
	TWAPT	10	62	60	2010	$0	$0	$222,163
Total for Pottstown Municipal Airport:						**$0**	**$0**	**$890,212**
Punxsutawney Municipal Airport	A01PX	10	34	31	2010	$0	$0	$104,042
Total for Punxsutawney Municipal Airport:						**$0**	**$0**	**$104,042**
Quakertown Airport	A01QK	10	78	75	2010	$3,966	$0	$0
				62	2014	$0	$0	$82,998
	A02QK	10	60	58	2010	$0	$0	$31,750
	TH01QK	10	35	33	2010	$0	$0	$278,522
	TH02QK	10	66	64	2010	$3,967	$0	$0
	TWBQK	10	64	62	2010	$0	$0	$33,030
	TWBQK	20	58	56	2010	$0	$0	$63,203
Total for Quakertown Airport:						**$7,933**	**$0**	**$489,503**
Queen City Municipal Airport	RW1533QC	10	49	46	2010	$0	$0	$706,079
	TH02QC	10	51	49	2010	$0	$0	$43,506
	TWAQC	10	59	57	2010	$0	$0	$348,877
	TWBQC	10	74	72	2010	$2,193	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Queen City Municipal Airport	TWCQC	10	62	60	2010	$0	$0	$18,537
	TWCQC	20	13	10	2010	$0	$0	$134,087
	TWFQC	10	16	14	2010	$0	$0	$89,082
Total for Queen City Municipal Airport:						**$2,193**	**$0**	**$1,340,168**
Reading Regional Airport/Carl A. Spaatz Field	A01RR	10	38	34	2010	$0	$0	$483,370
	A01RR	20	51	48	2010	$0	$0	$247,700
	A02RR	10	64	63	2010	$0	$0	$524,757
	RW1331RR	10	90	88	2010	$1,521	$0	$0
	RW1836RR	10	73	71	2010	$60,936	$0	$0
				69	2011	$0	$0	$1,599,483
	TWBRR	10	86	84	2010	$5,333	$0	$0
	TWBRR	20	59	57	2010	$0	$0	$513,800
	TWBRR	30	73	71	2010	$2,004	$0	$0
				64	2014	$0	$0	$89,315
	TWCRR	20	93	90	2010	$271	$0	$0
	TWCRR	30	28	25	2010	$0	$0	$204,904
	TWDRR	10	85	83	2010	$3,341	$0	$0
	TWERR	10	42	39	2010	$0	$0	$359,085
	TWGRR	10	79	77	2010	$808	$0	$0
	TWHRR	10	42	39	2010	$0	$0	$212,325
	TWJRR	10	21	18	2010	$0	$0	$90,452
	TWNRR	10	63	61	2010	$0	$0	$153,370
Total for Reading Regional Airport/Carl A. Spaatz Field						**$74,213**	**$0**	**$4,478,560**
Reigle Field	A01RA	10	70	68	2010	$540	$0	$0
				64	2012	$0	$0	$11,048
	RW1331RA	10	63	62	2010	$0	$0	$176,481
	TH01RA	10	65	63	2010	$18,299	$0	$0
	TH01RA	20	56	54	2010	$0	$0	$31,268
	TWARA	10	63	60	2010	$0	$0	$20,433
Total for Reigle Field:						**$18,839**	**$0**	**$239,230**
Rostraver Airport	A01RS	10	64	63	2010	$0	$0	$105,088
	A01RS	20	56	55	2010	$0	$0	$162,725
	TH01RS	10	86	84	2010	$1,871	$0	$0
	TH01RS	20	0	0	2010	$0	$0	$39,296
	TH02RS	10	79	76	2010	$6,393	$0	$0
	TWARS	10	88	87	2010	$6,039	$0	$0
Total for Rostraver Airport:						**$14,303**	**$0**	**$307,109**

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Schuylkill County/Joe Zerbey Airport	A01SC	10	65	64	2010	$0	$0	$154,282
	A02SC	10	57	56	2010	$0	$0	$183,987
	TWASC	10	57	55	2010	$0	$0	$647,896
Total for Schuylkill County/Joe Zerbey Airport :						**$0**	**$0**	**$986,165**
Seamans Airport	A01SF	10	70	69	2010	$3,119	$0	$0
				65	2013	$0	$0	$40,731
	RW0422SF	10	56	54	2010	$0	$0	$283,586
	TH01SF	10	70	66	2010	$3,707	$0	$0
	TH01SF	20	17	13	2010	$0	$0	$48,806
	TWASF	10	88	86	2010	$1,401	$0	$0
	TWBSF	10	78	76	2010	$4,944	$0	$0
Total for Seamans Airport:						**$13,171**	**$0**	**$373,123**
Seven Springs Airport	RW1028SS	10	70	63	2010	$0	$0	$279,249
	TWASS	10	26	15	2010	$0	$0	$84,692
	TWASS	20	49	39	2010	$0	$0	$89,999
Total for Seven Springs Airport:						**$0**	**$0**	**$453,940**
Sky Haven Airport	A01SK	10	26	23	2010	$0	$0	$127,429
	RW0119SK	10	80	79	2010	$9,328	$0	$0
Total for Sky Haven Airport:						**$9,328**	**$0**	**$127,429**
Slatington Airport	A01SL	10	93	91	2010	$557	$0	$0
	TH01SL	10	92	90	2010	$274	$0	$0
	TH01SL	20	85	83	2010	$540	$0	$0
Total for Slatington Airport :						**$1,372**	**$0**	**$0**
Smoketown Airport	RW1028SN	10	96	94	2010	$189	$0	$0
	TH01SN	10	86	84	2010	$347	$0	$0
	TWBSN	10	74	72	2010	$410	$0	$0
	TWDSN	10	65	63	2010	$0	$0	$44,506
Total for Smoketown Airport:						**$945**	**$0**	**$44,506**
Somerset County Airport	A01SO	10	73	71	2010	$5,119	$0	$0
				63	2014	$0	$0	$93,304
	A01SO	20	83	80	2010	$0	$74,106	$0
					2010	$4,232	$0	$0
	A02SO	10	6	4	2010	$0	$0	$47,882
	TH01SO	20	94	93	2010	$174	$0	$0
	TH01SO	30	13	13	2010	$0	$0	$329,344
	TH02SO	10	80	78	2010	$390	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Somerset County Airport	TH02SO	20	41	39	2010	$0	$0	$33,858
	TWASO	10	46	44	2010	$0	$0	$562,906
	TWASO	20	89	87	2010	$869	$0	$0
	TWASO	30	58	56	2010	$0	$0	$171,105
Total for Somerset County Airport:						**$10,784**	**$74,106**	**$1,238,399**
Southern Adams County Heliport	HP01SA	10	14	12	2010	$0	$0	$73,615
	TH01SA	10	25	23	2010	$0	$0	$62,496
Total for Southern Adams County Heliport:						**$0**	**$0**	**$136,111**
Spring Hill Airport	A01SH	10	35	30	2010	$0	$0	$317,235
	RW0523SH	10	87	86	2010	$662	$0	$0
	TWBSH	10	51	47	2010	$0	$0	$81,160
Total for Spring Hill Airport:						**$662**	**$0**	**$398,395**
St. Marys Municipal Airport	A02SM	10	90	88	2010	$332	$0	$0
	A03SM	10	83	81	2010	$3,471	$0	$0
	TH01SM	10	84	81	2010	$129	$0	$0
	TWASM	20	87	85	2010	$1,898	$0	$0
Total for St. Marys Municipal Airport:						**$5,830**	**$0**	**$0**
Stroudsburg-Pocono Airport	A01ST	10	25	22	2010	$0	$0	$64,468
	RW0826ST	10	45	42	2010	$0	$0	$520,388
	TH01ST	10	31	30	2010	$0	$0	$31,099
	TH02ST	10	68	66	2010	$2,694	$0	$0
				58	2014	$0	$0	$44,876
	TH03ST	20	75	73	2010	$4,641	$0	$0
	TWAST	10	34	32	2010	$0	$0	$123,833
	TWBST	10	52	50	2010	$0	$0	$10,680
	TWBST	20	13	11	2010	$0	$0	$33,480
Total for Stroudsburg-Pocono Airport:						**$7,335**	**$0**	**$828,822**
Titusville Airport	A01TT	10	75	72	2010	$4,689	$0	$0
				62	2013	$0	$0	$114,390
	RW1836TT	10	83	82	2010	$26,596	$0	$0
	TH01TT	10	79	76	2010	$34,530	$0	$0
	TWATT	10	74	71	2010	$1,208	$0	$0
				64	2013	$0	$0	$15,329
Total for Titusville Airport:						**$67,023**	**$0**	**$129,719**
Total RF Heliport	HP01TO	10	59	57	2010	$0	$0	$73,640
Total for Total RF Heliport:						**$0**	**$0**	**$73,640**

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
University Park Airport	A01UP	10	89	87	2010	$3,398	$0	$0
	A03UP	10	88	86	2010	$41	$0	$0
				84	2011	$0	$190,644	$0
	HPRW6UP	10	86	84	2010	$0	$61,116	$0
					2010	$3,182	$0	$0
	RW0624UP	10	79	77	2010	$66,298	$0	$0
	TWAUP	10	83	81	2010	$15,251	$0	$0
	TWBUP	10	85	83	2010	$4,270	$0	$0
	TWJUP	10	91	90	2010	$734	$0	$0
Total for University Park Airport:						**$93,174**	**$251,760**	**$0**
Venango Regional Airport	A01VR	10	54	52	2010	$0	$0	$397,556
	TH01VR	10	44	42	2010	$0	$0	$117,701
	TH01VR	20	40	38	2010	$0	$0	$722,892
	TH02VR	10	62	60	2010	$0	$0	$218,685
	TH03VR	10	84	82	2010	$7,059	$0	$0
	TWAVR	10	55	50	2010	$0	$0	$124,209
	TWDVR	10	46	41	2010	$0	$0	$1,008,865
	TWFVR	10	69	65	2010	$0	$0	$408,580
	TWHVR	10	38	35	2010	$0	$0	$329,640
	TWJVR	10	13	9	2010	$0	$0	$98,544
Total for Venango Regional Airport:						**$7,059**	**$0**	**$3,426,672**
Washington County Airport	A01WC	10	35	34	2010	$0	$0	$493,222
	A02WC	10	95	93	2010	$413	$0	$0
	RW0927WC	10	71	69	2010	$0	$0	$387,651
					2010	$29,856	$0	$0
	RW0927WC	20	74	72	2010	$8,763	$0	$0
				69	2011	$0	$0	$184,281
	TH01WC	10	16	14	2010	$0	$0	$31,465
	TH01WC	20	20	18	2010	$0	$0	$43,896
	TH02WC	10	93	91	2010	$256	$0	$0
	TH02WC	20	19	17	2010	$0	$0	$157,765
	TH03WC	10	59	57	2010	$0	$0	$31,445
	TWAWC	10	76	73	2010	$12,573	$0	$0
				63	2014	$0	$0	$292,628
	TWBWC	10	61	58	2010	$0	$0	$138,111
	TWBWC	20	71	68	2010	$1,490	$0	$0
				62	2012	$0	$0	$19,779

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Washington County Airport	TWBWC	30	93	91	2010	$257	$0	$0
	TWCWC	10	64	61	2010	$0	$0	$16,968
	TWDWC	10	91	89	2010	$407	$0	$0
Total for Washington County Airport:						**$54,017**	**$0**	**$1,797,211**
Wellsboro-Johnston Airport	A01GR	20	99	97	2010	$165	$0	$0
Total for Wellsboro-Johnston Airport:						**$165**	**$0**	**$0**
Wilkes-Barre/ Scranton International Airport	A01WS	10	83	81	2010	$3,689	$0	$0
	A01WS	20	59	58	2010	$0	$0	$602,044
	A01WS	30	77	75	2010	$6,423	$0	$0
	ACARGOWS	10	87	86	2010	$59,716	$0	$0
	ATERMWS	10	39	35	2010	$0	$0	$477,261
	RW1028WS	10	78	76	2010	$38,422	$0	$0
				69	2014	$0	$0	$2,033,255
	RW1028WS	20	64	62	2010	$0	$0	$199,188
	TWBWS	10	33	29	2010	$0	$0	$1,070,420
	TWBWS	20	44	39	2010	$0	$0	$3,582,246
	TWDWS	10	73	70	2010	$19,112	$0	$0
				64	2013	$0	$0	$626,367
	TWDWS	20	84	82	2010	$5,653	$0	$0
Total for Wilkes-Barre/Scranton International Airport:						**$133,015**	**$0**	**$8,590,780**
Wilkes-Barre/Wyoming Valley Airport	RW0725WW	10	73	72	2010	$45,052	$0	$0
				70	2012	$0	$0	$701,601
	RW0927WW	10	46	43	2010	$0	$0	$291,045
	TH01WW	10	42	40	2010	$0	$0	$1,082,265
	TWAWW	10	88	86	2010	$2,627	$0	$0
Total for Wilkes-Barre/Wyoming Valley Airport:						**$47,680**	**$0**	**$2,074,911**
William T. Piper Memorial Airport	A01WP	10	89	87	2010	$2,663	$0	$0
				85	2011	$0	$65,855	$0
	RW0927WP	10	66	65	2010	$0	$0	$809,584
	TH02WP	10	83	81	2010	$1,927	$0	$0
	TWAWP	10	82	80	2010	$11,905	$0	$0
	TWAWP	20	47	45	2010	$0	$0	$471,954
Total for William T. Piper Memorial Airport:						**$16,494**	**$65,855**	**$1,281,538**
Williamsport Regional Airport	A01WR	20	77	76	2010	$0	$117,003	$0
					2010	$994	$0	$0
	A01WR	40	90	88	2010	$1,146	$0	$0

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Williamsport Regional Airport	A02WR	10	45	44	2010	$0	$0	$241,109
	RW0927WR	10	77	75	2010	$134,974	$0	$0
				70	2013	$0	$0	$3,958,398
	RW1230WR	10	79	77	2010	$81,913	$0	$0
	TWAWR	10	69	68	2010	$5,533	$0	$0
	TWAWR	20	73	72	2010	$979	$0	$0
	TWBWR	20	91	89	2010	$1,089	$0	$0
	TWDWR	10	80	78	2010	$3,601	$0	$0
	TWEWR	10	46	42	2010	$0	$0	$110,194
	TWFWR	10	44	40	2010	$0	$0	$125,934
	TWHWR	10	47	43	2010	$0	$0	$53,787
	TWJWR	10	59	55	2010	$0	$0	$130,684
Total for Williamsport Regional Airport:						**$230,228**	**$117,003**	**$4,620,107**
Wings Field	A01WI	10	68	66	2010	$21,350	$0	$0
	RW0624WI	10	88	86	2010	$2,802	$0	$0
	TH01WI	10	23	22	2010	$0	$0	$339,357
	TH01WI	20	0	0	2010	$0	$0	$34,119
	TH02WI	10	8	7	2010	$0	$0	$28,830
	TH03WI	10	64	62	2010	$147	$0	$0
Total for Wings Field:						**$24,298**	**$0**	**$402,305**
WPHS Heliport	HP01WH	10	51	49	2010	$0	$0	$8,026
	HP01WH	20	12	10	2010	$0	$0	$45,987
Total for WPHS Heliport:						**$0**	**$0**	**$54,013**
York Airport	A01YK	10	82	80	2010	$1,227	$0	$0
	A01YK	20	92	90	2010	$1,339	$0	$0
				84	2014	$0	$22,893	$0
	A01YK	30	40	39	2010	$0	$0	$340,628
	A01YK	40	89	87	2010	$960	$0	$0
				84	2012	$0	$20,601	$0
	RW1735YK	10	91	90	2010	$1,484	$0	$0
	TH01YK	30	15	14	2010	$0	$0	$93,508
	TWAYK	10	97	96	2010	$193	$0	$0
Total for York Airport:						**$5,202**	**$43,494**	**$434,136**
Zelienople Municipal Airport	A01ZM	10	74	72	2010	$10,065	$0	$0
	A02ZM	10	45	43	2010	$0	$0	$155,493
	RW1735ZM	10	74	71	2010	$15,717	$0	$0
				69	2011	$0	$0	$665,330

Table 12. Unlimited budget scenario per individual airport (continued).

Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation
Zelienople Municipal Airport	TH01ZM	10	83	80	2010	$2,033	$0	$0
	TWAZM	10	93	91	2010	$1,353	$0	$0
Total for Zelienople Municipal Airport:						**$29,169**	**$0**	**$820,823**
Total for all airports:						**$5,602,832**	**$2,005,544**	**$147,169,077**

*Maps displaying the locations of each branch and section are available on the BOA website (www.dot.state.pa.us).

Table 13. Expenditures by airport classification for the unlimited budget analysis.

Classification	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation	Total Cost
GA Advanced	2010	$2,952,581	$199,388	$29,858,388	$33,010,357
	2011	$0	$0	$3,460,980	$3,460,980
	2012	$0	$20,601	$3,442,261	$3,462,862
	2013	$0	$846,882	$0	$846,882
	2014	$0	$22,893	$1,404,304	$1,427,197
Total GA Advanced		**$2,952,581**	**$1,089,764**	**$38,165,933**	**$42,208,278**
GA Intermediate	2010	$274,289	$179,354	$17,933,304	$18,386,948
	2011	$0	$0	$665,330	$665,330
	2012	$0	$0	$32,296	$32,296
	2013	$0	$0	$168,009	$168,009
	2014	$0	$60,048	$123,848	$183,897
Total GA Intermediate		**$274,289**	**$239,403**	**$18,922,787**	**$19,436,480**
GA Basic	2010	$384,481	$137,961	$12,268,697	$12,791,138
	2011	$0	$65,855	$0	$65,855
	2012	$0	$0	$1,841,861	$1,841,861
	2013	$0	$0	$1,546,301	$1,546,301
	2014	$0	$0	$450,571	$450,571
Total GA Basic		**$384,481**	**$203,816**	**$16,107,430**	**$16,695,728**
GA Limited	2010	$204,052	$41,034	$4,884,011	$5,129,097
	2011	$0	$0	$0	$0
	2012	$0	$0	$27,996	$27,996
	2013	$0	$0	$40,731	$40,731
	2014	$0	$0	$85,429	$85,429
Total GA Limited		**$204,052**	**$41,034**	**$5,038,166**	**$5,283,253**
GA Special Use	2010	$13,133	$0	$1,215,938	$1,229,071
	2011	$0	$0	$0	$0
	2012	$0	$0	$0	$0
	2013	$0	$0	$0	$0
	2014	$0	$0	$21,715	$21,715
Total GA Special Use		**$13,133**	**$0**	**$1,237,653**	**$1,250,786**
Large/Medium Hub Commercial Service	2010	$19,454,727	$47,895	$110,201,459	$129,704,081
	2011	$0	$0	$1,233,313	$1,233,313
	2012	$0	$0	$4,753,371	$4,753,371
	2013	$0	$0	$1,240,465	$1,240,465
	2014	$0	$0	$7,000,253	$7,000,253
Total Large/Medium Hub Commercial Service*		**$19,454,727**	**$47,895**	**$124,428,861**	**$143,931,483**
Small Hub Commercial Service	2010	$878,681	$0	$11,904,851	$12,783,532

Table 13. Expenditures by airport classification for the unlimited budget analysis (continued).

Classification	Plan Year	Localized Preventive Maintenance	Global Maintenance	Major Rehabilitation	Total Cost
Small Hub Commercial Service	2011	$0	$0	$821,119	$821,119
	2012	$0	$0	$6,916,826	$6,916,826
	2013	$0	$0	$4,322,953	$4,322,953
	2014	$0	$0	$691,229	$691,229
Total Small Hub Commercial Service		**$878,681**	**$0**	**$24,656,978**	**$25,535,659**
Primary Commercial Service	2010	$895,615	$240,882	$23,777,689	$24,914,186
	2011	$0	$190,644	$1,609,436	$1,800,081
	2012	$0	$0	$2,866,981	$2,866,981
	2013	$0	$0	$7,594,694	$7,594,694
	2014	$0	$0	$7,191,329	$7,191,329
Total Primary Commercial Service		**$895,615**	**$431,527**	**$43,040,129**	**$44,367,271**

* Philadelphia International Airport and Pittsburgh International Airport were not inspected, and the database was not updated by APTech in 2008. The airports have their own pavement management systems; however, the MicroPAVER database was not available for use in this project. The 2001 database was used to estimate the total rehabilitation cost for next 5 years under the unlimited budget scenario presented in this table.

Table 14. Constrained budget scenario per plan year.

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
2010	Allegheny County Airport	TWAAL	50	31	29	$110,081
	Brandywine Airport	TWABW	40	27	25	$348,582
		TWBBW	10	28	26	$50,431
	Carlisle Airport	TWACL	10	41	39	$121,619
	Chester County/G.O. Carlson Airport	TWACS	40	12	9	$20,565
	Joseph A. Hardy Connellsville Airport	TWBCN	10	17	16	$1,759,218
	Mid-Atlantic Soaring Center	RW1533MA	20	37	33	$619,807
	New Castle Municipal Airport	TWDNC	10	38	37	$51,150
	New Garden Flying Field	TWANG	10	28	26	$188,932
		TWANG	30	31	29	$32,767
	Northeast Philadelphia Airport	TWA1NP	10	30	29	$65,168
		TWA4NP	20	40	39	$52,694
		TWBNP	20	31	30	$44,218
		TWFNP	20	30	29	$500,836
		TWJNP	10	40	37	$96,379
		TWLNP	60	39	36	$989,705
	Perkiomen Valley Airport	TWAPK	10	20	17	$75,602
		TWAPK	20	29	27	$53,487
	Pittsburgh-Monroeville Airport	RW0523PB	10	4	0	$406,974
	Port Meadville Airport	TWBPM	10	34	30	$317,241
	Queen City Municipal Airport	TWCQC	20	13	10	$134,087
		TWFQC	10	16	14	$89,082
	Reading Regional Airport/Carl A. Spaatz Field	TWCRR	30	28	25	$204,904
		TWERR	10	42	39	$359,085
		TWHRR	10	42	39	$212,325
		TWJRR	10	21	18	$90,452
Total 2010:						**$6,995,393**
2011	Allegheny County Airport	TWCAL	20	48	43	$100,810
	Brandywine Airport	TWABW	20	43	39	$41,094
	Doylestown Airport	RW0523DY	10	51	45	$741,838
	Hazleton Municipal Airport	TWAHM	20	48	40	$223,016
	Indiana County/Jimmy Stewart Airport	TWAIC	10	44	40	$843,054
	New Garden Flying Field	RW0624NG	10	60	58	$16,320
		RW0624NG	20	45	39	$881,312
		RW0624NG	30	66	64	$34,334
	Northeast Philadelphia Airport	TWANP	40	67	63	$11,665
		TWLNP	50	44	39	$902,935
	Perkiomen Valley Airport	RW0927PK	10	61	56	$260,027
	Port Meadville Airport	TWBPM	10	34	26	$326,758

Table 14. Constrained budget scenario per plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
2011	Pottstown Municipal Airport	RW0826PT	10	51	47	$706,660
	Queen City Municipal Airport	RW1533QC	10	49	43	$935,426
	Stroudsburg-Pocono Airport	RW0826ST	10	45	39	$608,726
	Wilkes-Barre/Wyoming Valley Airport	RW0927WW	10	46	40	$365,815
Total 2011:						**$6,999,791**
2012	Indiana County/Jimmy Stewart Airport	RW1028IC	10	50	44	$1,463,525
	Joseph A. Hardy Connellsville Airport	RW0523CN	10	69	63	$884,267
		RW1432CN	10	70	66	$661,909
	New Castle Municipal Airport	RW0523NC	10	65	58	$679,844
		RW1331NC	10	71	69	$668,776
	Northeast Philadelphia Airport	RW0624NP	30	73	69	$216,933
		RW0624NP	40	71	69	$196,595
		RW0624NP	50	66	61	$762,654
		TWA3NP	20	47	43	$15,624
	Port Meadville Airport	RW0725PM	10	72	68	$847,327
	Washington County Airport	RW0927WC	10	71	66	$411,259
		RW0927WC	20	74	69	$189,809
Total 2012:						**$6,998,521**
2013	Beaver County Airport	RW1028BA	10	72	70	$1,047,501
	Capital City Airport	RW0826CC	10N	72	70	$641,181
		RW0826CC	10S	76	68	$652,006
	Heritage Field Airport	TWAPL	10	48	40	$875,798
	Northeast Philadelphia Airport	RW0624NP	10	75	68	$279,301
		RW0624NP	60	75	68	$705,174
		TWA1NP	20	47	42	$56,987
		TWA3NP	10	47	42	$20,869
		TWA3NP	30	47	42	$66,511
		TWA4NP	10	47	42	$77,374
		TWCNP	30	47	42	$47,216
		TWGNP	10	47	42	$58,815
		TWLNP	20	49	40	$59,843
	Reading Regional Airport/Carl A. Spaatz Field	RW1836RR	10	73	69	$1,696,891
	Zelienople Municipal Airport	RW1735ZM	10	74	69	$705,849
Total 2013:						**$6,991,315**
2014	Allegheny County Airport	TWBAL	10	66	56	$141,001
	Capital City Airport	RW0826CC	10C	74	70	$660,254

Table 14. Constrained budget scenario per plan year (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
2014	Capital City Airport	TWDCC	20	69	63	$33,510
	Chester County/G.O. Carlson Airport	RW1129CS	10	76	70	$385,970
		RW1129CS	30	76	70	$165,727
		TWACS	20	50	39	$39,831
		TWACS	50	67	57	$73,572
		TWFCS	10	53	47	$60,618
	New Garden Flying Field	RW0624NG	40	75	69	$19,299
		TH03NG	20	40	19	$30,083
	Northeast Philadelphia Airport	RW0624NP	20	78	69	$251,720
		RW1533NP	20	78	69	$82,269
		RW1533NP	30	79	77	$14,273
		TWA2NP	10	54	47	$76,407
		TWANP	20	54	47	$206,417
		TWANP	50	45	40	$1,377,096
		TWBNP	10	69	59	$17,920
		TWHNP	20	47	41	$377,485
		TWHNP	30	47	41	$52,126
		TWHNP	40	47	41	$100,506
		TWJNP	40	56	49	$197,455
		TWJNP	50	68	64	$5,631
		TWJNP	60	56	45	$38,876
		TWLNP	10	56	49	$20,198
		TWLNP	70	67	64	$25,035
	Reading Regional Airport/Carl A. Spaatz Field	TWBRR	20	59	48	$765,029
		TWNRR	10	63	54	$172,620
	Schuylkill County/Joe Zerbey Airport	TWASC	10	57	46	$1,237,796
	Washington County Airport	TWBWC	10	61	44	$322,670
		TWBWC	20	71	56	$20,984
		TWCWC	10	64	48	$26,651
Total 2014:						**$6,999,029**
Total 2010-2014 :						**$34,984,050**

*Maps displaying the locations of each branch and section are available on the BOA website (www.dot.state.pa.us).

Table 15. Constrained budget scenario per individual airport.

Airport Name	Plan Year	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
Allegheny County Airport	2010	TWAAL	50	31	29	$110,081
	2011	TWCAL	20	48	43	$100,810
	2014	TWBAL	10	66	56	$141,001
Total for Allegheny County Airport:						**$351,892**
Beaver County Airport	2013	RW1028BA	10	72	70	$1,047,501
Total for Beaver County Airport:						**$1,047,501**
Brandywine Airport	2010	TWABW	40	27	25	$348,582
	2010	TWBBW	10	28	26	$50,431
	2011	TWABW	20	43	39	$41,094
Total for Brandywine Airport:						**$440,107**
Capital City Airport	2013	RW0826CC	10N	72	70	$641,181
	2013	RW0826CC	10S	76	68	$652,006
	2014	RW0826CC	10C	74	70	$660,254
	2014	TWDCC	20	69	63	$33,510
Total for Capital City Airport:						**$1,986,951**
Carlisle Airport	2010	TWACL	10	41	39	$121,619
Total for Carlisle Airport:						**$121,619**
Chester County/G.O. Carlson Airport	2010	TWACS	40	12	9	$20,565
	2014	RW1129CS	10	76	70	$385,970
	2014	RW1129CS	30	76	70	$165,727
	2014	TWACS	20	50	39	$39,831
	2014	TWACS	50	67	57	$73,572
	2014	TWFCS	10	53	47	$60,618
Total for Chester County/G.O. Carlson Airport:						**$746,284**
Doylestown Airport	2011	RW0523DY	10	51	45	$741,838
Total for Doylestown Airport:						**$741,838**
Hazleton Municipal Airport	2011	TWAHM	20	48	40	$223,016
Total for Hazleton Municipal Airport:						**$223,016**
Heritage Field Airport	2013	TWAPL	10	48	40	$875,798
Total for Heritage Field Airport:						**$875,798**
Indiana County/Jimmy Stewart Airport	2011	TWAIC	10	44	40	$843,054
	2012	RW1028IC	10	50	44	$1,463,525
Total for Indiana County/Jimmy Stewart Airport:						**$2,306,579**
Joseph A. Hardy Connellsville Airport	2010	TWBCN	10	17	16	$1,759,218
	2012	RW0523CN	10	69	63	$884,267
	2012	RW1432CN	10	70	66	$661,909
Total for Joseph A. Hardy Connellsville Airport:						**$3,305,393**
Mid-Atlantic Soaring Center	2010	RW1533MA	20	37	33	$619,807

Table 15. Constrained budget scenario per individual airport (continued).

Airport Name	Plan Year	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
Total for Mid-Atlantic Soaring Center:						**$619,807**
New Castle Municipal Airport	2010	TWDNC	10	38	37	$51,150
	2012	RW0523NC	10	65	58	$679,844
	2012	RW1331NC	10	71	69	$668,776
Total for New Castle Municipal Airport:						**$1,399,770**
New Garden Flying Field	2010	TWANG	10	28	26	$188,932
	2010	TWANG	30	31	29	$32,767
	2011	RW0624NG	10	60	58	$16,320
	2011	RW0624NG	20	45	39	$881,312
	2011	RW0624NG	30	66	64	$34,334
	2014	RW0624NG	40	75	69	$19,299
	2014	TH03NG	20	40	19	$30,083
Total for New Garden Flying Field:						**$1,203,048**
Northeast Philadelphia Airport	2010	TWA1NP	10	30	29	$65,168
	2010	TWA4NP	20	40	39	$52,694
	2010	TWBNP	20	31	30	$44,218
	2010	TWFNP	20	30	29	$500,836
	2010	TWJNP	10	40	37	$96,379
	2010	TWLNP	60	39	36	$989,705
	2011	TWANP	40	67	63	$11,665
	2011	TWLNP	50	44	39	$902,935
	2012	RW0624NP	30	73	69	$216,933
	2012	RW0624NP	40	71	69	$196,595
	2012	RW0624NP	50	66	61	$762,654
	2012	TWA3NP	20	47	43	$15,624
	2013	RW0624NP	10	75	68	$279,301
	2013	RW0624NP	60	75	68	$705,174
	2013	TWA1NP	20	47	42	$56,987
	2013	TWA3NP	10	47	42	$20,869
	2013	TWA3NP	30	47	42	$66,511
	2013	TWA4NP	10	47	42	$77,374
	2013	TWCNP	30	47	42	$47,216
	2013	TWGNP	10	47	42	$58,815
	2013	TWLNP	20	49	40	$59,843
	2014	RW0624NP	20	78	69	$251,720
	2014	RW1533NP	20	78	69	$82,269
	2014	RW1533NP	30	79	77	$14,273
	2014	TWA2NP	10	54	47	$76,407
	2014	TWANP	20	54	47	$206,417

Table 15. Constrained budget scenario per individual airport (continued).

Airport Name	Plan Year	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
Northeast Philadelphia Airport	2014	TWANP	50	45	40	$1,377,096
	2014	TWBNP	10	69	59	$17,920
	2014	TWHNP	20	47	41	$377,485
	2014	TWHNP	30	47	41	$52,126
	2014	TWHNP	40	47	41	$100,506
	2014	TWJNP	40	56	49	$197,455
	2014	TWJNP	50	68	64	$5,631
	2014	TWJNP	60	56	45	$38,876
	2014	TWLNP	10	56	49	$20,198
	2014	TWLNP	70	67	64	$25,035
Total for Northeast Philadelphia Airport:						**$8,070,909**
Perkiomen Valley Airport	2010	TWAPK	10	20	17	$75,602
	2010	TWAPK	20	29	27	$53,487
	2011	RW0927PK	10	61	56	$260,027
Total for Perkiomen Valley Airport:						**$389,117**
Pittsburgh-Monroeville Airport	2010	RW0523PB	10	4	0	$406,974
Total for Pittsburgh-Monroeville Airport:						**$406,974**
Port Meadville Airport	2010	TWBPM	10	34	30	$317,241
	2011	TWBPM	10	34	26	$326,758
	2012	RW0725PM	10	72	68	$847,327
Total for Port Meadville Airport:						**$1,491,327**
Pottstown Municipal Airport	2011	RW0826PT	10	51	47	$706,660
Total for Pottstown Municipal Airport						**$706,660**
Queen City Municipal Airport	2010	TWCQC	20	13	10	$134,087
	2010	TWFQC	10	16	14	$89,082
	2011	RW1533QC	10	49	43	$935,426
Total for Queen City Municipal Airport:						**$1,158,595**
Reading Regional Airport/Carl A. Spaatz Field	2010	TWCRR	30	28	25	$204,904
	2010	TWERR	10	42	39	$359,085
	2010	TWHRR	10	42	39	$212,325
	2010	TWJRR	10	21	18	$90,452
	2013	RW1836RR	10	73	69	$1,696,891
	2014	TWBRR	20	59	48	$765,029
	2014	TWNRR	10	63	54	$172,620
Total for Reading Regional Airport/Carl A. Spaatz Field:						**$3,501,305**
Schuylkill County/Joe Zerbey Airport	2014	TWASC	10	57	46	$1,237,796
Total for Schuylkill County/Joe Zerbey Airport:						**$1,237,796**
Stroudsburg-Pocono Airport	2011	RW0826ST	10	45	39	$608,726

Table 15. Constrained budget scenario per individual airport (continued).

Airport Name	Plan Year	Branch*	Section*	2008 PCI	Projected PCI	Major Rehabilitation
Total for Stroudsburg-Pocono Airport:						**$608,726**
Washington County Airport	2012	RW0927WC	10	71	66	$411,259
	2012	RW0927WC	20	74	69	$189,809
	2014	TWBWC	10	61	44	$322,670
	2014	TWBWC	20	71	56	$20,984
	2014	TWCWC	10	64	48	$26,651
Total for Washington County Airport:						**$971,373**
Wilkes-Barre/Wyoming Valley Airport	2011	RW0927WW	10	46	40	$365,815
Total for Wilkes-Barre/Wyoming Valley Airport:						**$365,815**
Zelienople Municipal Airport	2013	RW1735ZM	10	74	69	$705,849
Total for Zelienople Municipal Airport:						**$705,849**

*Maps displaying the locations of each branch and section are available on the BOA website (www.dot.state.pa.us).

Table 16. Expenditures by airport classification for the constrained budget analysis.

Classification	Plan Year	Major Rehabilitation
Advanced	2010	$3,063,653
	2011	$1,565,184
	2012	$2,640,200
	2013	$5,409,668
	2014	$6,949,648
Total GA Advanced 2010-2014		**$19,628,354**
Intermediate	2010	$2,904,958
	2011	$18,099
	2012	$10,060
	2013	$4,026
	2014	$4,028
Total GA Intermediate 2010-2014		**$2,941,171**
Basic	2010	$0
	2011	$4,022
	2012	$0
	2013	$0
	2014	$0
Total GA Basic 2010-2014		**$4,022**
Limited	2010	$2,010
	2011	$0
	2012	$0
	2013	$0
	2014	**$0**
Total GA Limited 2010-2014		**$2,010**
Special Use	2010	$619,807
	2011	$0
	2012	$0
	2013	$0
	2014	$0
Total GA Special Use 2010-2014		**$619,807**
Total All Airports 2010-2014		**$23,195,364**

PAVEMENT MANAGEMENT PROGRAM UPDATE REQUIREMENTS

Overview

Many agencies incorrectly assume that the work involved in developing an APMS is finished after the initial implementation. An APMS analyzes information stored in its database. Consequently, if the data stored in the APMS database no longer accurately represent the actual airport conditions, the results of the analyses will be misleading. It is therefore critical that the BOA allocates the labor and financial support to periodically update its APMS.

System Upkeep Guidelines

The following is a list of APMS components that, in general, require periodic updates:

1. Micro PAVER Software. BOA should maintain a current subscription with its MicroPAVER distribution center. MicroPAVER subscriptions must be renewed annually.
2. Inventory Data. It is important that the MicroPAVER inventory database is updated to reflect changes to the pavement network (e.g. the addition of new pavement areas, or the rehabilitation or maintenance of existing pavement areas). BOA should keep a record of local, state, and federal pavement-related work that is completed at the airports. This record should identify the project location, the type of work undertaken, and the completion date of the work.
3. Condition Data. PCI data should be current and should reflect existing pavement conditions. For the airports to remain in compliance, the PCI data must be updated at least every 3 years. Therefore, it is recommended that the airports in the BOA's APMS be evaluated again in the fall of 2011.
4. APMS Maps. The network definition, work history, and PCI maps should be revised to reflect new information during the next APMS update.
5. Pavement Performance Models. The pavement performance models developed using MicroPAVER should be updated whenever new PCI data become available. This should be part of the next APMS update project.
6. Unit Cost Data. Unit cost data for maintenance and repair (M&R) activities should be updated during the next APMS update project.
7. Maintenance Policies. Maintenance policies should be reviewed during the next APMS update to determine whether maintenance strategies reflect actual practices.

Feedback Loop

A feedback loop should be established as historical data are collected to verify pavement design assumptions being used for new design, rehabilitation, planning, or life cycle cost analysis. This loop should consist of a periodic comparison of the pavement maintenance and rehabilitation recommendations made by the program, the condition predictions made by the program, and the costs estimated by the program as rehabilitation projects are performed and as new inspections are conducted.

Training Courses

It is important to obtain the education and training necessary to effectively use the APMS. At a minimum, annual refresher training courses should be provided to users of the APMS on topics including the conduct of the PCI procedure and the use of the MicroPAVER software. If a new release of the MicroPAVER software is obtained that contains significantly updated features, users of the APMS should attend a training course on the new version of the software.

SUMMARY

The Commonwealth of Pennsylvania's airport system represents a significant capital investment and plays a critical role in the economic health of the commonwealth. As the system has aged, the upkeep of the existing pavements has become increasingly important. To address these needs, the BOA retained APTech, assisted by DY Consultants, to update the APMS for this system of airports using the MicroPAVER pavement management software.

This report details the results of this project. The pavements were evaluated in 2008, and the existing APMS database was updated with this information. A pavement maintenance and rehabilitation program, complete with a timetable for projected work and cost estimates, was then prepared.

Overall, the condition of the pavements in the BOA system has decreased from an area-weighted PCI of 83 in 2001 and 80 in 2004 to 78 in 2008. It is estimated that over $299 million should be expended over the next 5 years to preserve the pavement infrastructure. These values incorporate the pavements at Philadelphia International Airport and Pittsburgh International Airport that are maintained in the database. **It should be noted that at an individual pavement level for these two airports, significant changes may have occurred since they were last evaluated.**

APPENDIX A

DETAILED INVENTORY AND PCI INSPECTION RESULTS

Table A-1. Detailed Inventory and PCI inspection results.

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Allegheny County Airport, Pittsburgh	GA Advanced	A01AL	10	PCC	338,788	6/30/1960	69	26	25	Corner break, Corner spalling, Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shattered slab, Small patch
			20	AC	234,024	6/30/1960	31	43	57	Alligator cracking, Block cracking, Patching
			30	AC	453,443	6/30/1995	64	31	52	Alligator cracking, L&T cracking, Oil Spillage, Rutting, Swelling, Raveling & weathering, Bleeding
			40	PCC	21,621	6/30/1995	90	10	80	Joint seal damage, Joint spalling, LTD cracking, Shrinkage cracking
		A02AL	10	AC	121,776	8/4/2006	100	0	0	No Distresses
			20	AC	74,052	8/1/2008	100	0	0	No Distresses
		HP01AL	10	PCC	2,250	1/1/1960	88	0	100	Joint seal damage
		RW1028AL	10	PCC	324,963	6/30/1967	85	0	77	Corner spalling, Durability cracking, Faulting, Joint seal damage, Joint spalling, Large patch/utility, Shrinkage cracking, Small patch
			20	PCC	324,980	6/30/1967	84	7	71	Corner spalling, Durability cracking, Faulting, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Shrinkage cracking, Small patch
			30	PCC	325,029	6/30/1967	82	8	70	Corner spalling, Durability cracking, Faulting, Joint seal damage, Large patch/utility, LTD cracking, Shrinkage cracking, Small patch

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Allegheny County Airport, Pittsburgh	GA Advanced	RW1331AL	10	PCC	353,952	6/30/1997	94	0	86	Corner spalling, Joint seal damage, Shrinkage cracking
		TH01AL	10	AC	15,913	1/1/2007	100	0	0	No Distresses
			15	AC	5,336	6/30/1983	16	82	18	Alligator cracking, L&T cracking, Rutting
			20	AC	40,586	6/30/1983	67	45	55	Alligator cracking, L&T cracking, Patching, Raveling & weathering
			30	AC	371,394	6/30/1983	28	51	48	Alligator cracking, Bleeding, Block cracking, L&T cracking, Patching, Raveling & weathering
			40	AAC	26,640	8/1/2004	100	0	0	No Distresses
			50	AAC	63,775	1/1/2005	100	0	0	No Distresses
			60	AAC	40,869	1/1/2005	88	33	67	Alligator cracking, L&T cracking, Patching
		TH02AL	10	AC	127,383	6/30/1986	34	39	51	Alligator cracking, Block cracking, L&T cracking, Oil Spillage, Patching, Rutting, Swelling
			20	AC	19,328	1/1/2006	100	0	0	No Distresses
		TH03AL	10	AC	158,231	6/30/1960	38	42	58	Alligator cracking, Block cracking, L&T cracking, Patching
			20	AAC	22,600	6/1/2001	74	44	56	Alligator cracking, L&T cracking
		TWAAL	10	PCC	32,299	6/30/1991	80	0	52	Faulting, Joint seal damage, Shrinkage cracking, Small patch
			20	PCC	53,901	6/29/1966	87	6	81	Faulting, Joint seal damage, LTD cracking, Small patch
			30	PCC	171,780	6/30/1955	65	47	28	Corner break, Corner spalling, Durability cracking, Faulting, Joint seal damage, Joint spalling, LTD cracking, Shattered slab, Shrinkage cracking, Small patch

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Allegheny County Airport, Pittsburgh	GA Advanced	TWAAL	40	PCC	140,389	6/30/1955	75	36	40	Corner spalling, Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Shattered slab, Shrinkage cracking, Small patch
			50	AC	17,755	1/1/1960	31	46	54	Alligator cracking, Block cracking, Patching
		TWBAL	10	AC	58,816	6/30/1997	66	0	100	Block cracking, L&T cracking
		TWCAL	10	PCC	3,470	6/30/1997	85	45	11	Faulting, Joint seal damage, LTD cracking
			20	AC	20,460	6/30/1980	48	31	68	Alligator cracking, Block cracking, L&T cracking, Swelling
			30	PCC	8,037	6/30/1955	76	36	26	Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Shrinkage cracking, Small patch
			40	PCC	4,598	6/2/2005	96	0	41	Joint seal damage, Joint spalling
		TWDAL	10	AC	44,303	6/30/1996	77	50	50	Alligator cracking, L&T cracking, Patching
		TWEAL	10	AC	40,104	6/30/1998	80	27	73	Alligator cracking, Bleeding, L&T cracking, Patching
		TWFAL	10	AC	27,229	6/30/1996	76	70	30	Alligator cracking, L&T cracking, Patching, Rutting
		TWGAL	10	AAC	51,225	7/2/2006	80	0	100	L&T cracking[10]
			20	PCC	19,815	6/30/1980	83	0	73	Corner spalling, Durability cracking, Faulting, Joint seal damage, Large patch/utility, Small patch
			30	PCC	6,496	6/30/1997	98	0	100	Joint seal damage
			40	APC	42,357	7/2/2006	80	0	100	L&T cracking[10]

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Altoona-Blair County Airport, Altoona	Primary Commercial Service	A01AB	10	AAC	178,852	6/1/2003	100	0	0	Oil Spillage
			20	AAC	268,599	5/1/2003	98	0	100	L&T cracking
			30	AC	75,030	11/3/2007	100	0	0	No Distresses
		RW0321AB	10	AAC	546,600	6/30/1982	78	0	100	L&T cracking
		RW1230AB	10	AC	276,539	7/4/1987	77	0	100	L&T cracking, Raveling & weathering
		TWAAB	10	AAC	27,088	6/30/1988	84	0	100	L&T cracking
		TWBAB	10	AAC	106,113	6/30/1988	78	0	89	Bleeding, L&T cracking
			20	AC	16,474	11/3/2007	100	0	0	No Distresses
		TWCAB	10	AC	142,323	6/30/1984	78	49	51	Alligator cracking, Bleeding, L&T cracking
		TWDAB	10	AAC	58,052	6/30/1999	92	0	100	L&T cracking, Raveling & weathering
			20	AC	98,951	7/4/1987	91	0	100	Bleeding, L&T cracking
Arnold Palmer Regional Airport, Latrobe	Primary Commercial Service	A01AP	10	AC	60,936	6/3/1992	84	0	90	L&T cracking, Oil Spillage, Raveling & weathering
			20	AC	143,150	6/3/1980	58	0	100	L&T cracking, Raveling & weathering
			30	AAC	393,021	6/30/2001	87	0	98	Bleeding, Depression, L&T cracking
			40	PCC	9,963	6/30/2001	91	0	71	Joint seal damage, Popouts, Map cracking/scaling/crazing
		RW0321AP	10	AC	276,293	1/1/1990	72	0	100	L&T cracking, Raveling & weathering
		RW0523AP	10	AC	670,029	1/1/1986	75	21	79	Alligator cracking, Bleeding, L&T cracking
			20	AC	151,714	11/20/2007	95	0	100	L&T cracking
		TH01AP	10	AC	60,297	7/7/2006	100	0	0	No Distresses
		TWAAP	10	AC	513,620	1/1/1986	75	37	63	Alligator cracking, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Arnold Palmer Regional Airport, Latrobe	Primary Commercial Service	TWAAP	20	AC	123,090	11/20/2007	100	0	0	No Distresses
			30	AC	23,677	11/20/2007	100	0	0	No Distresses
		TWEAP	10	AC	23,197	6/3/1992	79	32	68	Alligator cracking, L&T cracking, Raveling & weathering
			20	AC	53,417	6/3/1980	50	39	61	Alligator cracking, L&T cracking, Raveling & weathering
		TWHAP	10	AC	252,653	1/1/1990	73	0	99	Depression, L&T cracking, Raveling & weathering
Beaver County Airport, Beaver Falls	GA Advanced	A01BA	10	AC	118,713	6/30/1980	50	0	100	Block cracking
		A02BA	10	AC	68,652	6/1/1985	50	0	97	Block cracking, L&T cracking, Oil Spillage
		A03BA	10	AC	137,658	6/1/1991	60	0	89	Block cracking, L&T cracking, Oil Spillage
		A04BA	10	AC	71,137	6/1/1991	62	0	100	L&T cracking
		A05BA	10	AC	116,359	6/1/1990	47	52	41	Alligator cracking, Depression, L&T cracking, Oil Spillage, Swelling
		RW1028BA	10	AC	450,053	6/1/1990	72	0	100	L&T cracking
		TH01BA	10	PCC	35,230	6/30/1980	71	17	31	Corner break, Corner spalling, Faulting, Joint seal damage, Joint spalling, LTD cracking
			20	AAC	24,414	8/25/2006	100	0	0	No Distresses
			30	AC	37,513	6/30/1975	21	52	39	Alligator cracking, L&T cracking, Rutting, Swelling, Raveling & weathering
			40	AC	53,713	6/30/2000	86	0	85	Depression, L&T cracking, Patching
			50	AC	103,341	8/25/2006	100	0	0	No Distresses
		TWABA	10	AC	286,773	6/1/1990	80	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Beaver County Airport, Beaver Falls	GA Advanced	TWCBA	10	AAC	46,065	9/11/2001	76	0	100	Block cracking, L&T cracking
			20	AAC	13,426	7/20/2001	89	0	100	L&T cracking
Bedford County Airport, Bedford	GA Advanced	A01BD	10	AC	180,717	6/29/1992	96	0	100	L&T cracking
		A02BD	10	PCC	10,000	6/30/1992	92	0	76	Joint seal damage, Joint spalling
		RW1432BD	10	AAC	369,464	5/1/2004	100	0	0	No Distresses
		TH01BD	10	AC	37,849	6/28/1992	94	0	100	L&T cracking
		TWABD	10	AC	198,286	6/29/1992	93	0	100	L&T cracking
			20	AC	94,596	5/1/2004	98	0	100	Bleeding, L&T cracking, Raveling & weathering
Bellefonte Airport, Bellefonte	GA Limited	A01BE	10	AC	39,236	6/30/1998	84	40	60	Alligator cracking, Bleeding, L&T cracking, Patching
		RW0725BE	10	AC	155,712	6/30/1969	61	67	33	Alligator cracking, L&T cracking, Patching, Rutting
		TH01BE	10	AC	29,637	6/30/1980	62	31	69	Alligator cracking, L&T cracking, Patching, Raveling & weathering
		TWABE	10	AC	39,761	6/30/1991	75	27	73	Alligator cracking, L&T cracking, Patching
Bendigo Airport, Tower City	GA Limited	RW0523BG	10	AC	139,878	6/26/2002	100	0	0	No Distresses
		TWABG	10	AC	40,347	6/26/2002	99	0	100	L&T cracking
Bloomsburg Municipal Airport, Bloomsburg	GA Basic	A01BL	10	AC	77,297	6/30/1996	78	23	77	Alligator cracking, L&T cracking
			20	AC	101,331	6/30/1966	28	57	43	Raveling & weathering, Alligator cracking, Block cracking, Joint reflection cracking, Rutting
		RW0826BL	10	AAC	149,598	11/3/2004	75	0	100	L&T cracking
		TH01BL	10	AC	17,265	6/30/1966	59	42	58	Alligator cracking, Block cracking, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Bloomsburg Municipal Airport, Bloomsburg	GA Basic	TWABL	10	AC	24,571	6/30/1966	37	16	84	Alligator cracking, Block cracking, Patching, Raveling & weathering
Braden Airpark, Easton	GA Basic	A01EA	10	AAC	22,071	5/15/2004	96	0	79	Depression, L&T cracking, Oil Spillage, Raveling & weathering
			20	AC	7,283	6/30/1970	30	45	42	Alligator cracking, Depression, L&T cracking, Patching
		RW1836EA	10	AAC	105,658	5/15/2004	100	0	100	L&T cracking
		TWAEA	10	AAC	11,025	5/15/2004	95	0	100	Bleeding, L&T cracking
Bradford County Airport, Towanda	GA Intermediate	A01BC	10	AC	132,550	6/2/2003	87	0	100	L&T cracking
		RW0523BC	10	AC	344,911	11/1/1997	80[9]	0	100	L&T cracking
		TH01BC	10	AC	240,166	6/1/1997	79	53	47	Alligator cracking, L&T cracking
		TWABC	10	AC	67,768	11/1/1997	75	0	100	L&T cracking
Bradford Regional Airport, Bradford	Primary Commercial Service	A01BR	10	AAC	36,903	6/1/2006	99	0	100	L&T cracking
			20	AAC	87,646	6/1/2006	99	0	100	L&T cracking
			30	PCC	16,295	6/1/2006	100	0	0	No Distresses
		RW0523BR	10	AAC	462,164	4/1/2003	100	0	100	L&T cracking
		RW1432BR	10	AAC	946,353	6/30/1989	90	0	100	L&T cracking
		TWABR	10	AC	78,607	6/3/2008	100	0	0	No Distresses
		TWBBR	10	AAC	24,171	4/1/2002	93	0	100	L&T cracking, Patching
		TWCBR	10	AAC	43,107	4/1/2002	96	0	100	L&T cracking
		TWDBR	10	AAC	34,165	6/30/1995	77	0	100	L&T cracking, Raveling & weathering
Brandywine Airport, West Chester	GA Intermediate	A01BW	10	AAC	80,010	6/30/1995	86	0	86	L&T cracking, Oil Spillage
		A02BW	10	AC	25,427	6/1/1986	34	44	42	Alligator cracking, Depression, L&T cracking, Patching, Rutting
			20	AC	44,476	1/1/2001	93	56	0	Depression, Oil Spillage, Rutting

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Brandywine Airport, West Chester	GA Intermediate	RW0927BW	10	AC	21,650	6/30/1998	95	0	59	Depression, L&T cracking
			20	AAC	150,339	11/3/2006	100	0	0	No Distresses
		TH01BW	10	AC	121,827	9/1/1997	92	0	97	Depression, L&T cracking
			20	AC	12,200	6/1/2003	97	0	100	L&T cracking
		TWABW	10	AC	45,711	6/3/2007	100	0	0	No Distresses
			20	AC	6,435	6/1/1982	43	52	48	Alligator cracking, L&T cracking, Patching
			30	AC	23,897	6/1/1998	83	0	100	L&T cracking, Patching
			40	AC	56,223	6/1/1990	27	78	7	Alligator cracking, Depression, L&T cracking, Patching, Rutting
		TWBBW	10	AC	8,134	6/1/1982	28	56	26	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
Butler County Airport/K W Scholter Field, Butler	GA Advanced	A01BT	10	AC	302,070	6/30/1982	59	26	71	Alligator cracking, Depression, L&T cracking
			20	APC	12,481	11/1/2006	100	0	0	No Distresses
		A02BT	10	AC	193,581	6/1/2000	79	26	33	Bleeding, Depression, L&T cracking, Rutting, Raveling & weathering
		A03BT	10	AC	132,000	7/30/2002	99	0	100	L&T cracking, Raveling & weathering
		RW0826BT	10	AAC	400,086	11/2/2006	100	0	0	No Distresses
			20	AC	80,220	11/2/2006	100	0	0	No Distresses
		TH01BT	10	AC	122,170	6/1/1990	57	46	28	Alligator cracking, Bleeding, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
		TWABT	10	AAC	228,158	11/1/2006	100	0	0	No Distresses
			20	AC	43,392	11/2/2006	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Butler County Airport/K W Scholter Field, Butler	GA Advanced	TWHBT	10	AC	29,762	7/30/2002	100	0	0	No Distresses
Butler Farm Show Airport, Butler	GA Limited	A01BF	10	AC	13,091	6/1/1996	77	58	26	Depression, L&T cracking, Rutting
		RW1836BF	10	AC	103,001	6/30/1996	77	25	43	Depression, L&T cracking, Rutting
		TH01BF	10	AC	3,612	6/30/1960	5	68	30	Alligator cracking, L&T cracking, Rutting, Swelling, Raveling & weathering
			20	AC	4,267	6/30/1999	87	0	100	L&T cracking
			30	AC	6,654	6/30/1985	43	89	8	Alligator cracking, L&T cracking, Rutting, Swelling
			40	AC	6,812	6/30/1960	15	70	29	Alligator cracking, L&T cracking, Swelling, Raveling & weathering
		TWABF	10	AC	21,067	6/30/1996	82	49	39	Depression, L&T cracking, Patching, Rutting, Raveling & weathering
Capital City Airport, Harrisburg	GA Advanced	A01CC	10	AC	38,867	6/1/1985	55	47	53	Alligator cracking, L&T cracking, Patching
			20	AAC	89,779	6/30/2003	98	0	48	L&T cracking, Oil Spillage
			30	AC	756,143	6/30/1985	91	0	88	L&T cracking, Oil Spillage, Patching, Raveling & weathering
			40	AAC	43,032	6/1/2005	99	0	100	Bleeding, L&T cracking
			50	AAC	21,536	6/30/2003	100	0	0	No Distresses
			60	AAC	30,813	6/30/2003	100	0	0	No Distresses
		AHPTWACC	10	AC	34,584	6/30/1993	92	0	100	L&T cracking
		AHPTWBCC	10	AC	37,543	6/30/1992	98	0	100	L&T cracking
		AHPTWECC	10	AC	34,182	6/1/1992	96	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Capital City Airport, Harrisburg	GA Advanced	RW0826CC	10C	AC	275,412	6/30/1983	74	0	100	Bleeding, L&T cracking
			10N	AC	275,480	6/30/1983	72	0	100	L&T cracking
			10S	AC	280,131	6/30/1983	76	0	76	Depression, L&T cracking, Raveling & weathering
		RW1230CC	10	AAC	361,664	6/30/2002	90	0	100	Bleeding, L&T cracking, Raveling & weathering
		TWACC	10	AAC	197,467	6/1/2005	100	0	0	No Distresses
		TWBCC	10	AC	76,250	6/30/1992	84	0	100	L&T cracking, Raveling & weathering
			20	AAC	31,218	6/1/2005	100	0	0	No Distresses
		TWCCC	10	AC	62,292	6/30/1992	84	0	100	L&T cracking
		TWDCC	10	AC	30,539	6/30/1992	85	0	100	L&T cracking
			20	AC	13,978	6/30/1983	69	0	100	Block cracking, L&T cracking, Patching
		TWECC	10	AAC	171,672	6/1/2003	100	0	0	No Distresses
		TWGCC	10	AC	25,400	6/1/1989	81	0	100	L&T cracking
		TWHCC	10	AAC	21,101	6/1/2005	100	0	0	No Distresses
		TWLCC	10	AC	13,151	6/1/1989	84	0	100	L&T cracking
Carlisle Airport, Carlisle	GA Intermediate	A01CL	10	AAC	77,768	6/30/1995	81	22	78	Alligator cracking, L&T cracking
			20	AC	9,670	6/30/1980	38	64	36	Alligator cracking, L&T cracking, Patching
			30	AC	18,947	6/30/1980	33	43	57	Alligator cracking, Block cracking, L&T cracking, Patching, Raveling & weathering
			40	AC	13,600	6/30/1980	43	75	25	Alligator cracking, L&T cracking, Rutting
			50	AC	9,674	6/2/2005	95	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Carlisle Airport, Carlisle	GA Intermediate	RW1028CL	10	AAC	249,200	8/1/2009	100[11]	0	0	No Distresses
		TH01CL	10	AAC	9,941	6/30/2002	96	0	100	L&T cracking
		TWACL	10	AC	19,616	6/30/1968	41	60	37	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Rutting
Cherry Ridge Airport, Honesdale	GA Limited	A01CR	10	AC	38,211	6/30/1991	72	0	92	Depression, L&T cracking, Oil Spillage, Patching, Swelling
		RW1836CR	10	AC	121,700	6/30/1991	78	0	82	L&T cracking, Patching, Swelling
		TH01CR	10	AC	8,884	6/30/1995	90	0	93	L&T cracking, Patching, Swelling
		TH02CR	10	AC	59,264	6/30/1991	27	39	61	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Raveling & weathering
			20	AC	10,561	6/30/1991	47	0	100	Block cracking
			30	AAC	12,263	6/1/2004	51	54	37	Alligator cracking, Depression, L&T cracking, Swelling
			40	AAC	38,286	7/30/2004	82	46	54	Alligator cracking, L&T cracking, Patching
		TWACR	10	AC	17,978	6/30/1991	72	26	54	Alligator cracking, L&T cracking, Patching, Swelling
		TWBCR	10	AC	12,389	6/30/1991	70	0	80	Depression, L&T cracking, Patching, Swelling
Chester County G. O. Carlson Airport, Coatesville	GA Advanced	A01CS	10	AC	31,203	6/1/1983	64	30	57	Alligator cracking, L&T cracking, Patching, Rutting, Swelling
			20	AC	139,995	6/1/1980	66	61	19	Alligator cracking, Depression, L&T cracking, Patching
			30	AC	19,250	6/1/1998	88	0	100	L&T cracking, Patching
			40	AC	18,140	6/1/1998	94	0	96	Depression, L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Chester County G. O. Carlson Airport, Coatesville	GA Advanced	A01CS	50	AC	7,560	6/1/1969	10	97	3	Alligator cracking, L&T cracking, Rutting
			60	AC	265,736	6/1/1983	65	17	51	Alligator cracking, L&T cracking, Patching, Swelling, Raveling & weathering
			70	PCC	22,568	6/1/1983	66	30	32	Corner break, Faulting, Joint seal damage, Joint spalling, LTD cracking, Shattered slab
			80	AC	12,066	6/30/2003	100	0	0	No Distresses
		AHP11CS	10	AAC	23,906	6/2/1992	92	46	54	Alligator cracking, Bleeding, L&T cracking, Patching
		AHP29CS	10	AAC	23,906	6/2/1992	99	0	100	L&T cracking
		RW1129CS	10	AC	161,000	6/4/1985	76	17	83	Alligator cracking, L&T cracking, Raveling & weathering
			20	APC	309,870	6/2/1988	82	21	79	Alligator cracking, L&T cracking, Raveling & weathering
			30	AC	69,130	6/4/1987	76	0	94	Depression, L&T cracking, Patching, Swelling
		TH01CS	10	AC	220,916	6/4/1969	41	54	36	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Swelling
		TWACS	10	AC	38,689	6/4/1985	88	0	98	Bleeding, Depression, L&T cracking
			20	AC	5,708	6/1/1992	50	0	4	Depression, L&T cracking
			30	AAC	159,341	6/2/1992	88	0	26	Bleeding, Depression, L&T cracking, Patching
			40	AC	3,317	6/1/1990	12	0	3	L&T cracking, Swelling
			50	AC	30,689	6/4/1987	67	0	31	Bleeding, Depression, L&T cracking, Swelling
		TWBCS	10	AC	12,935	6/1/1990	83	0	86	Bleeding, Depression, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Chester County G. O. Carlson Airport, Coatesville	GA Advanced	TWCCS	10	AAC	14,797	6/2/1990	88	0	100	L&T cracking
		TWECS	10	AAC	12,343	6/2/1990	97	0	49	Bleeding, L&T cracking
			20	AAC	8,924	6/2/1990	90	0	100	L&T cracking, Patching
			30	AAC	5,873	6/2/1992	81	0	100	L&T cracking, Patching, Raveling & weathering
		TWFCS	10	AAC	15,257	6/2/1992	53	0	43	Depression, L&T cracking, Patching, Swelling
Clarion County Airport, Clarion	GA Basic	A01CA	10	AC	44,945	6/30/1985	64	0	96	L&T cracking, Oil Spillage
			20	AC	40,100	6/30/1985	81	0	100	Bleeding, L&T cracking, Raveling & weathering
			30	AC	17,162	6/30/1992	80	0	72	Bleeding, Depression, L&T cracking, Patching
		RW0624CA	10	AAC	257,792	6/30/1987	68	0	99	Bleeding, L&T cracking
			20	AC	66,912	8/3/2007	100	0	0	No Distresses
			30	AAC	50,629	8/1/2007	100	0	0	No Distresses
		TH01CA	10	AC	26,996	9/30/2003	99	0	89	Depression, L&T cracking
		TWACA	10	AAC	195,647	6/1/1987	68	18	77	Alligator cracking, Bleeding, Depression, L&T cracking, Raveling & weathering
			20	AC	45,067	8/3/2007	100	0	0	No Distresses
Clearfield-Lawrence Airport, Clearfield	GA Intermediate	A01CE	10	AC	36,591	7/2/1993	98	0	100	L&T cracking
			20	AC	46,201	7/2/1970	63	0	100	L&T cracking
			30	AC	33,666	4/1/2003	91	0	100	L&T cracking, Patching
		RW1230CE	10	AAC	337,622	8/30/2004	99	0	100	Patching
		TH01CE	10	AC	14,786	6/30/1970	9	54	35	Alligator cracking, Depression, L&T cracking, Rutting, Raveling & weathering
			20	AC	44,997	7/2/1998	92	0	86	Depression, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Clearfield-Lawrence Airport, Clearfield	GA Intermediate	TWACE	10	AC	11,815	7/2/1970	55	52	48	Alligator cracking, L&T cracking, Patching
			20	AC	65,260	4/3/2003	99	0	89	Depression, Patching
			30	AC	106,723	5/3/2007	100	0	0	No Distresses
Corry-Lawrence Airport, Corry	GA Basic	A01CO	10	AC	117,456	8/5/1993	64	68	32	Alligator cracking, L&T cracking
		RW1432CO	10	AC	308,343	8/2/1993	91	0	100	L&T cracking, Patching
		TH01CO	10	AC	31,652	8/2/1993	77	61	38	Alligator cracking, Depression, L&T cracking
		TWACO	10	AC	194,281	8/4/1993	72	55	10	Alligator cracking, Depression, L&T cracking
Danville Airport, Danville	GA Basic	A01DV	10	APC	13,833	6/1/1984	31	53	47	Alligator cracking, Block cracking, Depression, Rutting
		RW0927DV	10	AC	213,084	11/30/2001	99	0	100	L&T cracking
		TWADV	10	AC	92,119	6/3/2002	100	0	0	No Distresses
Deck Airport, Myerstown	GA Basic	A01DK	10	AC	38,505	6/30/1989	72	0	100	L&T cracking, Patching, Raveling & weathering
		RW0119DK	10	AC	173,548	6/30/1990	82	28	72	L&T cracking, Patching, Rutting
			20	AC	29,747	6/4/2006	100	0	0	No Distresses
		TH01DK	10	AC	132,397	6/30/1994	81	36	64	L&T cracking, Rutting
		TWADK	10	AC	9,870	6/30/1990	84	0	100	L&T cracking
Donegal Springs Airpark, Mount Joy /Marietta	GA Intermediate	A01DN	10	AC	10,209	4/3/1995	52	84	11	Alligator cracking, L&T cracking, Oil Spillage, Rutting
			20	AAC	7,740	6/1/1999	93	0	64	L&T cracking, Oil Spillage
		RW1028DN	10	AAC	172,188	5/1/1999	90	0	100	L&T cracking
		TH01DN	10	AC	8,838	6/30/1960	9	88	0	Alligator cracking, Shoving
			20	AAC	12,440	4/1/1995	75	81	19	Alligator cracking, L&T cracking, Patching, Rutting
		TWADN	10	AAC	20,273	5/1/1999	96	0	100	L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Doylestown Airport, Doylestown	GA Intermediate	A01DY	10	AC	43,199	6/1/1983	47	0	100	Block cracking
			20	AC	54,866	6/1/1964	24	68	32	Alligator cracking, Block cracking, Depression, L&T cracking, Rutting
		RW0523DY	10	AC	181,435	6/1/1984	51	0	100	Block cracking, L&T cracking, Patching, Raveling & weathering
		TH01DY	10	AC	76,877	6/15/2001	91	0	45	Depression, L&T cracking
			20	AAC	22,017	6/30/2001	91	0	76	Depression, L&T cracking
			30	AC	56,435	6/4/2003	94	0	95	Depression, L&T cracking
		TH02DY	10	AC	222,830	6/1/1998	79	0	100	L&T cracking
		TWADY	10	AAC	98,274	6/1/1991	85	30	70	Alligator cracking, L&T cracking, Raveling & weathering
Dubois Regional Airport, Dubois	Primary Commercial Service	A01DU	10	AAC	192,961	8/2/2001	96	0	97	Depression, L&T cracking, Patching
			20	PCC	9,958	6/4/1995	84	0	70	Joint seal damage, Joint spalling, Pumping
			30	AC	72,455	6/3/2002	97	0	100	L&T cracking
		RW0725DU	10	AAC	550,908	10/1/2001	85	0	100	L&T cracking, Patching, Raveling & weathering
		TWADU	10	AAC	177,228	6/30/1991	91	0	100	L&T cracking
			20	AAC	92,500	10/1/2001	90	0	100	L&T cracking
			30	AAC	71,453	6/30/1991	93	0	100	L&T cracking
		TWDDU	10	AAC	43,308	6/1/2002	85	0	100	L&T cracking
		TWHDU	10	AC	17,195	6/30/1979	65	60	40	Alligator cracking, L&T cracking, Patching
Ebensburg Airport, Ebensburg	GA Basic	A01EB	10	AAC	33,006	6/1/1985	61	41	59	Alligator cracking, L&T cracking, Patching, Raveling & weathering
		RW0725EB	10	AAC	156,248	6/1/1979	62	59	41	Alligator cracking, L&T cracking
		TH01EB	10	AC	22,281	6/3/1985	78	0	90	Depression, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Ebensburg Airport, Ebensburg	GA Basic	TWAEB	10	AC	39,482	6/3/1986	91	0	100	L&T cracking
			20	AC	80,180	6/3/1987	87	0	67	L&T cracking, Swelling, Raveling & weathering
			30	AAC	12,578	6/1/2006	100	0	0	No Distresses
Erie County Airport, Wattsburg	GA Limited	A01EC	10	AAC	103,796	6/30/1988	35	49	51	Alligator cracking, Block cracking, L&T cracking
		RW0927EC	10	AAC	179,683	6/30/1988	68	39	61	Alligator cracking, Bleeding, L&T cracking, Patching
		TWAEC	10	AAC	84,538	6/30/1988	44	48	52	Alligator cracking, Block cracking, L&T cracking, Rutting
Erie International Airport/Tom Ridge Field, Erie	Primary Commercial Service	A01EI	10	PCC	15,470	1/3/1997	75	13	72	Corner spalling, Durability cracking, Joint seal damage, LTD cracking
			20	PCC	31,746	1/3/1991	55	14	68	Corner break, Corner spalling, Durability cracking, Joint seal damage, Joint spalling, LTD cracking
			30	PCC	202,546	1/1/1963	65	4	22	Corner spalling, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Small patch
			40	PCC	15,190	1/3/1997	94	31	32	Corner break, Corner spalling, Joint seal damage, Joint spalling
		A02EI	10	AAC	99,516	1/1/1995	54	35	49	Alligator cracking, Bleeding, Block cracking, Depression, L&T cracking, Oil Spillage, Rutting
			20	AAC	197,100	1/1/1995	51	51	49	Alligator cracking, Block cracking, L&T cracking, Patching, Rutting
		A03EI	10	AC	67,132	1/3/1991	75	0	100	L&T cracking
		ARUNUP01EI	10	AAC	47,723	1/1/1993	61	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Erie International Airport/Tom Ridge Field, Erie	Primary Commercial Service	RW0220EI	10	AC	494,825	9/11/1991	67	25	75	Alligator cracking, Block cracking, L&T cracking, Patching, Raveling & weathering
			20	AC	20,009	9/11/1963	31	79	21	Alligator cracking, L&T cracking, Rutting
		RW0624EI	10	AC	1,021,669	8/11/1993	68	22	78	Alligator cracking, L&T cracking
		TWAEI	10	AAC	459,276	8/11/1993	63	0	100	Block cracking, L&T cracking
		TWBEI	10	AC	82,125	9/11/1991	77	0	100	L&T cracking
		TWCEI	10	AC	16,581	9/11/1991	62	27	73	Alligator cracking, L&T cracking, Patching, Raveling & weathering
			20	AAC	68,333	7/11/1991	74	0	100	Bleeding, L&T cracking, Raveling & weathering
		TWDEI	10	AAC	146,778	8/11/1992	77	25	75	Alligator cracking, L&T cracking, Patching
		TWEEI	10	AC	57,736	8/11/1993	92	0	100	Bleeding, L&T cracking
		TWFEI	10	AC	91,985	7/11/1994	84	40	60	Alligator cracking, Bleeding, L&T cracking
		TWGEI	10	AC	85,821	6/30/1993	74	0	100	L&T cracking
Finleyville Airpark, Finleyville	GA Basic	A01FL	10	AC	23,557	6/1/1994	57	54	46	Alligator cracking, Depression, L&T cracking
		RW1432FL	10	AC	130,308	6/1/1994	74	53	44	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering
		TH01FL	10	AC	14,692	6/1/1994	43	62	24	Alligator cracking, Depression, L&T cracking, Patching, Swelling
			20	AAC	3,838	6/1/2004	96	0	100	L&T cracking
			30	AC	7,606	10/1/2004	81	52	12	L&T cracking, Rutting, Swelling
Franklin County Regional Airport	GA Limited	A01CH	10	AAC	43,713	6/1/2006	85	0	100	L&T cracking[10]
			20	AC	27,467	6/2/2008	91	0	100	L&T cracking[10]
			30	AC	77,860	6/4/2008	89	0	100	L&T cracking[10]

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Franklin County Regional Airport, Chambersburg	GA Limited	RW0624CH	10	AAC	247,500	6/1/2006	91	0	100	L&T cracking[10]
			20	AC	9,966	6/4/2008	97	0	100	L&T cracking[10]
		TH01CH	10	AC	13,585	6/30/1972	21	87	13	Alligator cracking, L&T cracking, Rutting
			20	AC	6,610	6/1/2008	100	0	0	No Distresses
		TWACH	10	AAC	10,000	6/1/2006	83	0	100	L&T cracking[10], Patching
Gettysburg Regional Airport, Gettysburg	GA Basic	A01GE	10	AC	9,596	6/1/2000	67	23	77	Alligator cracking, L&T cracking, Raveling & weathering
			20	AC	21,895	6/1/2003	83	60	40	Alligator cracking, L&T cracking, Raveling & weathering
		RW0624GE	10	AC	187,692	6/3/2003	96	0	100	L&T cracking
		TH01GE	10	AC	10,918	6/1/2000	41	46	54	Alligator cracking, L&T cracking, Rutting, Raveling & weathering
			20	AC	21,764	6/1/2003	92	0	100	L&T cracking, Raveling & weathering
		TH02GE	10	AC	14,075	6/1/1950	40	80	19	Alligator cracking, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering
Greene County Airport, Waynesburg	GA Basic	A01GC	10	AC	104,042	6/1/1973	38	38	62	Alligator cracking, Depression, L&T cracking, Raveling & weathering
		RW0927GC	10	AC	262,381	6/1/1985	73	0	100	L&T cracking
		TH01GC[7]	10	AC	33,910	6/1/1973	4	40	53	Alligator cracking, Depression, L&T cracking, Raveling & weathering, Patching, Swelling
		TH02GC	10	AC	19,712	6/1/1980	28	41	54	Alligator cracking, Depression, L&T cracking, Patching, Swelling
		TWAGC	10	AC	158,143	6/1/1985	70	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Greensburg Jeannette Regional Airport, Jeannette	GA Limited	A01GJ	10	PCC	3,730	6/30/1960	4	85	6	Corner break, Joint seal damage, LTD cracking, Map cracking/scaling/crazing, Shattered slab
		RW0220GJ	10	AAC	134,482	4/1/1994	92	41	59	Alligator cracking, Block cracking, L&T cracking, Raveling & weathering
		TH01GJ	10	AC	4,676	6/30/1960	2	62	38	Alligator cracking, Patching, Raveling & weathering
		TWAGJ	10	AAC	42,480	4/1/1995	93	0	100	L&T cracking
Greenville Municipal Airport, Greenville	GA Limited	A01GM	10	AAC	93,651	6/30/1996	91	0	98	Depression, L&T cracking, Patching
			20	PCC	2,499	6/30/1985	88	41	59	Corner break, Joint seal damage
			30	AAC	39,839	6/30/1996	81	0	100	L&T cracking, Raveling & weathering
		RW1533GM	10	AAC	202,500	7/2/2005	100	0	0	No Distresses
		TH01GM	10	AC	13,036	6/30/1996	93	0	56	Depression, L&T cracking
			20	AC	19,053	6/30/1985	36	63	32	Alligator cracking, Depression, L&T cracking, Patching, Rutting
			30	AC	12,860	6/30/1997	95	0	94	Depression, L&T cracking
		TWAGM	10	AAC	21,168	7/2/2005	85	0	100	L&T cracking
			20	AAC	12,259	7/2/2005	100	0	0	No Distresses
Grove City Airport, Grove City	GA Basic	A01GO	10	AAC	7,149	6/1/2006	100	0	0	No Distresses
			20	AAC	34,597	6/1/2006	100	0	0	No Distresses
			30	AC	46,409	6/30/1980	61	38	62	Alligator cracking, L&T cracking
		RW1028GO	10	AC	337,547	6/30/1999	86	48	52	Alligator cracking, L&T cracking
		TH01GO	10	AAC	18,824	6/1/2008	100	0	0	No Distresses
			20	AC	17,772	6/1/2008	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Grove City Airport, Grove City	GA Basic	TWAGO	10	AC	11,708	6/30/1990	66	0	100	Bleeding, L&T cracking, Raveling & weathering
Harrisburg International Airport, Harrisburg	Small Hub Commercial Service	ACARGOHI	10	PCC	108,153	6/1/1956	86	21	40	Faulting, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch
			20	PCC	18,713	6/1/2000	86	0	10	Corner spalling, Joint seal damage, Joint spalling
			30	PCC	154,650	6/1/1956	61	51	15	Corner break, Corner spalling, Faulting, Joint seal damage, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch
			40	PCC	92,807	6/1/1956	77	0	43	Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch
			50	PCC	395,515	6/1/1956	53	0	33	Corner spalling, Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, Map cracking/scaling/crazing, Small patch
			60	PCC	188,074	6/1/1956	73	0	45	Faulting, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Harrisburg International Airport, Harrisburg	Small Hub Commercial Service	ACARGOHI	70	PCC	69,542	6/1/1956	78	6	41	Corner spalling, Joint seal damage, Joint spalling, LTD cracking, Map cracking/scaling/crazing, Small patch
			80	PCC	61,870	6/1/1956	57	0	20	Corner break, Corner spalling, Durability cracking, Faulting, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Small patch
			90	PCC	175,768	6/1/1956	69	0	30	Corner break, Corner spalling, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Small patch
		ATERMHI	10	PCC	106,311	4/3/1988	95	0	86	Joint seal damage, Joint spalling, Large patch/utility
			20	PCC	126,312	4/3/1988	79	49	26	Joint seal damage, Joint spalling, LTD cracking, Shrinkage cracking, Small patch
			30	PCC	75,838	7/10/1991	93	36	25	Durability cracking, Joint seal damage, Joint spalling, LTD cracking, Shrinkage cracking
			40	PCC	324,865	6/1/1956	79	2	46	Corner break, Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Harrisburg International Airport, Harrisburg	Small Hub Commercial Service	ATERMHI	50	PCC	142,068	6/1/1956	79	24	39	Corner break, Joint seal damage, Joint spalling, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch
			70	PCC	817,439	10/3/2004	96	0	69	Corner spalling, Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, Shrinkage cracking, Small patch
			80	AC	794,754	10/3/2004	99	0	78	Depression, L&T cracking, Patching, Swelling
			90	PCC	67,430	10/3/2004	92	26	74	Joint seal damage, LTD cracking
			100	AC	62,983	10/3/2004	100	0	0	No Distresses
		RW1331HI	10C	AC	185,000	6/30/1997	71	0	100	L&T cracking[10], Patching
			10W	AC	185,000	6/30/1997	75	0	100	L&T cracking[10], Patching
			20C	AC	200,000	6/30/1997	68	0	100	L&T cracking[10], Patching
			20W	APC	200,000	6/30/1997	73	0	100	L&T cracking[10], Patching
			30C	AC	202,500	6/30/1997	75	0	100	L&T cracking[10], Patching
			30W	AC	202,500	6/30/1997	74	0	100	Bleeding, L&T cracking[10], Patching
			40C	AC	197,500	6/30/1997	75	0	100	Joint reflection cracking, L&T cracking[10], Patching
			40W	AC	197,500	6/30/1997	71	0	100	L&T cracking[10], Patching, Raveling & weathering
			50C	AC	100,000	6/30/1997	74	0	100	L&T cracking[10], Patching, Raveling & weathering
			50W	AC	100,000	6/30/1997	82	0	100	L&T cracking[10], Patching
			60C	AC	113,000	6/30/1997	74	0	96	L&T cracking[10], Patching, Swelling, Raveling & weathering
			60W	AC	113,000	6/30/1997	82	0	100	L&T cracking[10], Patching, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Harrisburg International Airport, Harrisburg	Small Hub Commercial Service	TWAHI	10	AC	22,763	6/30/1998	73	0	100	L&T cracking, Patching
			20	PCC	20,000	5/21/1984	46	34	9	Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Shattered slab
			30	AC	98,412	6/30/2003	82	0	100	L&T cracking, Raveling & weathering
			40	PCC	253,160	8/15/1956	64	7	19	Corner spalling, Joint seal damage, Large patch/utility, LTD cracking, Shrinkage cracking, Small patch
			50	AC	158,371	6/30/2003	82	0	100	L&T cracking
			60	AC	313,384	6/30/2003	85	0	100	L&T cracking
			70	PCC	23,335	8/15/1956	48	25	9	Corner break, Corner spalling, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shrinkage cracking, Small patch
			80	AC	96,600	6/30/2003	83	41	59	L&T cracking, Rutting
		TWBHI	10	AC	38,502	6/30/1998	72	0	100	L&T cracking, Patching
		TWCHI	10	AC	35,679	6/30/2003	82	32	62	Alligator cracking, Depression, L&T cracking
			20	AC	12,853	6/30/1998	82	0	100	L&T cracking
		TWDHI	10	PCC	16,957	8/15/1956	49	0	15	Corner spalling, Joint seal, Joint spalling, damage, Large patch, Small patch, Shrinkage cracking, Map cracking/scaling/crazing
			20	AC	22,037	6/30/1998	74	0	100	Bleeding, L&T cracking, Patching
		TWEHI	10	AC	58,407	6/30/2003	88	0	100	Alligator cracking, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Harrisburg International Airport, Harrisburg	Small Hub Commercial Service	TWEHI	20	AC	68,139	6/30/2003	89	0	100	L&T cracking, Raveling & weathering
		TWFHI	10	AC	87,494	6/5/2008	100	0	0	No Distresses
			20	AC	64,913	6/5/2008	100	0	0	No Distresses
Hazleton Municipal Airport, Hazleton	GA Advanced	A01HM	10	AC	36,137	6/30/1960	48	0	70	Block cracking, Depression, L&T cracking, Raveling & weathering
			20	AC	33,885	6/30/1986	82	0	100	L&T cracking
			30	AC	121,126	6/30/1960	35	42	54	Alligator cracking, Block cracking, Depression, Patching
		RW1028HM	10	AAC	489,900	6/13/2007	99	0	100	L&T cracking
		TH01HM	10	AC	26,279	6/30/1960	0	64	36	Alligator cracking, Block cracking, L&T cracking, Patching
			20	AC	65,701	6/30/1960	59	68	25	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		TWAHM	10	AAC	177,342	6/13/2007	100	0	0	Depression
			20	AC	35,696	6/1/1960	48	0	100	Block cracking
Heritage Field Airport, Pottstown	GA Intermediate	A01PL	10	AC	94,121	6/3/1996	78	19	75	Alligator cracking, L&T cracking, Oil Spillage
			20	AC	36,081	6/3/1980	52	35	63	Alligator cracking, Block cracking, L&T cracking, Oil Spillage
		RW1028PL	10	AC	254,475	4/1/1991	86	0	100	L&T cracking
		TH01PL	10	AC	55,160	6/1/1980	42	56	38	Alligator cracking, Bleeding, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
			20	AC	11,391	6/1/2001	58	60	32	Alligator cracking, Depression, L&T cracking, Rutting, Raveling & weathering
			30	AAC	16,854	1/1/2006	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Heritage Field Airport, Pottstown	GA Intermediate	TH02PL	10	AC	21,015	6/1/1992	72	18	82	Block cracking, L&T cracking, Rutting, Raveling & weathering
		TWAPL	10	AC	129,271	6/30/1980	48	46	53	Alligator cracking, Bleeding, Block cracking, L&T cracking, Patching
		TWBPL	10	AC	17,040	6/1/1993	73	26	74	Alligator cracking, Bleeding, L&T cracking, Patching
		TWCPL	10	AC	68,358	6/3/1991	93	36	62	Alligator cracking, Depression, L&T cracking, Patching
Indiana County Airport (Jimmy Stewart Field), Indiana	GA Intermediate	A01IC	10	AC	148,582	6/1/1998	88	0	70	Depression, L&T cracking, Patching
		A02IC	10	AC	78,838	6/1/1983	57	45	51	Alligator cracking, Bleeding, L&T cracking, Patching, Raveling & weathering
		A03IC	10	AAC	65,916	6/2/2003	99	0	0	Bleeding, Slippage cracking
		RW1028IC	10	AAC	299,862	6/1/1983	50	0	100	Block cracking, L&T cracking
		TH01IC	10	AC	48,748	6/1/1998	95	0	100	L&T cracking
		TWAIC	10	AAC	132,016	6/1/1983	44	52	47	Alligator cracking, Block cracking, Depression, L&T cracking, Rutting
			20	AAC	17,432	5/1/2001	91	0	100	Bleeding, L&T cracking, Patching
Jake Arner Memorial Airport, Lehighton	GA Basic	A01JA	10	AAC	63,853	6/30/1996	89	0	79	Depression, L&T cracking
		A02JA	10	AAC	20,033	6/30/2000	93	0	95	Depression, L&T cracking
		A03JA	10	AC	61,462	9/6/2007	99	0	0	Depression
		RW0826JA	10	AAC	149,909	6/28/2000	94	0	100	L&T cracking
		TH01JA	10	AAC	36,497	6/30/1996	75	60	25	Alligator cracking, Depression, L&T cracking, Patching
			20	AC	27,772	6/9/2004	99	0	0	Depression
		TWAJA	10	AC	115,700	6/4/2000	88	0	89	Depression, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
John Murtha Johnstown-Cambria County Airport, Johnstown	Primary Commercial Service	A01JC	10	AAC	31,656	4/1/2001	85	27	72	Alligator cracking, Depression, L&T cracking, Patching
			20	AAC	342,416	11/1/2003	96	0	100	L&T cracking
			30	AC	25,130	6/1/1979	47	0	100	Block cracking
			40	AAC	57,828	9/2/2005	99	0	100	L&T cracking
		RW0523JC	10	AAC	438,966	9/1/2009	100[11]	0	0	No Distresses
		RW1533JC	10	PCC	1,044,985	10/29/2008	100	0	0	No Distresses
		TWAJC	10	PCC	1,044,985	10/29/2008	100	0	0	Alligator cracking, L&T cracking, Patching
			10	AAC	176,365	11/2/2001	90	40	60	No Distresses
		TWBJC	20	AC	35,017	10/1/2008	100	0	0	Block cracking, L&T cracking
			10	AC	126,230	6/30/1941	53	0	100	L&T cracking
		TWCJC	20	AAC	14,677	6/1/2003	99	0	100	Block cracking
		TWDJC	10	AC	155,595	6/30/1941	48	0	100	L&T cracking
		TWEJC	10	AAC	63,744	6/30/1990	89	0	100	Block cracking, L&T cracking
		TWFJC	10	AC	21,287	6/1/1941	56	0	100	Alligator cracking, L&T cracking, Raveling & weathering
		TWGJC	10	AC	86,503	6/30/1983	69	44	56	L&T cracking
			10	AC	97,441	6/3/1994	91	0	100	L&T cracking
			20	AAC	270,528	6/30/1996	89	0	100	No Distresses
		TWMJC	30	PCC	86,918	10/3/2008	100	0	0	No Distresses
Joseph A. Hardy Connellsville Airport, Connellsville	GA Intermediate	A01CN	10	PCC	57,793	6/30/2006	100	0	0	Alligator cracking, Bleeding, L&T cracking, Patching
		A02CN	10	AAC	106,667	6/30/1985	51	54	46	Oil Spillage, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Joseph A. Hardy Connellsville Airport, Connellsville	GA Intermediate	A02CN	20	AAC	11,577	8/1/2002	98	0	46	Alligator cracking, Block cracking, Depression, Joint reflection cracking, Patching, Rutting, Raveling & weathering
		RW0523CN	10	AC	193,833	6/30/1978	11	48	51	Alligator cracking, L&T cracking, Raveling & weathering
		RW1432CN	10	AAC	391,318	6/30/1994	69	11	89	L&T cracking, Raveling & weathering
		TH01CN	10	AAC	292,917	6/30/1994	70	0	100	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
		TWACN	10	AC	375,181	6/30/1985	77	30	70	Alligator cracking, L&T cracking, Patching
		TWBCN	10	AC	283,745	6/30/1978	17	38	59	Alligator cracking, Rutting, Block cracking, Depression, L&T cracking, Patching, Raveling & weathering
Lancaster Airport, Lancaster	Primary Commercial Service	A01LA	10	AC	173,563	7/4/1990	82	0	100	Bleeding, L&T cracking, Patching
		A02LA	10	AC	81,925	1/1/2001	97	0	74	L&T cracking, Oil Spillage, Patching
		RW0826LA	10	AAC	515,247	6/30/1999	93	0	100	Bleeding, L&T cracking, Raveling & weathering
			20	AAC	166,764	6/30/1999	91	0	100	L&T cracking, Patching
			30	AC	285,000	12/8/2006	100	0	0	No Distresses
			40	AC	129,907	12/3/2008	100	0	0	No Distresses
		RW1331LA	10	AAC	362,876	6/30/1983	66	0	31	Bleeding, L&T cracking
		TWALA	10	AAC	28,792	6/30/1995	86	0	100	L&T cracking, Patching
			20	AAC	79,086	9/1/2002	99	0	100	L&T cracking
			30	AAC	64,133	6/1/1983	71	32	68	Alligator cracking, L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Lancaster Airport, Lancaster	Primary Commercial Service	TWBLA	10	AC	15,693	6/30/1968	38	23	26	Bleeding, L&T cracking, Rutting
		TWDLA	05	AC	40,200	12/3/2008	100	0	0	No Distresses
			10	AAC	280,958	6/30/1999	96	0	79	Bleeding, L&T cracking, Patching
			20	AC	173,113	12/8/2006	100	0	0	No Distresses
		TWELA	10	AAC	42,464	6/1/1983	76	0	100	L&T cracking, Patching
		TWFLA	10	AAC	15,428	6/1/1999	96	0	100	L&T cracking
		TWHLA	10	AAC	41,221	7/1/2001	84	31	69	Alligator cracking, Block cracking
		TWMLA	10	AC	57,910	6/30/1984	51	67	33	Alligator cracking, L&T cracking, Patching
Lehigh Valley International Airport, Allentown	Small Hub Commercial Service	AHP1331LV	10	PCC	70,996	6/1/1998	79	33	33	Corner break, Corner spalling, Durability cracking, Joint seal damage, Joint spalling, LTD cracking, Shrinkage cracking
		ANSGALV	10	AC	174,616	6/3/1988	57	16	84	Alligator cracking, Block cracking, L&T cracking
		ATERMLV	10	AAC	635,941	6/1/1969	50	31	32	Alligator cracking, Bleeding, L&T cracking, Patching, Raveling & weathering
			20	PCC	47,605	6/2/1973	48	64	21	Corner break, Durability cracking, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Map cracking/scaling/crazing, Shattered slab, Shrinkage cracking, Small patch
			30	AC	129,567	6/3/1994	63	13	87	Alligator cracking, Bleeding, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Lehigh Valley International Airport, Allentown	Small Hub Commercial Service	ATERMLV	40	PCC	78,814	6/3/1994	85	0	76	Corner spalling, Joint seal damage, Map cracking/scaling/crazing, Shrinkage cracking, Small patch
			50	AC	79,434	6/3/1997	86	0	96	Bleeding, Depression, L&T cracking
			60	PCC	26,620	6/3/1997	85	38	37	Corner spalling, Faulting, Joint seal damage, Joint spalling, LTD cracking, Shrinkage cracking
			70	PCC	51,941	6/1/2007	100	0	0	No Distresses
			80	PCC	3,354	6/1/2007	96	0	45	Joint seal damage, Shrinkage cracking
			90	PCC	40,110	6/1/2008	100	0	0	No Distresses
		RW0624LV	10C	AAC	123,027	5/1/1999	77	0	100	L&T cracking
			10N	AAC	123,000	5/1/1999	78	0	100	L&T cracking, Patching
			10S	AAC	148,951	5/1/1999	76	0	100	L&T cracking
			20C	AAC	223,267	5/1/1999	77	0	100	L&T cracking, Raveling & weathering
			20N	AAC	238,531	5/1/1999	79	0	100	L&T cracking
			20S	AAC	279,776	5/1/1999	75	0	99	Depression, L&T cracking, Raveling & weathering
		RW1331LV	10C	AAC	117,260	6/1/1998	76	0	100	L&T cracking
			10N	AAC	117,704	6/1/1998	76	0	100	L&T cracking
			10S	AAC	112,195	6/1/1998	76	0	100	L&T cracking
			20C	AAC	25,000	6/1/1998	54	73	27	Alligator cracking, L&T cracking
			20N	AAC	24,892	6/1/1998	73	0	80	Depression, L&T cracking
			20S	AAC	25,000	6/1/1998	72	0	100	L&T cracking
			30C	AAC	169,534	6/1/1998	73	0	100	L&T cracking
			30N	AAC	172,989	6/1/1998	74	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Lehigh Valley International Airport, Allentown	Small Hub Commercial Service	RW1331LV	30S	AAC	176,561	6/1/1998	72	17	71	Alligator cracking, Depression, L&T cracking
		TWA2LV	10	AC	29,813	5/30/1991	78	0	89	Bleeding, L&T cracking
		TWA3LV	10	AAC	27,815	5/30/1991	81	0	74	Bleeding, L&T cracking
			20	AAC	23,389	5/30/1991	71	0	33	Bleeding, L&T cracking
		TWALV	10	AAC	305,954	8/30/2001	97	0	100	L&T cracking
			20	AC	27,993	6/3/2006	96	0	100	Patching
			30	AAC	159,049	5/30/1991	73	22	31	Bleeding, L&T cracking, Rutting
			40	AC	220,680	8/30/2001	99	0	100	Bleeding, L&T cracking
		TWB1LV	10	AC	26,855	6/3/2006	100	0	0	No Distresses
		TWB3LV	10	AC	43,485	6/3/2006	100	0	0	No Distresses
			20	AC	60,145	8/30/2001	97	0	100	L&T cracking
		TWB4LV	10	AC	26,728	6/3/2006	100	0	0	No Distresses
		TWB5LV	10	AC	30,729	6/3/2005	98	0	100	L&T cracking
		TWB6LV	10	AC	30,508	6/3/2005	99	0	100	L&T cracking
		TWBLV	10	AC	227,582	6/3/2005	90	0	100	Bleeding, L&T cracking, Patching
			20	AC	245,705	6/3/2006	100	0	0	No Distresses
		TWCLV	10	AAC	53,267	4/30/2004	100	0	0	No Distresses
			20	AC	50,457	5/15/2004	100	0	0	No Distresses
			30	AC	49,492	6/30/1999	92	0	100	L&T cracking
			40	AC	49,863	5/15/2004	100	0	0	No Distresses
		TWELV	10	AC	35,636	6/1/1999	79	0	100	L&T cracking
			20	AC	33,377	6/1/1991	85	0	100	Bleeding, L&T cracking
			30	AC	62,694	9/1/1970	14	64	28	Alligator cracking, Block cracking, Depression, Patching, Rutting, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Lehigh Valley International Airport, Allentown	Small Hub Commercial Service	TWJLV	10	AC	12,371	9/1/1979	39	70	30	Alligator cracking, L&T cracking
			20	AC	13,248	9/1/1960	62	23	77	Alligator cracking, Block cracking, L&T cracking
Mid Atlantic Soaring Center Airport, Fairfield	GA Special Use	RW1533MA	10	AAC	49,734	6/30/1995	95	0	100	L&T cracking
			20	AC	99,969	6/1/1962	37	71	29	Alligator cracking, Block cracking, Patching, Rutting
		TH01MA	10	AAC	9,058	6/30/1995	74	60	40	Alligator cracking, L&T cracking
		TWAMA	10	AAC	79,376	6/30/1995	76	71	27	Alligator cracking, L&T cracking, Swelling
Mid-State Airport, Philipsburg	GA Basic	A01MS	10	AC	105,912	6/30/1985	53	17	82	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		RW0624MS	10	AC	499,715	6/30/1985	73	44	53	Alligator cracking, Depression, L&T cracking, Swelling
		RW1634MS	10	AC	575,025	6/30/1985	68	37	55	Alligator cracking, Depression, L&T cracking, Raveling & weathering
		TWAMS	10	AC	82,466	6/30/1985	66	39	61	Alligator cracking, Block cracking, L&T cracking, Patching
		TWDMS	10	AC	68,761	6/30/1985	64	70	30	Alligator cracking, L&T cracking, Patching, Raveling & weathering
Mifflin County Airport, Reedsville	GA Advanced	A01MC	10	AAC	115,781	6/1/2002	92	0	100	L&T cracking[10]
		RW0624MC	10	AAC	390,464	6/30/1997	89	0	100	L&T cracking[10]
		TH01MC	10	AC	88,474	6/30/1993	89	0	100	L&T cracking
		TWAMC	10	AAC	247,573	6/1/2002	86	0	100	L&T cracking[10]
Mifflintown Airport, Mifflintown	GA Limited	A01MF	10	AC	88,666	11/1/2008	100	0	0	No Distresses
		RW0826MF	10	AAC	131,530	6/30/1991	78	35	65	L&T cracking, Patching, Rutting
		TH01MF	10	AC	74,278	11/1/2008	100	0	0	No Distresses
		TWDMF	10	AC	18,424	11/1/2008	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
New Castle Municipal Airport, New Castle	GA Intermediate	A01NC	10	AC	141,506	5/1/1995	74	0	91	Depression, L&T cracking, Oil Spillage, Patching
			20	PCC	8,587	5/1/1995	82	42	51	Corner break, Joint seal damage, Joint spalling, LTD cracking
		RW0523NC	10	AC	300,854	6/30/1988	65	0	100	Block cracking, L&T cracking
		RW1331NC	10	AAC	295,956	6/30/1999	71	0	100	L&T cracking
		TH01NC	10	AAC	78,026	8/17/2005	100	0	0	No Distresses
			20	AC	19,521	6/30/1980	48	50	48	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
			30	AC	53,133	6/3/2004	100	0	0	No Distresses
		TWANC	10	AC	91,901	6/30/1994	78	0	100	L&T cracking, Raveling & weathering
		TWBNC	10	AC	124,434	5/3/1995	78	0	100	L&T cracking
		TWCNC	10	AC	40,660	6/30/1999	92	0	100	L&T cracking
		TWDNC	10	AC	8,250	4/3/1993	38	57	43	Alligator cracking, L&T cracking
			20	AAC	50,749	12/11/2006	97	0	100	L&T cracking
New Garden Airport, Toughkenamon	GA Intermediate	A01NG	10	AC	51,592	6/30/1986	71	32	63	Alligator cracking, Depression, L&T cracking, Oil Spillage, Patching
			20	AC	24,837	6/30/1984	83	0	100	L&T cracking
			30	PCC	6,133	3/2/1993	60	57	23	Corner spalling, Faulting, Joint seal damage, LTD cracking, Shrinkage cracking
		RW0624NG	10	AAC	7,439	6/30/2000	60	0	69	L&T cracking, Patching, Swelling
			20	AC	138,007	6/30/1981	45	21	59	Alligator cracking, Depression, L&T cracking, Patching, Swelling
			30	AAC	15,650	6/30/2000	66	0	63	L&T cracking, Patching, Swelling
			40	AAC	8,050	6/30/2000	75	0	46	L&T cracking, Swelling

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
New Garden Airport, Toughkenamon	GA Intermediate	RW0624NG	50	AAC	16,000	6/30/2000	87	0	100	L&T cracking, Patching
		TH01NG	10	AC	85,925	6/30/1992	26	47	26	Alligator cracking, Depression, L&T cracking, Rutting, Swelling, Raveling & weathering
		TH02NG	20	AC	11,665	6/30/1970	35	44	52	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering
			30	AC	13,902	6/30/1970	22	62	29	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
			40	AC	7,506	6/30/1970	53	32	53	Alligator cracking, Depression, L&T cracking, Patching, Swelling, Raveling & weathering
			50	AAC	6,242	6/30/1996	70	0	62	Depression, L&T cracking, Raveling & weathering
		TH03NG	10	AC	44,380	6/30/1970	36	45	48	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
			20	AAC	4,311	6/30/1990	40	50	46	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		TH04NG	10	AC	24,983	6/30/1990	82	44	51	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		TWANG	10	AC	30,473	6/30/1971	28	57	23	Alligator cracking, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering
			30	AC	5,285	6/30/1985	31	70	30	Alligator cracking, L&T cracking, Patching, Rutting
			40	AAC	6,942	6/30/2000	72	39	42	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Northeast Philadelphia Airport, Philadelphia	GA Advanced	AHANGNP	10	AC	74,287	6/1/1986	37	42	50	Alligator cracking, Block cracking, Depression, L&T cracking, Swelling, Raveling & weathering
		ATERMNP	10	PCC	94,902	6/2/1990	78	0	58	Durability cracking, Joint seal damage, Joint spalling, Shrinkage cracking
			20	APC	254,629	6/1/1975	46	27	64	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Swelling
			30	PCC	225,013	6/1/1949	74	22	45	Corner break, Corner spalling, Durability cracking, Faulting, Joint seal damage, Joint spalling, LTD cracking
		RW0624NP	10	AAC	120,000	6/1/1999	75	0	100	L&T cracking
			20	AAC	105,000	6/1/1999	78	0	100	L&T cracking
			30	AAC	96,000	6/1/1999	73	0	100	L&T cracking
			40	AAC	87,000	6/1/1999	71	60	40	Alligator cracking, Depression, L&T cracking
			50	AAC	337,500	6/1/1999	66	61	39	Alligator cracking, Bleeding, L&T cracking, Patching
			60	AAC	302,974	6/1/1999	75	24	76	Alligator cracking, L&T cracking
		RW1533NP	10	AAC	117,000	5/1/2002	95	0	100	L&T cracking, Oil Spillage
			20	AAC	34,317	5/1/2002	78	24	76	Alligator cracking, L&T cracking
			30	AAC	19,715	5/1/2002	79	66	34	Alligator cracking, L&T cracking, Rutting
			40	AAC	558,237	5/1/2002	93	0	100	Bleeding, Depression, L&T cracking, Raveling & weathering
		TH01NP	10	AAC	35,657	6/1/1989	87	0	100	Alligator cracking, Block cracking, Depression, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Northeast Philadelphia Airport, Philadelphia	GA Advanced	TH01NP	20	AAC	39,469	6/1/1989	81	0	100	Alligator cracking, Bleeding, Block cracking, Depression, L&T cracking
			30	AC	12,191	6/1/1949	12	67	33	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Raveling & weathering
			40	AC	12,037	6/1/1949	45	64	33	Alligator cracking, Block cracking, Depression, L&T cracking, Oil Spillage, Patching, Raveling & weathering
			50	AC	12,037	6/1/1949	10	75	22	Alligator cracking, Block cracking, Depression, L&T cracking, Oil Spillage, Patching, Raveling & weathering
			60	AAC	22,318	6/1/1989	41	61	38	Alligator cracking, Block cracking, Depression, L&T cracking, Raveling & weathering
			70	AC	32,074	3/29/1968	23	60	33	Alligator cracking, Block cracking, Depression, L&T cracking, Raveling & weathering
			80	AAC	28,211	6/1/1989	77	0	100	Depression, L&T cracking
			90	AAC	14,005	2/15/1989	75	0	100	Alligator cracking, Depression, L&T cracking, Oil Spillage
		TWA1NP	10	AAC	10,511	4/8/1979	30	54	46	Alligator cracking, Block cracking, Rutting
			20	AAC	9,915	4/8/1979	47	0	100	Alligator cracking, Block cracking
			30	AAC	6,073	3/1/2002	97	0	100	Bleeding, L&T cracking
		TWA2NP	10	AAC	21,266	4/8/1979	54	0	100	Block cracking, Depression, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Northeast Philadelphia Airport, Philadelphia	GA Advanced	TWA3NP	10	AAC	3,631	6/1/1975	47	48	52	Alligator cracking, Block cracking, L&T cracking
			20	AAC	3,050	4/8/1979	47	0	100	Block cracking
			30	AAC	11,572	6/1/1979	47	0	100	Alligator cracking, Block cracking
			40	AAC	11,893	3/1/2002	96	0	100	L&T cracking
		TWA4NP	10	AAC	13,462	4/8/1979	47	0	100	Block cracking, L&T cracking
			20	AAC	8,499	6/1/1990	40	0	97	Bleeding, Block cracking, Depression, L&T cracking, Raveling & weathering
		TWANP	10	AAC	8,595	6/1/2002	98	0	100	L&T cracking
			20	AAC	57,451	4/8/1979	54	17	83	Block cracking, Depression, L&T cracking, Rutting, Raveling & weathering
			30	AAC	3,723	6/1/1999	86	0	100	Depression, L&T cracking
			40	AAC	5,317	6/1/1999	67	30	68	Alligator cracking, L&T cracking, Swelling
			50	AAC	197,344	4/8/1979	45	37	59	Alligator cracking, Bleeding, Block cracking, L&T cracking, Rutting
		TWBNP	10	AC	7,475	6/1/1979	69	0	100	Bleeding, Block cracking, L&T cracking, Raveling & weathering
			20	AAC	7,132	4/8/1979	31	48	52	Alligator cracking, Block cracking
			30	AAC	5,134	3/1/2002	96	0	100	L&T cracking
		TWC-3NP	10	AAC	11,665	3/1/2002	98	0	0	Bleeding, Depression
			20	AAC	10,628	9/2/1992	87	0	27	Bleeding, L&T cracking, Raveling & weathering
		TWCNP	20	AC	72,019	9/2/1992	83	61	39	Alligator cracking, Depression, L&T cracking, Oil Spillage, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Northeast Philadelphia Airport, Philadelphia	GA Advanced	TWCNP	30	AAC	8,215	5/25/1970	47	0	100	Block cracking
			40	AAC	5,321	3/1/2002	100	0	0	No Distresses
			50	AC	81,840	6/1/2004	100	0	0	No Distresses
			60	AC	78,850	6/1/2004	100	0	0	No Distresses
			70	AC	22,400	6/1/2000	83	0	88	Depression, L&T cracking
			80	AC	61,202	6/1/2005	95	0	100	L&T cracking
		TWENP	10	AC	95,494	6/1/2004	96	0	100	L&T cracking
		TWFNP	10	AAC	3,898	6/1/1999	80	0	100	L&T cracking
			20	AAC	80,780	8/2/1990	30	56	43	Alligator cracking, Block cracking, L&T cracking, Rutting, Swelling
		TWGNP	10	AAC	10,233	4/8/1979	47	0	100	Block cracking, Raveling & weathering
			20	AAC	5,147	3/1/2002	88	0	100	L&T cracking
			30	AAC	7,400	3/1/2002	98	0	100	Depression, L&T cracking
			40	AC	111,606	2/9/1978	73	53	47	Alligator cracking, Depression, L&T cracking, Oil Spillage, Patching, Rutting, Raveling & weathering
		TWHNP	10	AAC	13,464	6/1/1999	81	0	100	L&T cracking
			20	AAC	59,100	9/9/1963	47	0	100	Block cracking, L&T cracking, Raveling & weathering
			30	AAC	8,161	4/8/1979	47	0	100	Block cracking, Raveling & weathering
			40	AAC	15,724	4/8/1979	47	0	100	Block cracking
			50	AAC	7,017	3/1/2002	82	0	54	Depression, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Northeast Philadelphia Airport, Philadelphia	GA Advanced	TWJNP	10	AC	15,545	8/11/1969	40	26	74	Alligator cracking, Block cracking, L&T cracking, Raveling & weathering
			20	AAC	7,042	6/1/1999	95	0	100	Block cracking, L&T cracking
			30	AAC	5,412	6/1/1999	91	0	96	Block cracking, Depression, L&T cracking
			40	AAC	70,856	6/1/1996	56	33	67	Alligator cracking, L&T cracking Block cracking, Depression,
			50	AAC	2,349	6/1/1998	68	0	100	Depression, L&T cracking
			60	AC	8,375	6/1/1986	56	51	10	Alligator cracking, Depression, L&T cracking
		TWL1NP	10	AAC	16,313	6/1/2007	100	0	0	No Distresses
		TWLNP	10	AAC	7,248	4/8/1979	56	37	63	Alligator cracking, Block cracking, L&T cracking
			20	AC	8,833	3/27/1972	49	27	73	Alligator cracking, Block cracking, L&T cracking, Oil Spillage
			30	AAC	10,260	3/1/2002	100	0	0	No Distresses
			40	AAC	10,260	3/1/2002	99	0	100	Block cracking, L&T cracking
			50	AC	141,393	3/27/1972	44	45	55	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
			60	AC	159,630	8/11/1969	39	35	65	Alligator cracking, Block cracking, L&T cracking, Patching, Raveling & weathering
			70	AAC	10,443	6/1/1999	67	41	59	Alligator cracking, L&T cracking
			80	AAC	21,812	6/1/2005	100	0	0	No Distresses
Northumberland County Airport	GA Intermediate	A01NU	10	AC	48,035	6/30/1995	92	0	100	L&T cracking
			20	AC	36,960	10/3/2006	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Northumberland County Airport, Shamokin	GA Intermediate	RW0826NU	10	AC	265,738	6/30/1995	97	0	100	L&T cracking
		TH01NU	10	AC	14,958	6/30/1995	78	45	54	Alligator cracking, Depression, L&T cracking, Patching
			20	AC	8,446	6/30/1980	35	60	32	Alligator cracking, Depression, L&T cracking
			30	AAC	6,900	6/1/2002	100	0	0	No Distresses
		TWANU	10	AC	20,365	6/30/2001	96	0	100	L&T cracking
Penn Valley Airport, Selinsgrove	GA Advanced	A01PV	10	AC	120,534	4/30/1979	56	28	71	Alligator cracking, Block cracking, L&T cracking, Patching, Swelling, Raveling & weathering
		RW1735PV	10	AAC	249,566	6/2/2007	100	0	0	No Distresses
			20	AC	108,410	6/3/2007	100	0	0	No Distresses
		TH01PV	10	AC	21,366	6/30/1979	80	0	88	Depression, L&T cracking, Patching
		TH02PV	10	AC	12,265	6/30/1987	19	79	21	Alligator cracking, L&T cracking, Patching
		TWAPV	10	AC	132,700	4/30/2001	88	29	70	Alligator cracking, Depression, L&T cracking, Patching
			20	AC	75,813	6/3/2007	100	0	0	No Distresses
Pennridge Airport, Perkasie	GA Basic	A01PR	10	AAC	65,125	6/30/1984	40	38	62	Alligator cracking, Block cracking, L&T cracking, Patching
		A02PR	10	AC	113,420	12/3/2004	97	0	100	L&T cracking
		RW0826PR	10	AAC	422,293	9/23/2009	100[11]	0	0	No Distresses
		TH01PR	10	AAC	51,581	6/30/1984	40	9	74	Depression, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering
		TH02PR	10	AAC	12,252	6/30/1984	22	40	59	Alligator cracking, Depression, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Pennridge Airport, Perkasie	GA Basic	TH03PR	10	AC	25,000	12/3/2004	100	0	0	No Distresses
		TWAPR	10	AC	21,021	6/30/1984	64	0	100	Block cracking, L&T cracking
			30	AAC	116,360	6/30/1984	36	49	46	Alligator cracking, Block cracking, Depression, L&T cracking, Patching, Swelling
Penns Cave Airport, Centre Hall	GA Limited	RW0725PC	10	AC	105,673	6/30/1973	65	43	57	Alligator cracking, L&T cracking
		TH01PC	10	AC	17,657	6/30/1973	68	33	67	Alligator cracking, L&T cracking, Patching
		TH02PC	10	AAC	14,167	6/1/2008	100	0	0	No Distresses
Penn's Landing Pier 36 Heliport, Philadelphia	GA Special Use	HP01PH	10	AC	24,510	6/1/1994	15	0	36	Block cracking, Depression, Patching, Swelling, Raveling & weathering
			20	PCC	6,928	6/1/1994	29	29	8	Corner break, Corner spalling, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Shrinkage cracking, Small patch
Perkiomen Valley Airport, Collegeville	GA Intermediate	A01PK	10	AC	64,824	6/30/1980	45	52	48	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		RW0927PK	10	AC	118,523	6/30/1990	61	45	51	Alligator cracking, Depression, L&T cracking, Raveling & weathering
		TH01PK	10	AC	23,605	6/1/1999	14	17	48	Alligator cracking, Depression, L&T cracking, Patching, Swelling, Raveling & weathering
		TWAPK	10	AC	12,194	6/30/1960	20	43	57	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
			20	AAC	8,627	6/1/2006	29	59	41	Alligator cracking, L&T cracking, Rutting, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Pittsburgh Monroeville Airport, Pittsburgh	GA Limited	RW0523PB	10	AC	65,641	6/30/1960	4	76	24	Alligator cracking, Block cracking
Pocono Mountains Municipal Airport, Mount Pocono	GA Intermediate	A01PO	10	AAC	48,587	6/1/2005	95	0	91	Depression, L&T cracking
			20	AAC	49,013	6/1/2005	70	91	8	Alligator cracking, Depression, L&T cracking, Rutting
		A02PO	10	AC	66,623	6/30/1996	96	0	100	L&T cracking, Patching
		RW0523PO	10	AC	416,196	6/30/1999	89	0	100	L&T cracking, Patching
		RW1331PO	10	AAC	272,894	5/1/2002	91	0	100	L&T cracking
		TH01PO	10	AC	17,082	6/30/1996	100	0	0	No Distresses
		TH02PO	10	AAC	25,911	6/1/2005	92	0	92	Depression, L&T cracking, Patching
			20	AAC	11,110	6/1/2005	82	0	87	Depression, L&T cracking
		TWAPO	10	AC	13,650	6/30/1999	71	44	47	Alligator cracking, Depression, L&T cracking
		TWBPO	10	AC	82,336	6/30/1996	97	0	100	L&T cracking, Patching
Port Meadville Airport, Meadville	GA Advanced	A01PM	10	AC	44,289	4/3/1992	63	47	53	Alligator cracking, Bleeding, L&T cracking
		A02PM	10	AC	65,151	6/30/1985	54	41	52	Alligator cracking, Depression, L&T cracking, Oil Spillage, Swelling
			20	AC	5,642	6/30/1960	11	71	29	Alligator cracking, Rutting, Raveling & weathering
		A03PM	10	PCC	9,724	6/30/1990	80	0	50	Corner spalling, Faulting, Joint seal damage
			20	PCC	4,050	6/30/1990	83	38	62	Joint seal damage, LTD cracking
			30	PCC	4,800	6/30/1960	24	90	9	Corner break, Corner spalling, Joint seal damage, LTD cracking, Shattered slab

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Port Meadville Airport, Meadville	GA Advanced	A03PM	40	PCC	7,200	6/30/1980	45	56	12	Corner break, Corner spalling, Faulting, Joint seal damage, Joint spalling, LTD cracking, Shattered slab
		RW0725PM	10	AAC	374,971	6/1/2000	72	0	100	L&T cracking
		TH01PM	10	AC	54,408	8/3/2008	100	0	0	No Distresses
		TWAPM	10	AAC	250,536	6/1/1999	73	0	99	Bleeding, L&T cracking
		TWBPM	10	AC	51,168	4/3/1980	34	62	38	Alligator cracking, L&T cracking, Raveling & weathering
Pottstown Municipal Airport, Pottstown	GA Intermediate	A01PT	10	AC	58,771	6/3/2006	100	0	0	No Distresses
		A02PT	10	AC	39,418	6/1/1984	62	0	100	Block cracking, L&T cracking
		RW08265PT	10	AAC	203,503	6/1/1984	51	9	90	Alligator cracking, Block cracking, L&T cracking, Swelling
		TH01PT	10	AC	8,264	6/1/1975	19	36	59	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
			20	AC	15,160	6/3/2006	100	0	0	No Distresses
			30	AC	89,612	6/3/2002	100	0	0	No Distresses
		TWAPT	10	AAC	104,302	6/1/1984	62	0	99	Block cracking, Depression, L&T cracking, Patching, Swelling, Raveling & weathering
Punxsutawney Municipal Airport, Punxsutawney	GA Limited	A01PX	10	AC	16,781	6/30/1960	34	33	67	Alligator cracking, Block cracking, L&T cracking, Rutting, Raveling & weathering
		RW0624PX	10	AAC	150,149	9/15/2008	100	0	0	No Distresses
		TWAPX	10	AC	43,957	4/1/2003	100	0	0	No Distresses
Quakertown Airport, Quakertown	GA Intermediate	A01QK	10	AAC	34,621	6/1/1997	78	0	96	Depression, L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Quakertown Airport, Quakertown	GA Intermediate	A02QK	10	AC	14,906	6/30/1968	60	0	86	Block cracking, Depression, L&T cracking, Patching, Raveling & weathering
		RW1129QK	10	AC	167,900	12/1/2009	100[11]	0	0	No Distresses
		TH01QK	10	AC	44,923	6/30/1968	35	58	41	Alligator cracking, Block cracking, Depression, L&T cracking, Rutting
		TH02QK	10	AC	40,367	6/30/1968	66	41	48	Alligator cracking, Depression, L&T cracking, Patching, Swelling
			20	AC	37,286	11/3/2004	100	0	0	No Distresses
		TWAQK	10	AC	128,122	10/4/2007	100	0	0	No Distresses
		TWBQK	10	AC	15,507	6/30/1968	64	36	56	Alligator cracking, Depression, L&T cracking, Patching
			20	AAC	29,673	6/30/1997	58	53	47	Alligator cracking, L&T cracking, Patching
			30	AC	14,204	10/4/2007	100	0	0	No Distresses
Queen City Municipal Airport, Allentown	GA Intermediate	A01QC	10	APC	103,185	3/2/2007	100	0	0	No Distresses
			20	AAC	79,207	3/2/2007	100	0	0	No Distresses
		RW0725QC	10	AAC	296,502	12/2/2008	100	0	0	No Distresses
		RW1533QC	10	AC	188,091	6/2/1992	49	64	36	Alligator cracking, L&T cracking, Patching, Raveling & weathering
			20	AAC	59,391	12/2/2008	100	0	0	No Distresses
		TH01QC	10	AC	251,313	3/3/2005	99	0	100	L&T cracking
		TH02QC	10	AC	17,204	6/30/1970	51	59	39	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		TWAQC	10	AC	163,792	6/30/1980	59	11	89	Alligator cracking, L&T cracking, Raveling & weathering
		TWBQC	10	AC	58,303	6/2/1992	74	53	47	Alligator cracking, L&T cracking
			20	AC	72,000	6/3/2008	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Queen City Municipal Airport, Allentown	GA Intermediate	TWBQC	30	AC	14,000	3/3/2005	100	0	0	No Distresses
		TWCQC	10	AC	8,703	6/30/1980	62	0	63	L&T cracking, Swelling
			20	AC	21,627	6/30/1965	13	46	54	Alligator cracking, Block cracking, Joint reflection cracking, L&T cracking, Patching
		TWFQC	10	AC	14,368	6/30/1965	16	71	27	Alligator cracking, Depression, L&T cracking, Patching, Rutting
Reading Regional Airport/Carl A Spaatz Field, Reading	GA Advanced	A01RR	10	APC	77,963	6/1/1950	38	36	64	Alligator cracking, Block cracking, Joint reflection cracking, L&T cracking, Patching
			20	APC	81,218	6/1/1950	51	47	39	Alligator cracking, Block cracking, L&T cracking, Patching, Swelling
		A02RR	10	APC	246,365	6/1/1992	64	0	100	Bleeding, Joint reflection cracking, L&T cracking
			20	AC	380,672	6/1/2003	100	0	0	No Distresses
		RW1331RR	10	AAC	1,013,333	6/1/1996	90	0	100	Bleeding, L&T cracking
		RW1836RR	10	AAC	729,060	6/30/1972	73	21	79	Alligator cracking, L&T cracking, Patching
		TWBRR	10	AC	219,562	3/3/1994	86	0	100	Bleeding, L&T cracking
			20	AC	241,221	6/30/1980	59	52	48	Alligator cracking, Bleeding, L&T cracking, Patching, Raveling & weathering
			30	AAC	37,256	6/1/1992	73	23	77	Alligator cracking, L&T cracking
		TWCRR	10	AC	227,602	6/1/2003	94	0	100	L&T cracking[10]
			20	AAC	37,024	6/30/1992	93	0	100	Bleeding, L&T cracking
			30	AC	33,049	6/30/1941	28	41	57	Alligator cracking, Bleeding, Block cracking, Patching
		TWDRR	10	AAC	199,451	6/30/1992	85	0	76	Bleeding, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Reading Regional Airport/Carl A Spaatz Field, Reading	GA Advanced	TWERR	10	AC	57,917	6/30/1941	42	40	60	Alligator cracking, Block cracking, L&T cracking, Patching
		TWGRR	10	AC	70,952	6/30/1985	79	0	100	L&T cracking
		TWHRR	10	AC	34,246	6/30/1941	42	45	55	Alligator cracking, Block cracking, L&T cracking, Patching
		TWJRR	10	AC	14,589	6/30/1941	21	61	36	Alligator cracking, Bleeding, Block cracking, Patching, Rutting
		TWNRR	10	APC	72,005	6/1/1994	63	68	32	Alligator cracking, L&T cracking
Reigle Field Airport, Palmyra	GA Basic	A01RA	10	AC	4,889	6/1/1990	70	0	75	Depression, L&T cracking
		RW1331RA	10	AAC	82,855	6/1/1980	63	48	52	Alligator cracking, Depression, L&T cracking, Rutting
		TH01RA	10	AC	118,818	6/1/1975	65	65	35	Alligator cracking, Depression, L&T cracking, Patching, Rutting
			20	AC	14,680	6/1/1995	56	75	18	Alligator cracking, Depression, L&T cracking, Patching, Rutting
		TWARA	10	AAC	9,593	6/30/1999	63	67	33	Alligator cracking, L&T cracking, Patching, Rutting
Ridge Soaring Gliderport, Unionville	GA Special Use	RW0725KG	10	AAC	33,009	5/1/2001	82	49	27	Alligator cracking, Depression, L&T cracking
Rock Airport Pittsburgh	GA Intermediate	A01RO	10	AC	94,750	11/30/2006	100	0	0	No Distresses
		RW1735RO	10	AC	373,244	11/30/2006	100	0	0	No Distresses
		TWARO	10	AC	11,231	11/30/2006	100	0	0	No Distresses
Rostraver Airport, Monongahela	GA Intermediate	A01RS	10	AC	49,337	6/1/1989	64	47	53	Alligator cracking, L&T cracking
			20	AC	76,397	6/1/1989	56	32	68	Alligator cracking, Block cracking, L&T cracking
			30	AC	26,702	6/3/2008	100	0	0	No Distresses
		A02RS	10	AC	11,129	6/3/2008	100	0	0	No Distresses
		RW0826RS	10	AC	300,075	10/3/2001	95	0	100	L&T cracking
		TH01RS	10	AC	61,419	6/1/1989	86	0	100	L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Rostraver Airport, Monongahela	GA Intermediate	TH01RS	20	AC	6,338	6/30/1970	0	100	0	Alligator cracking
			30	AC	33,526	6/30/2003	100	0	0	No Distresses
		TH02RS	10	AC	93,640	6/1/1989	79	34	66	Alligator cracking, L&T cracking
			20	AC	47,616	6/2/2007	100	0	0	No Distresses
		TWARS	10	AC	202,046	10/3/2001	88	29	71	Alligator cracking, L&T cracking
Schuylkill County (Joe Zerbey) Airport, Pottsville	GA Advanced	A01SC	10	AC	72,433	6/30/1985	65	0	71	Depression, L&T cracking, Raveling & weathering
		A02SC	10	AC	86,379	6/30/1985	57	83	17	Alligator cracking, Depression, L&T cracking, Rutting
		RW1129SC	10	AC	344,509	12/1/2001	98	0	90	Depression, L&T cracking
		TH01SC	10	AC	14,428	6/30/1993	89	0	100	L&T cracking
			20	AAC	74,372	6/2/2007	99	0	89	Depression, L&T cracking
			30	AC	12,597	6/2/2007	100	0	0	No Distresses
		TWASC	10	AC	304,177	6/30/1985	57	0	100	Block cracking, L&T cracking, Patching
Seamans Field Airport, Factoryville	GA Limited	A01SF	10	AC	17,500	6/30/1998	70	0	100	L&T cracking
		RW0422SF	10	AC	133,139	6/30/1988	56	30	70	Alligator cracking, Depression, L&T cracking, Patching, Rutting
		TH01SF	10	AC	29,546	6/30/1990	70	34	44	Alligator cracking, Depression, L&T cracking, Swelling
			20	AC	7,872	6/30/1960	17	51	49	Alligator cracking, L&T cracking, Patching, Raveling & weathering
		TWASF	10	AC	52,516	6/30/1999	88	67	33	Alligator cracking, L&T cracking
		TWBSF	10	AC	71,715	6/30/1996	78	29	71	Alligator cracking, Block cracking, L&T cracking, Patching
Seven Springs Airport, Seven Springs[8]	GA Limited	RW1028SS[8]	10	AC	131,103	6/1/1990	70[8]	17[8]	74[8]	Alligator cracking, Depression, L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Seven Springs Airport, Seven Springs[7]	GA Limited	TWASS[8]	10	AC	13,660	6/1/1980	26[8]	72[8]	25[8]	Alligator cracking, Depression, L&T cracking, Raveling & weathering, Rutting
			20	AC	14,516	6/1/1990	49[8]	50[8]	50[8]	Alligator cracking, Depression, L&T cracking, Patching, Rutting
Skyhaven Airport, Tunkhannock	GA Limited	A01SK	10	AC	20,553	6/30/1975	26	49	24	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		RW0119SK	10	AC	108,092	6/1/1991	80	0	100	L&T cracking
Slatington Airport, Slatington	GA Limited	A01SL	10	PCC	1,332	6/30/1990	93	0	100	Joint seal damage
		RW0119SL	10	AAC	130,253	6/30/1995	85	61	33	L&T cracking, Rutting, Swelling
		TH01SL	10	AC	25,396	6/30/1990	92	60	36	Alligator cracking, Depression, L&T cracking, Patching
			20	AC	21,822	6/30/1990	85	60	25	Alligator cracking, Depression, L&T cracking, Patching
		TWASL	10	AC	20,036	6/30/1990	93	0	100	L&T cracking, Patching
			20	AC	37,071	4/3/2001	100	0	0	No Distresses
Smoketown Airport, Smoketown	GA Basic	RW1028SN	10	AAC	122,246	6/30/2000	96	0	100	L&T cracking
			20	AC	19,025	4/3/2006	100	0	0	No Distresses
		TH01SN	10	AC	27,660	6/1/1997	86	26	74	Alligator cracking, L&T cracking, Patching
			20	AC	4,815	4/1/2008	100	0	0	No Distresses
		TH02SN	10	AC	56,597	4/3/2008	100	0	0	No Distresses
		TWASN	10	AAC	82,453	6/30/2000	99	0	100	L&T cracking, Patching
			20	AC	16,767	4/3/2006	100	0	0	No Distresses
		TWBSN	10	AC	31,870	6/1/1990	74	47	47	Depression, L&T cracking, Patching, Rutting
		TWDSN	10	AC	20,895	6/30/1997	65	48	52	L&T cracking, Rutting, Raveling & weathering
		TWESN	10	AC	5,133	4/1/2008	72	0	100	Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Somerset County Airport, Somerset	GA Basic	A01SO	10	AC	38,920	6/30/1984	73	0	100	L&T cracking, Patching
			20	AAC	71,948	6/30/1999	83	0	90	L&T cracking, Oil Spillage
		A02SO	10	AC	7,723	6/30/1970	6	55	45	Alligator cracking, Block cracking, Patching
		RW0725SO	10	AAC	352,706	6/1/1999	92	0	100	L&T cracking, Raveling & weathering
			20	AC	23,637	10/7/2008	100	0	0	No Distresses
		TH01SO	10	AAC	111,815	8/26/2005	100	0	0	No Distresses
			20	AC	52,860	6/30/1999	94	72	28	Alligator cracking, L&T cracking
			30	AC	53,120	6/30/1965	13	50	50	Alligator cracking, L&T cracking, Patching, Raveling & weathering
		TH02SO	10	AC	7,962	6/30/1995	80	0	100	L&T cracking
			20	AC	5,461	6/30/1984	41	54	46	Alligator cracking, L&T cracking, Raveling & weathering
		TWASO	10	AC	126,383	10/3/1993	46	62	38	Alligator cracking, L&T cracking, Raveling & weathering
			20	AAC	37,681	6/30/1999	89	0	93	L&T cracking, Swelling
			30	AC	80,331	10/3/1993	58	49	49	Alligator cracking, Bleeding, L&T cracking, Raveling & weathering
			40	AC	21,128	10/7/2008	100	0	0	No Distresses
Southern Adams County Heliport, Gettysburg	GA Special Use	HP01SA	10	PCC	2,827	6/30/1990	14	89	11	Joint seal damage, LTD cracking, Shattered slab
		TH01SA	10	PCC	2,400	6/30/1990	25	87	13	Joint seal damage, Shattered slab
Spring Hill Airport, Sterling	GA Limited	A01SH	10	AAC	51,167	6/30/1980	35	25	74	Alligator cracking, Block cracking, L&T cracking, Patching, Swelling, Raveling & weathering
		RW0523SH	10	AAC	108,006	6/30/1988	87	0	100	L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Spring Hill Airport, Sterling	GA Limited	TWASH	10	AAC	53,444	6/30/1988	92	0	32	L&T cracking, Swelling
		TWBSH	10	AAC	24,669	6/30/1980	51	78	22	Alligator cracking, Depression, L&T cracking
St Marys Municipal Airport, St Marys	GA Basic	A01SM	10	AAC	22,974	6/1/2003	92	0	100	L&T cracking
		A02SM	10	AC	10,284	6/1/1999	90	0	100	L&T cracking
		A03SM	10	AC	57,526	9/1/1999	83	0	100	L&T cracking
		RW1028SM	10	AC	322,500	9/1/1999	91	0	97	Depression, L&T cracking, Patching
		TH01SM	10	AC	32,554	9/1/1999	84	64	36	Alligator cracking, L&T cracking
			20	AC	14,729	6/30/2003	95	67	33	Alligator cracking, L&T cracking
		TWASM	10	AAC	5,832	6/1/2003	96	0	100	L&T cracking
			20	AC	35,331	9/3/1999	87	0	100	L&T cracking
			30	AC	29,111	9/1/1999	91	0	100	L&T cracking
		TWBSM	10	AC	17,112	8/30/1999	78	66	34	Alligator cracking, L&T cracking
Stroudsburg-Pocono Airport, East Stroudsburg	GA Basic	A01ST	10	AC	10,398	6/1/1986	25	63	27	Alligator cracking, Depression, L&T cracking, Patching
		RW0826ST	10	AC	95,322	6/1/1986	45	42	58	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		TH01ST	10	AC	5,016	6/1/1986	31	92	7	Alligator cracking, Depression, L&T cracking
		TH02ST	10	AC	18,719	6/1/1986	68	0	67	Depression, L&T cracking
		TH03ST	10	AC	15,391	6/1/1986	89	0	68	Depression, L&T cracking
			20	AC	61,771	6/1/1986	75	66	31	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Raveling & weathering
		TWAST	10	AC	19,973	6/1/1986	34	54	44	Alligator cracking, Depression, L&T cracking, Patching
		TWBST	10	AC	5,014	6/1/1986	52	53	47	Alligator cracking, L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Stroudsburg-Pocono Airport, East Stroudsburg	GA Basic	TWBST	20	AC	5,400	6/30/1986	13	58	26	Alligator cracking, Depression, L&T cracking, Patching
Titusville Airport, Titusville	GA Basic	A01TT	10	AAC	49,147	6/1/1996	75	21	74	Alligator cracking, L&T cracking, Swelling
		RW1836TT	10	AAC	390,498	6/30/1998	83	0	100	L&T cracking
		TH01TT	10	AC	70,616	6/30/1996	79	50	36	Alligator cracking, Bleeding, Depression, L&T cracking, Patching, Raveling & weathering
		TWATT	10	AAC	6,586	6/1/1996	74	0	95	L&T cracking, Swelling
		TWBTT	10	AC	23,029	9/3/2006	100	0	0	No Distresses
			20	AC	9,320	9/3/2006	100	0	0	No Distresses
Total RF Heliport, Bensalem	GA Special Use	HP01TO	10	AC	34,573	6/30/1998	59	51	31	Alligator cracking, Depression, L&T cracking, Patching, Rutting
University Park Airport, State College	Primary Commercial Service	A01UP	10	AC	261,680	3/3/1993	89	46	54	Alligator cracking, L&T cracking
		A02UP	10	PCC	153,434	6/2/1999	97	0	73	Joint seal damage, Small patch
			20	PCC	108,763	6/4/2003	98	0	58	Joint seal damage, Joint spalling
		A03UP	10	AC	179,854	6/4/2006	88	0	100	Raveling & weathering, L&T cracking[10]
		HPRW24UP	10	AC	56,102	6/3/1997	92	0	100	L&T cracking
		HPRW6UP	10	AC	59,336	2/3/1997	86	0	99	Depression, L&T cracking, Raveling & weathering
		RW0624UP	10	AAC	1,005,159	6/29/1999	79	0	100	L&T cracking[10]
		TWAUP	10	AC	546,095	10/3/1993	83	53	46	Alligator cracking, Depression, L&T cracking[10], Patching, Raveling & weathering
		TWBUP	10	AC	132,255	6/30/1993	85	0	100	L&T cracking[10], Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
University Park Airport, State College	Primary Commercial Service	TWFUP	10	AC	15,493	6/30/1999	88	67	33	Alligator cracking, L&T cracking
		TWJUP	10	AAC	65,852	7/1/1999	91	0	100	L&T cracking[10], Patching
Venango Regional Airport, Franklin	Primary Commercial Service	A01VR	10	AAC	108,622	6/30/1985	54	0	100	Block cracking, L&T cracking
		RW0321VR	10	AC	779,886	6/30/2002	96	0	100	L&T cracking, Patching
		RW1230VR	10	AAC	346,524	9/1/2009	100[11]	0	0	No Distresses
		TH01VR	10	PCC	5,600	6/30/1970	44	59	14	Corner break, Corner spalling, Joint seal damage, Joint spalling, LTD cracking, Map cracking/scaling/crazing, Shattered slab
			20	AC	89,026	6/30/1983	40	43	57	Alligator cracking, Block cracking, L&T cracking
		TH02VR	10	AC	59,750	6/30/2000	62	40	60	Alligator cracking, Block cracking, Depression, L&T cracking
		TH03VR	10	AC	87,173	6/30/1990	84	65	27	Alligator cracking, Depression, L&T cracking
		TWAVR	10	AAC	33,937	6/30/1985	55	0	100	Block cracking, L&T cracking, Patching
		TWDVR	10	AAC	133,168	6/30/1985	46	54	46	Alligator cracking, L&T cracking, Patching
		TWFVR	10	AAC	111,634	6/30/1985	69	0	100	L&T cracking, Patching
		TWHVR	10	AC	40,596	6/1/1985	38	65	35	Alligator cracking, L&T cracking, Patching, Rutting
		TWJVR	10	AC	12,136	6/30/1963	13	58	42	Alligator cracking, L&T cracking, Patching
Washington County Airport, Washington	GA Advanced	A01WC	10	AC	79,552	6/1/1984	35	47	53	Alligator cracking, Block cracking, Patching
			20	AC	67,790	6/30/2008	100	0	0	No Distresses
		A02WC	10	AC	57,288	6/30/2001	95	0	100	L&T cracking

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Washington County Airport, Washington	GA Advanced	RW0927WC	10	AC	181,996	6/3/1989	71	0	100	L&T cracking
			20	AC	83,997	6/1/1989	74	17	83	Alligator cracking, L&T cracking
			30	AAC	122,661	12/17/2007	100	0	0	No Distresses
			40	AC	114,000	12/17/2007	98	0	100	L&T cracking
		TH01WC	10	AC	5,075	6/30/1965	16	82	0	Alligator cracking, Depression, Rutting
			20	AC	7,080	6/30/1970	20	72	28	Alligator cracking, L&T cracking, Rutting
		TH02WC	10	AAC	27,847	6/30/2002	93	0	82	L&T cracking, Oil Spillage
			20	AC	25,446	6/30/1985	19	55	31	Alligator cracking, Depression, L&T cracking, Patching
		TH03WC	10	AC	14,763	6/1/1995	59	0	100	L&T cracking, Patching
		TWAWC	10	AC	122,064	6/1/1989	76	0	100	L&T cracking
		TWBWC	10	AC	64,841	6/1/1984	61	39	61	Alligator cracking, Block cracking, L&T cracking, Patching
			15	AC	6,382	6/30/2002	96	0	100	L&T cracking
			20	AC	8,753	6/1/1989	71	0	100	L&T cracking
			30	AC	49,744	6/30/2002	93	0	100	L&T cracking
			40	AC	20,405	6/30/2002	96	0	100	L&T cracking
		TWCWC	10	AC	7,966	6/1/1989	64	0	100	L&T cracking
		TWDWC	10	AC	52,797	6/30/2002	91	0	100	L&T cracking
Wellsboro Johnston Airport, Wellsboro	GA Limited	A01GR	10	AAC	129,667	4/3/1995	96	62	38	L&T cracking, Patching, Rutting
			20	AC	14,344	6/1/2003	99	0	0	Oil Spillage
		RW1028GR	10	AAC	215,992	4/3/1995	94	0	100	L&T cracking
		TH01GR	10	AC	18,846	6/30/1999	100	0	0	No Distresses
		TWAGR	10	AC	202,773	4/3/1995	97	0	100	L&T cracking, Patching

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Wilkes-Barre/Scranton International Airport, Wilkes-Barre/Scranton	Primary Commercial Service	A01WS	10	AC	167,801	6/1/2002	83	24	70	Alligator cracking, Bleeding, Depression, L&T cracking
			20	AC	164,493	6/1/1970	59	61	39	Alligator cracking, Block cracking, L&T cracking, Patching, Rutting
			30	AC	63,391	6/1/1999	77	0	99	Depression, L&T cracking
		ACARGOWS	10	PCC	112,522	1/1/1970	87	0	73	Corner spalling, Joint seal damage, Joint spalling, Shrinkage cracking
		ATERMWS	10	APC	58,776	6/1/1970	39	26	74	Alligator cracking, Block cracking, Joint reflection cracking
			20	AC	634,878	6/3/2006	89	77	22	Depression, L&T cracking, Rutting
			30	PCC	114,603	6/3/2006	93	60	29	Joint seal damage, LTD cracking, Shrinkage cracking
		RW0422WS	10	AAC	1,284,055	7/1/2006	94	0	100	L&T cracking[10]
		RW1028WS	10	AAC	493,585	9/1/2000	78	0	85	Depression, L&T cracking, Patching
			20	AAC	54,423	6/30/1997	64	48	52	Alligator cracking, L&T cracking
		TWBWS	10	AC	131,825	6/30/1980	33	52	48	Alligator cracking, Block cracking, L&T cracking
			20	AAC	441,163	12/1/1997	44	52	48	Alligator cracking, Block cracking, Depression, L&T cracking
		TWDWS	10	AC	156,616	6/30/1996	73	0	100	Block cracking, L&T cracking, Patching
			20	AAC	114,108	9/1/2000	84	0	100	L&T cracking
		TWEWS	10	AAC	12,967	6/1/2006	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Wilkes-Barre Wyoming Valley Airport, Wilkes-Barre	GA Basic	RW0725WW	10	AC	310,482	6/30/1991	73	0	100	L&T cracking, Patching
		RW0927WW	10	AC	57,284	6/30/1970	46	0	84	Block cracking, Swelling
		TH01WW	10	AC	174,559	6/30/1970	42	47	53	Alligator cracking, Block cracking, L&T cracking, Patching, Raveling & weathering
		TWAWW	10	AAC	46,467	6/30/2002	88	0	100	L&T cracking
William T. Piper Memorial Airport, Lock Haven	GA Basic	A01WP	10	AAC	62,128	6/30/1993	89	0	87	Bleeding, Depression, L&T cracking, Oil Spillage
		RW0927WP	10	AAC	380,087	6/30/1990	66	13	86	Alligator cracking, Depression, L&T cracking, Patching, Raveling & weathering
		TH01WP	10	AC	34,205	6/30/1998	87	64	12	Alligator cracking, Depression, L&T cracking
		TH02WP	10	AC	49,987	6/30/1998	83	0	99	Depression, L&T cracking
		TWAWP	10	AAC	177,250	6/30/1990	82	0	99	Block cracking, Depression, L&T cracking, Patching, Raveling & weathering
			20	AC	115,000	6/30/1983	47	0	100	Block cracking, L&T cracking, Raveling & weathering
Williamsport Regional Airport, Williamsport	Primary Commercial Service	A01WR	10	AC	37,808	6/1/2002	82	0	100	Block cracking, L&T cracking
			20	APC	113,595	6/1/2002	77	0	93	L&T cracking[10], Oil Spillage
			30	AAC	68,593	6/1/2002	97	0	100	L&T cracking
			40	AAC	61,290	6/1/2002	90	0	100	L&T cracking
			50	PCC	6,912	7/2/2002	100	0	0	No Distresses
		A02WR	10	AC	37,947	6/1/1958	45	37	63	Alligator cracking, Block cracking, L&T cracking, Patching
			20	AC	213,926	6/3/2005	97	0	100	L&T cracking
			30	AC	88,631	6/3/2005	100	0	0	No Distresses

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Williamsport Regional Airport, Williamsport	Primary Commercial Service	RW0927WR	10	AC	989,753	6/30/1999	77	0	100	L&T cracking
		RW1230WR	10	AAC	614,807	9/30/2002	79	0	100	L&T cracking
		TWAWR	10	PCC	66,679	6/30/1958	69	64	0	Corner break, Corner spalling, Joint spalling, Large patch/utility, LTD cracking, Small patch
			20	APC	32,348	6/30/2002	73	0	100	L&T cracking[10]
			30	PCC	90,822	6/30/1958	81	25	8	Corner spalling, Joint seal damage, Joint spalling, Large patch/utility, LTD cracking, Small patch
		TWBWR	20	AC	178,280	6/3/2001	91	0	100	L&T cracking
		TWCWR	10	AC	61,530	6/3/2005	91	0	100	L&T cracking
		TWDWR	10	AC	37,001	6/29/1990	80	0	100	L&T cracking
		TWEWR	10	APC	15,533	6/1/1972	46	43	57	Alligator cracking, Joint reflection cracking, L&T cracking, Patching
		TWFWR	10	APC	15,569	6/1/1972	44	39	61	Alligator cracking, Joint reflection cracking, L&T cracking, Patching
		TWHWR	10	AAC	7,833	6/30/1981	47	0	100	Block cracking, L&T cracking
		TWJWR	10	AAC	35,706	6/30/1981	59	0	82	L&T cracking, Patching, Swelling
Wings Field Airport, Philadelphia	GA Intermediate	A01WI	10	AC	136,517	6/1/1988	68	40	49	Alligator cracking, Depression, L&T cracking, Patching
		RW0624WI	10	AC	285,825	9/4/2002	88	0	100	L&T cracking
		TH01WI	10	AC	54,735	6/1/1975	23	78	19	Alligator cracking, Depression, L&T cracking, Patching, Rutting, Swelling, Raveling & weathering
			20	AC	5,503	6/1/1975	0	74	26	Alligator cracking, Patching, Rutting, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Wings Field Airport, Philadelphia	GA Intermediate	TH02WI	10	AC	4,650	6/1/1975	8	71	9	Alligator cracking, Depression, L&T cracking, Patching, Rutting
		TH03WI	10	AC	11,190	6/1/1991	64	68	32	Alligator cracking, L&T cracking, Patching, Rutting
		TWAWI	10	AC	217,249	3/3/2004	95	0	100	L&T cracking
WPHS Heliport, Mount Pleasant	GA Special Use	HP01WH	10	AC	3,404	6/1/1995	51	88	12	Alligator cracking, L&T cracking, Rutting
			20	PCC	1,766	6/1/1987	12	90	10	Joint seal damage, Shattered slab
York Airport, York	GA Advanced	A01YK	10	AC	68,654	6/30/2000	82	57	43	L&T cracking, Patching, Rutting
			20	AC	19,907	6/30/2000	92	0	62	L&T cracking, Oil Spillage
			30	AC	54,940	6/30/1950	40	35	65	Alligator cracking, Block cracking, Patching
			40	AC	18,900	6/30/2000	89	0	0	Depression, Oil Spillage
		A02YK	10	AAC	20,262	6/1/2008	100	0	0	No Distresses
		RW1735YK	10	AC	519,374	6/30/1995	91	72	28	Bleeding, L&T cracking, Rutting
		TH01YK	10	AAC	39,241	6/1/2008	100	0	0	No Distresses
			20	AAC	9,355	6/30/2000	89	85	15	L&T cracking, Rutting
			30	AC	15,082	6/30/1950	15	88	12	Alligator cracking, L&T cracking, Patching
		TH02YK	10	AC	137,216	6/3/2002	98	0	100	Patching
		TWAYK	10	AC	179,843	6/30/1995	97	43	57	L&T cracking, Patching, Rutting
Zelienople Municipal Airport, Zelienople	GA Intermediate	A01ZM	10	AC	86,580	2/15/1995	74	16	84	L&T cracking, Patching, Rutting
		A02ZM	10	AC	32,395	6/30/1980	45	0	100	Block cracking, Raveling & weathering
		RW1735ZM	10	AC	303,264	11/9/1991	74	38	51	Alligator cracking, Depression, L&T cracking, Raveling & weathering

Table A-1. Detailed Inventory and PCI inspection results (continued).

Airport Name & City	Airport Classification	Branch ID[1]	Section ID[1]	Surface Type[2]	Area, sf	LCD[3]	2008 PCI	Percent of Distress Due to:		Type of Distresses[6]
								Load[4]	Climate/ Durability[5]	
Zelienople Municipal Airport, Zelienople	GA Intermediate	TH01ZM	10	AC	86,265	2/15/1995	83	0	100	L&T cracking, Raveling & weathering
		TWAZM	10	AC	186,708	2/15/1995	93	0	100	L&T cracking, Raveling & weathering

[1]See the map provided on the Data Access Program (DAP) for the location of the branch and section. The DAP can be accessed through the BOA website (www.dot.state.pa.us).
[2]AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.
[3]LCD = last construction date.
[4]Distress due to load includes those distresses attributed to a structural deficiency in the pavement, such as alligator (fatigue) cracking, rutting, or shattered concrete slabs.
[5]Distress due to climate or durability includes those distresses attributed to either the aging of the pavement and the effects of the environment (such as weathering and raveling or block cracking in asphalt pavements) or to a materials-related problem (such as durability cracking in a concrete pavement).
[6]L&T cracking - longitudinal and transverse cracking.
[7]Indicated section was not inspected in 2008 due to snow coverage. The data referenced in this table comes from 2004 PCI inspection that took place on 5/20/2004.
[8]Indicated section was not inspected in 2008 due to snow coverage. The data referenced in this table comes from 2004 PCI inspection that took place on 5/22/2004.
[9]Indicated section was crack sealed after the 2008 PCI inspection. The data referenced in this table reflects the anticipated condition after the completion of the crack sealing project.
[10]Numerous longitudinal and transverse joints were saw cut and sealed immediately after construction. All joints were recorded as low-severity, sealed L&T cracking in the database.
[11]Indicated section was rehabilitated after the 2008 PCI inspection. The data referenced in this table reflects the anticipated condition after the completion of the rehabilitation project.

APPENDIX B

DETAILED INFORMATION ON THE BOA'S PAVEMENT PERFORMANCE MODELS

Table B-1. BOA's pavement performance model equations.

Pavement Family	Equation[1]
AAC Apron sections (GA airports)	$PCI = 100 - 0.21614x + 0.07885x^2$
AAC Apron sections (non GA airports)	$PCI = 100 - 1.59823x$
AAC Runway sections (GA Advanced airports)	$PCI = 100 - 1.65861x$
AAC Runway sections (GA Intermediate airports)	$PCI = 100 - 1.8503x$
AAC Runway sections (GA Basic, Limited, or Special airports)	$PCI = 100 - 1.22325x$
AAC Runway (non GA airports)	$PCI = 100 - 1.6391x$
AAC T-Hangar sections	$PCI = 100 - 1.12708 - 0.06284x^2$
AAC Taxiway sections (GA Advanced airports)	$PCI = 100 - 2.15558x + 0.01539x^2$
AAC Taxiway sections (GA Intermediate airports)	$PCI = 100 - 1.84949x$
AAC Taxiway sections (GA Basic, Limited, or Special airports)	$PCI = 100 - 1.06749x - 0.01452x^2 - 0.00074x^3$
AAC Taxiway (non GA airports, cold climate)	$PCI = 100 - 2.07453x + 0.13176x^2 - 0.00538x^3$
AAC Taxiway (non GA airports, warm climate)	$PCI = 100 - 1.07564x - 0.03795x^2 - 0.00218x^3$
AC Apron sections (GA Advanced airports, cold climate)	$PCI = 100 - 1.80643x + 0.01027x^2$
AC Apron sections (GA Advanced airports, warm climate)	$PCI = 100 - 1.68709x + 0.00919x^2$
AC Apron sections (GA Intermediate airports, cold climate)	$PCI = 100 - 1.31344x$
AC Apron sections (GA Intermediate airports, warm climate)	$PCI = 100 - 1.68914x$
AC Apron sections (GA Basic, Limited, or Special airports; cold climate)	$PCI = 100 - 2.05229x + 0.03704x^2 - 0.00053x^3$
AC Apron sections (GA Basic, Limited, or Special airports; warm climate)	$PCI = 100 - 1.64025x - 0.0077x^2$
AC Apron (non GA airports)	$PCI = 100 - 0.40651x - 0.10029x^2 + 0.00316x^3 - 0.00003x^4$
AC Runway sections (GA Advanced and Intermediate airports; cold climate)	$PCI = 100 - 0.76642x - 0.03867x^2$
AC Runway sections (GA Advanced and Intermediate airports; warm climate)	$PCI = 100 - 0.77081x + 0.02886x^2$
AC Runway sections (GA Basic, Limited, or Special airports)	$PCI = 100 - 2.10022x + 0.06928x^2 + 0.00124x^3$
AC Runway (non GA airports)	$PCI = 100 - 1.67066x$
AC T-Hangar sections (GA Advanced airports; cold climate)	$PCI = 100 - 1.95107x$
AC T-Hangar sections (GA Advanced airports; warm climate)	$PCI = 100 - 1.66882x - 0.0042x^2$
AC T-Hangar sections (GA Intermediate airports; cold climate)	$PCI = 100 + 0.0x - 0.10152x^2 + 0.00076x^3$

Table B-1. BOA's pavement performance model equations (continued).

Pavement Family	Equation[1]
AC T-Hangar sections (GA Intermediate airports; warm climate)	$PCI = 100 - 1.62218x - 0.01611x^2 + 0.00035x^3$
AC T-Hangar sections (non GA airports)	$PCI = 100 - 1.97835x$
AC T-Hangar sections (GA Basic, Limited, or Special airports; cold climate)	$PCI = 100 + 0.0x - 0.11096x^2 - 0.00248x^3 + 0.00021x^4$
AC T-Hangar sections (GA Basic, Limited, or Special airports; warm climate)	$PCI = 100 - 0.83371x - 0.0413x^2 - 0.00055x^3$
AC Taxiway sections (GA Advanced airports, cold climate)	$PCI = 100 - 0.52738x - 0.05589x^2$
AC Taxiway sections (GA Advanced airports, warm climate)	$PCI = 100 - 0.79948x - 0.01891x^2$
AC Taxiway sections (GA Intermediate airports, cold climate)	$PCI = 100 - 1.25278x - 0.00353x^2 + 0.00024x^3$
AC Taxiway sections (GA Intermediate airports, warm climate)	$PCI = 100 - 1.46707x - 0.00736x^2$
AC Taxiway sections (GA Basic, Limited, or Special airports; cold climate)	$PCI = 100 - 1.35752x - 0.00668x^2$
AC Taxiway sections (GA Basic, Limited, or Special airports; warm climate)	$PCI = 100 - 1.6144x$
AC Taxiway (non GA airports, cold climate)	$PCI = 100 - 0.79288x - 0.0297x^2$
AC Taxiway (non GA airports, warm climate)	$PCI = 100 - 1.31318x - 0.01154x^2$
APC all sections	$PCI = 100 - 3.41214x + 0.14548x^2 - 0.00259x^3$
PCC Apron, T-Hangar, and Helipad sections (GA airports)	$PCI = 100 - 1.48999x$
PCC Apron sections (non GA airports)	$PCI = 100 - 0.95087x - 0.00846x^2$
PCC Runway and Taxiway sections (GA and non GA airports)	$PCI = 100 - 0.60904x - 0.0002x^2$

[1]Where x = pavement age in years

APPENDIX C

DETAILED LOCALIZED MAINTENANCE RECOMMENDATIONS UNDER UNLIMITED BUDGET ANALYSIS FOR COMMERCIAL SERVICE AND GA AIRPORTS

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis.

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Altoona-Blair County Airport	A01AB	10	100	98	Oil spillage	N/A	113	SqFt	Patching - AC Deep	159	$8.17	$1,302
	RW0321AB	10	78	76	L&T cracking	Medium	13,834	Ft	Crack Sealing - AC	13,834	$3.86	$53,399
	RW1230AB	10	77	75	L&T cracking	Medium	6,314	Ft	Crack Sealing - AC	6,314	$3.86	$24,371
	TWAAB	10	84	82	L&T cracking	Medium	103	Ft	Crack Sealing - AC	103	$3.86	$396
	TWBAB	10	78	75	L&T cracking	Medium	2,632	Ft	Crack Sealing - AC	2,632	$3.86	$10,158
	TWDAB	20	91	89	L&T cracking	Medium	148	Ft	Crack Sealing - AC	148	$3.86	$573
Arnold Palmer Regional Airport	A01AP	10	84	82	L&T cracking	Medium	681	Ft	Crack Sealing - AC	681	$3.86	$2,630
		30	87	85	L&T cracking	Medium	3,310	Ft	Crack Sealing - AC	3,310	$3.86	$12,776
		40	91	90	Joint seal damage	Medium	44	Slabs	Joint Seal (Localized)	1,126	$4.64	$5,225
	RW0321AP	10	72	70	L&T cracking	Medium	1,740	Ft	Crack Sealing - AC	1,740	$3.86	$6,717
	RW0523AP	10	75	73	L&T cracking	Medium	24,188	Ft	Crack Sealing - AC	24,188	$3.86	$93,366
	TWAAP	10	75	73	L&T cracking	Medium	14,480	Ft	Crack Sealing - AC	14,480	$3.86	$55,893
					Alligator cracking	Medium	119	SqFt	Patching - AC Deep	166	$8.17	$1,359
	TWEAP	10	79	77	L&T cracking	Medium	336	Ft	Crack Sealing - AC	336	$3.86	$1,295
					Alligator cracking	Medium	9	SqFt	Patching - AC Deep	26	$8.17	$209
	TWHAP	10	73	71	L&T cracking	Medium	1,534	Ft	Crack Sealing - AC	1,534	$3.86	$5,921
Bradford Regional Airport	TWCBR	10	96	94	L&T cracking	Medium	108	Ft	Crack Sealing - AC	108	$3.86	$416
DuBois Regional Airport	A01DU	20	84	82	Joint seal damage	High	48	Slabs	Joint Seal (Localized)	1,171	$4.64	$5,433
		30	97	96	L&T cracking	Medium	203	Ft	Crack Sealing - AC	203	$3.86	$783
	TWADU	10	91	90	L&T cracking	Medium	248	Ft	Crack Sealing - AC	248	$3.86	$957
		20	90	89	L&T cracking	Medium	392	Ft	Crack Sealing - AC	392	$3.86	$1,514
		30	93	92	L&T cracking	Medium	86	Ft	Crack Sealing - AC	86	$3.86	$331
	TWDDU	10	85	83	L&T cracking	Medium	723	Ft	Crack Sealing - AC	723	$3.86	$2,792
Erie International	A01EI	10	75	73	Linear cracking	Medium	1	Slabs	Crack Sealing - PCC	15	$3.80	$56

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Erie International Airport/Tom Ridge Field	A01EI	10	75	73	Durability cracking	Medium	2	Slabs	Patching - PCC Full Depth	111	$53.71	$5,936
					Durability cracking	High	4	Slabs	Slab Replacement - PCC	808	$53.71	$43,421
		40	94	93	Corner Break	Medium	1	Slabs	Patching - PCC Full Depth	37	$53.71	$2,007
	A03EI	10	75	73	L&T cracking	Medium	2,685	Ft	Crack Sealing - AC	2,685	$3.86	$10,365
	TWBEI	10	77	75	L&T cracking	Medium	2,125	Ft	Crack Sealing - AC	2,125	$3.86	$8,204
	TWCEI	20	74	70	L&T cracking	Medium	1,257	Ft	Crack Sealing - AC	1,257	$3.86	$4,853
	TWDEI	10	77	74	L&T cracking	Medium	4,809	Ft	Crack Sealing - AC	4,809	$3.86	$18,562
					Alligator cracking	Medium	63	SqFt	Patching - AC Deep	99	$8.17	$812
	TWFEI	10	84	82	L&T cracking	High	150	Ft	Crack Sealing - AC	150	$3.86	$577
					L&T cracking	Medium	598	Ft	Crack Sealing - AC	598	$3.86	$2,309
					Alligator cracking	Medium	299	SqFt	Patching - AC Deep	373	$8.17	$3,045
	TWGEI	10	74	71	L&T cracking	Medium	2,799	Ft	Crack Sealing - AC	2,799	$3.86	$10,802
Harrisburg International Airport	ACARGOHI	10	86	85	Joint seal damage	Medium	173	Slabs	Joint Seal (Localized)	4,499	$4.64	$20,875
		20	86	85	Corner spall	High	1	Slabs	Patching - PCC Partial Depth	3	$97.08	$261
					Joint spall	High	1	Slabs	Patching - PCC Partial Depth	8	$97.08	$784
					Joint spall	Medium	1	Slabs	Patching - PCC Partial Depth	7	$97.08	$627
		40	77	75	Joint seal damage	High	46	Slabs	Joint Seal (Localized)	1,438	$4.64	$6,670
					Joint seal damage	Medium	99	Slabs	Joint Seal (Localized)	3,067	$4.64	$14,230
					Durability cracking	Medium	3	Slabs	Patching - PCC Full Depth	159	$53.71	$8,518
					Joint spall	Medium	6	Slabs	Patching - PCC Partial Depth	40	$97.08	$3,879
		60	73	71	Joint seal damage	High	564	Slabs	Joint Seal (Localized)	16,531	$4.64	$76,704
					Joint seal damage	Medium	188	Slabs	Joint Seal (Localized)	5,510	$4.64	$25,568

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Harrisburg International Airport	ACARGOHI	70	78	76	Linear cracking	Medium	3	Slabs	Crack Sealing - PCC	49	$3.80	$187
					Joint seal damage	High	278	Slabs	Joint Seal (Localized)	7,296	$4.64	$33,852
					Joint spall	High	3	Slabs	Patching - PCC Partial Depth	24	$97.08	$2,368
					Joint spall	Medium	3	Slabs	Patching - PCC Partial Depth	20	$97.08	$1,895
		90	69	67	Joint seal damage	High	234	Slabs	Joint Seal (Localized)	7,041	$4.64	$32,670
					Small patch	High	35	Slabs	Patching - PCC Full Depth	95	$53.71	$5,080
					Corner spall	Medium	12	Slabs	Patching - PCC Partial Depth	32	$97.08	$3,061
					Joint spall	Medium	12	Slabs	Patching - PCC Partial Depth	76	$97.08	$7,346
	ATERMHI	10	95	94	Joint seal damage	Medium	57	Slabs	Joint Seal (Localized)	2,449	$4.64	$11,361
		20	79	77	Linear cracking	Medium	10	Slabs	Crack Sealing - PCC	253	$3.80	$960
					Joint seal damage	Medium	202	Slabs	Joint Seal (Localized)	10,045	$4.64	$46,609
					Small patch	High	3	Slabs	Patching - PCC Full Depth	9	$53.71	$487
					Joint spall	Medium	3	Slabs	Patching - PCC Partial Depth	22	$97.08	$2,111
		30	93	92	Joint spall	Medium	2	Slabs	Patching - PCC Partial Depth	11	$97.08	$1,069
		40	79	77	Joint seal damage	High	217	Slabs	Joint Seal (Localized)	6,848	$4.64	$31,773
					Joint seal damage	Medium	433	Slabs	Joint Seal (Localized)	13,695	$4.64	$63,546
					Joint spall	Medium	22	Slabs	Patching - PCC Partial Depth	140	$97.08	$13,574
		50	79	77	Linear cracking	Medium	14	Slabs	Crack Sealing - PCC	231	$3.80	$877
					Joint seal damage	High	568	Slabs	Joint Seal (Localized)	17,232	$4.64	$79,955
					Joint spall	Medium	10	Slabs	Patching - PCC Partial Depth	61	$97.08	$5,935
		70	96	95	Joint seal damage	Medium	231	Slabs	Joint Seal (Localized)	8,790	$4.64	$40,786

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Harrisburg International Airport	ATERMHI	70	96	95	Corner spall	High	12	Slabs	Patching - PCC Partial Depth	31	$97.08	$3,019
					Joint spall	Medium	13	Slabs	Patching - PCC Partial Depth	81	$97.08	$7,872
		90	92	91	Linear cracking	Medium	2	Slabs	Crack Sealing - PCC	36	$3.80	$138
					Joint seal damage	Medium	69	Slabs	Joint Seal (Localized)	2,638	$4.64	$12,241
	RW1331HI	10W	75	73	L&T cracking	Medium	4,107	Ft	Crack Sealing - AC	4,107	$3.86	$15,853
		20W	73	72	L&T cracking	Medium	5,050	Ft	Crack Sealing - AC	5,050	$3.86	$19,493
		30W	74	72	L&T cracking	Medium	547	Ft	Crack Sealing - AC	547	$3.86	$2,110
		40C	75	73	L&T cracking	Medium	385	Ft	Crack Sealing - AC	385	$3.86	$1,487
		50C	74	72	L&T cracking	Medium	80	Ft	Crack Sealing - AC	80	$3.86	$309
	TWAHI	60	85	83	L&T cracking	Medium	55	Ft	Crack Sealing - AC	55	$3.86	$212
		80	83	81	L&T cracking	Medium	362	Ft	Crack Sealing - AC	362	$3.86	$1,395
	TWBHI	10	72	70	L&T cracking	Medium	95	Ft	Crack Sealing - AC	95	$3.86	$365
	TWCHI	10	82	80	L&T cracking	Medium	47	Ft	Crack Sealing - AC	47	$3.86	$181
	TWEHI	10	88	86	L&T cracking	Medium	123	Ft	Crack Sealing - AC	123	$3.86	$476
					Weathering and raveling	Medium	193	SqFt	Patching - AC Deep	193	$8.17	$1,573
		20	89	87	Weathering and raveling	Medium	695	SqFt	Patching - AC Deep	695	$8.17	$5,674
John Murtha-Johnstown-Cambria County Airport	A01JC	10	85	83	L&T cracking	Medium	264	Ft	Crack Sealing - AC	264	$3.86	$1,020
	TWDJC	10	89	88	L&T cracking	Medium	609	Ft	Crack Sealing - AC	609	$3.86	$2,352
	TWFJC	10	69	67	Alligator cracking	Medium	414	SqFt	Patching - AC Deep	500	$8.17	$4,081
	TWGJC	10	91	89	L&T cracking	Medium	390	Ft	Crack Sealing - AC	390	$3.86	$1,504
		20	89	88	L&T cracking	Medium	1,948	Ft	Crack Sealing - AC	1,948	$3.86	$7,518
Lancaster Airport	A01LA	10	82	80	L&T cracking	Medium	709	Ft	Crack Sealing - AC	709	$3.86	$2,738

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Lancaster Airport	A02LA	10	97	96	Oil spillage	N/A	13	SqFt	Patching - AC Deep	32	$8.17	$262
	RW0826LA	10	93	91	L&T cracking	Medium	44	Ft	Crack Sealing - AC	44	$3.86	$171
		20	91	89	L&T cracking	Medium	400	Ft	Crack Sealing - AC	400	$3.86	$1,546
	TWALA	30	71	68	L&T cracking	Medium	446	Ft	Crack Sealing - AC	446	$3.86	$1,723
					Alligator cracking	Medium	11	SqFt	Patching - AC Deep	28	$8.17	$228
	TWELA	10	76	73	L&T cracking	Medium	388	Ft	Crack Sealing - AC	388	$3.86	$1,497
	TWHLA	10	84	82	Block cracking	Medium	6,090	SqFt	Crack Sealing - AC	1,856	$3.86	$7,166
					Alligator cracking	Medium	140	SqFt	Patching - AC Deep	192	$8.17	$1,567
Lehigh Valley International Airport	AHP1331LV	10	79	77	Joint seal damage	Medium	142	Slabs	Joint Seal (Localized)	5,200	$4.64	$24,129
					Durability cracking	Medium	2	Slabs	Patching - PCC Full Depth	146	$53.71	$7,819
					Corner spall	High	2	Slabs	Patching - PCC Partial Depth	5	$97.08	$464
					Joint spall	High	2	Slabs	Patching - PCC Partial Depth	14	$97.08	$1,391
	ATERMLV	40	85	83	Joint seal damage	High	350	Slabs	Joint Seal (Localized)	9,907	$4.64	$45,968
					Corner spall	Medium	8	Slabs	Patching - PCC Partial Depth	21	$97.08	$2,078
		50	86	84	L&T cracking	Medium	316	Ft	Crack Sealing - AC	316	$3.86	$1,220
		60	85	83	Linear cracking	Medium	1	Slabs	Crack Sealing - PCC	26	$3.80	$98
					Joint seal damage	Medium	37	Slabs	Joint Seal (Localized)	955	$4.64	$4,429
	RW0624LV	10C	77	75	L&T cracking	Medium	1,620	Ft	Crack Sealing - AC	1,620	$3.86	$6,253
		10N	78	76	L&T cracking	Medium	1,843	Ft	Crack Sealing - AC	1,843	$3.86	$7,114
		10S	76	74	L&T cracking	Medium	2,756	Ft	Crack Sealing - AC	2,756	$3.86	$10,637
		20C	77	75	L&T cracking	Medium	2,692	Ft	Crack Sealing - AC	2,692	$3.86	$10,391
					Weathering and raveling	Medium	638	SqFt	Patching - AC Deep	638	$8.17	$5,212

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Lehigh Valley International Airport	RW0624LV	20N	79	77	L&T cracking	Medium	3,619	Ft	Crack Sealing - AC	3,619	$3.86	$13,969
		20S	75	73	L&T cracking	Medium	4,045	Ft	Crack Sealing - AC	4,045	$3.86	$15,613
					Weathering and raveling	Medium	1,599	SqFt	Patching - AC Deep	1,599	$8.17	$13,062
	RW1331LV	10C	76	74	L&T cracking	Medium	3,221	Ft	Crack Sealing - AC	3,221	$3.86	$12,432
		10N	76	74	L&T cracking	Medium	3,304	Ft	Crack Sealing - AC	3,304	$3.86	$12,752
		10S	76	74	L&T cracking	Medium	3,231	Ft	Crack Sealing - AC	3,231	$3.86	$12,472
		20N	73	71	L&T cracking	Medium	639	Ft	Crack Sealing - AC	639	$3.86	$2,465
		30C	73	71	L&T cracking	Medium	6,423	Ft	Crack Sealing - AC	6,423	$3.86	$24,792
		30N	74	72	L&T cracking	Medium	5,761	Ft	Crack Sealing - AC	5,761	$3.86	$22,236
	TWA2LV	10	78	76	L&T cracking	Medium	374	Ft	Crack Sealing - AC	374	$3.86	$1,445
	TWA3LV	10	81	79	L&T cracking	Medium	145	Ft	Crack Sealing - AC	145	$3.86	$558
	TWALV	30	73	70	L&T cracking	Medium	145	Ft	Crack Sealing - AC	145	$3.86	$561
	TWCLV	30	92	90	L&T cracking	Medium	62	Ft	Crack Sealing - AC	62	$3.86	$239
	TWELV	10	79	77	L&T cracking	Medium	726	Ft	Crack Sealing - AC	726	$3.86	$2,803
		20	85	83	L&T cracking	Medium	18	Ft	Crack Sealing - AC	18	$3.86	$67
University Park Airport	A01UP	10	89	87	L&T cracking	Medium	820	Ft	Crack Sealing - AC	820	$3.86	$3,166
					Alligator cracking	Medium	11	SqFt	Patching - AC Deep	28	$8.17	$232
	A03UP	10	88	86	Weathering and raveling	High	5	SqFt	Patching - AC Deep	5	$8.17	$41
	HPRW6UP	10	86	84	L&T cracking	Medium	764	Ft	Crack Sealing - AC	764	$3.86	$2,948
					Weathering and raveling	High	29	SqFt	Patching - AC Deep	29	$8.17	$234
	RW0624UP	10	79	77	L&T cracking	Medium	17,176	Ft	Crack Sealing - AC	17,176	$3.86	$66,298
	TWAUP	10	83	81	L&T cracking	Medium	75	Ft	Crack Sealing - AC	75	$3.86	$290

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
University Park Airport	TWAUP	10	83	81	Weathering and raveling	High	145	SqFt	Patching - AC Deep	145	$8.17	$1,186
					Alligator cracking	Medium	1,525	SqFt	Patching - AC Deep	1,686	$8.17	$13,775
	TWBUP	10	85	83	L&T cracking	Medium	1,106	Ft	Crack Sealing - AC	1,106	$3.86	$4,270
	TWJUP	10	91	90	L&T cracking	Medium	190	Ft	Crack Sealing - AC	190	$3.86	$734
Venango Regional Airport	TH03VR	10	84	82	L&T cracking	Medium	257	Ft	Crack Sealing - AC	257	$3.86	$992
					Alligator cracking	Medium	637	SqFt	Patching - AC Deep	743	$8.17	$6,067
Wilkes-Barre/Scranton International Airport	A01WS	10	83	81	L&T cracking	Medium	956	Ft	Crack Sealing - AC	956	$3.86	$3,689
		30	77	75	L&T cracking	Medium	1,664	Ft	Crack Sealing - AC	1,664	$3.86	$6,423
	ACARGOWS	10	87	86	Joint seal damage	High	47	Slabs	Joint Seal (Localized)	1,881	$4.64	$8,729
					Joint seal damage	Medium	234	Slabs	Joint Seal (Localized)	9,407	$4.64	$43,646
					Joint spall	Medium	12	Slabs	Patching - PCC Partial Depth	76	$97.08	$7,341
	RW1028WS	10	78	76	L&T cracking	Medium	9,954	Ft	Crack Sealing - AC	9,954	$3.86	$38,422
	TWDWS	10	73	70	L&T cracking	Medium	4,951	Ft	Crack Sealing - AC	4,951	$3.86	$19,112
		20	84	82	L&T cracking	Medium	1,464	Ft	Crack Sealing - AC	1,464	$3.86	$5,653
Williamsport Regional Airport	A01WR	20	77	76	L&T cracking	Medium	257	Ft	Crack Sealing - AC	257	$3.86	$994
		40	90	88	L&T cracking	Medium	297	Ft	Crack Sealing - AC	297	$3.86	$1,146
	RW0927WR	10	77	75	L&T cracking	Medium	34,967	Ft	Crack Sealing - AC	34,967	$3.86	$134,974
	RW1230WR	10	79	77	L&T cracking	Medium	21,221	Ft	Crack Sealing - AC	21,221	$3.86	$81,913
	TWAWR	10	69	68	Linear cracking	Medium	36	Slabs	Crack Sealing - PCC	592	$3.80	$2,249
					Corner spall	Medium	13	Slabs	Patching - PCC Partial Depth	34	$97.08	$3,284
		20	73	72	L&T cracking	Medium	254	Ft	Crack Sealing - AC	254	$3.86	$979
	TWBWR	20	91	89	L&T cracking	Medium	282	Ft	Crack Sealing - AC	282	$3.86	$1,089

Table C-1. 2010 detailed maintenance recommendations for commercial service airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Williamsport Regional Airport	TWDWR	10	80	78	L&T cracking	Medium	933	Ft	Crack Sealing - AC	933	$3.86	$3,601

[1]See the map provided on the Data Access Program (DAP) for the location of the branch and section. The DAP can be accessed through the BOA website (www.dot.state.pa.us).

[2]L&T cracking - longitudinal and transverse cracking.

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis.

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Allegheny County Airport	A01AL	10	69	67	Linear cracking	Medium	56	Slabs	Crack Sealing - PCC	765	$3.80	$2,905
					Joint seal damage	High	1,807	Slabs	Joint Seal (Localized)	51,710	$4.64	$239,933
					Small patch	High	9	Slabs	Patching - PCC Full Depth	25	$53.71	$1,339
					Durability cracking	Medium	9	Slabs	Patching - PCC Full Depth	475	$53.71	$25,514
					Corner spall	High	9	Slabs	Patching - PCC Partial Depth	25	$97.08	$2,421
					Joint spall	High	28	Slabs	Patching - PCC Partial Depth	224	$97.08	$21,787
					Corner spall	Medium	65	Slabs	Patching - PCC Partial Depth	175	$97.08	$16,946
					Joint spall	Medium	9	Slabs	Patching - PCC Partial Depth	60	$97.08	$5,810
					Shattered slab	Medium	9	Slabs	Slab Replacement - PCC	1,738	$53.71	$93,321
		40	90	88	Joint seal damage	High	35	Slabs	Joint Seal (Localized)	728	$4.64	$3,380
					Joint seal damage	Medium	35	Slabs	Joint Seal (Localized)	728	$4.64	$3,380
					Joint spall	Medium	2	Slabs	Patching - PCC Partial Depth	11	$97.08	$1,089
	HP01AL	10	88	86	Joint seal damage	High	9	Slabs	Joint Seal (Localized)	193	$4.64	$894
	RW1028AL	10	85	84	Joint seal damage	High	1,348	Slabs	Joint Seal (Localized)	31,974	$4.64	$148,357
					Joint seal damage	Medium	385	Slabs	Joint Seal (Localized)	9,135	$4.64	$42,388
		20	84	83	Linear cracking	Medium	10	Slabs	Crack Sealing - PCC	132	$3.80	$503
					Joint seal damage	High	1,155	Slabs	Joint Seal (Localized)	27,408	$4.64	$127,171
					Joint seal damage	Medium	578	Slabs	Joint Seal (Localized)	13,704	$4.64	$63,585
					Corner spall	High	10	Slabs	Patching - PCC Partial Depth	26	$97.08	$2,515
					Joint spall	Medium	10	Slabs	Patching - PCC Partial Depth	62	$97.08	$6,036
		30	82	81	Joint seal damage	High	1,155	Slabs	Joint Seal (Localized)	27,406	$4.64	$127,163
					Joint seal damage	Medium	578	Slabs	Joint Seal (Localized)	13,703	$4.64	$63,582
					Durability cracking	Medium	10	Slabs	Patching - PCC Full Depth	494	$53.71	$26,509

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Allegheny County Airport	RW1331AL	10	94	93	Joint seal damage	Medium	1,047	Slabs	Joint Seal (Localized)	26,765	$4.64	$124,191
	TH01AL	20	67	65	L&T cracking	Medium	79	Ft	Crack Sealing - AC	79	$3.86	$303
					Alligator cracking	Medium	253	SqFt	Patching - AC Deep	322	$8.17	$2,627
	TH03AL	20	74	71	L&T cracking	Medium	375	Ft	Crack Sealing - AC	375	$3.86	$1,446
					Alligator cracking	Medium	48	SqFt	Patching - AC Deep	80	$8.17	$653
	TWAAL	10	80	79	Joint seal damage	High	176	Slabs	Joint Seal (Localized)	3,921	$4.64	$18,192
		20	87	86	Joint seal damage	High	257	Slabs	Joint Seal (Localized)	5,263	$4.64	$24,418
		40	75	74	Linear cracking	Medium	27	Slabs	Crack Sealing - PCC	377	$3.80	$1,432
					Joint seal damage	High	183	Slabs	Joint Seal (Localized)	4,005	$4.64	$18,585
					Joint seal damage	Medium	201	Slabs	Joint Seal (Localized)	4,406	$4.64	$20,444
					Small patch	High	5	Slabs	Patching - PCC Full Depth	12	$53.71	$660
					Corner spall	Medium	9	Slabs	Patching - PCC Partial Depth	25	$97.08	$2,386
					Joint spall	Medium	18	Slabs	Patching - PCC Partial Depth	118	$97.08	$11,454
	TWCAL	30	76	75	Joint seal damage	Medium	51	Slabs	Joint Seal (Localized)	783	$4.64	$3,634
		40	96	95	Joint spall	Medium	1	Slabs	Patching - PCC Partial Depth	5	$97.08	$433
	TWDAL	10	77	75	L&T cracking	Medium	395	Ft	Crack Sealing - AC	395	$3.86	$1,525
					Alligator cracking	Medium	165	SqFt	Patching - AC Deep	220	$8.17	$1,800
	TWEAL	10	80	78	L&T cracking	Medium	352	Ft	Crack Sealing - AC	352	$3.86	$1,360
					Alligator cracking	Medium	30	SqFt	Patching - AC Deep	55	$8.17	$452
	TWFAL	10	76	74	L&T cracking	Medium	134	Ft	Crack Sealing - AC	134	$3.86	$516
					Alligator cracking	Medium	338	SqFt	Patching - AC Deep	417	$8.17	$3,402
	TWGAL	20	83	82	Joint seal damage	High	106	Slabs	Joint Seal (Localized)	1,792	$4.64	$8,315
					Durability cracking	Medium	1	Slabs	Patching - PCC Full Depth	54	$53.71	$2,919

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Beaver County Airport	TH01BA	10	71	69	Joint seal damage	High	352	Slabs	Joint Seal (Localized)	4,776	$4.64	$22,160
					Joint spall	Medium	4	Slabs	Patching - PCC Partial Depth	23	$97.08	$2,207
	TWABA	10	80	78	L&T cracking	High	608	Ft	Crack Sealing - AC	608	$3.86	$2,348
					L&T cracking	Medium	5,032	Ft	Crack Sealing - AC	5,032	$3.86	$19,422
	TWCBA	10	76	74	L&T cracking	Medium	1,009	Ft	Crack Sealing - AC	1,009	$3.86	$3,894
		20	89	87	L&T cracking	Medium	5	Ft	Crack Sealing - AC	5	$3.86	$19
Bedford County Airport	A02BD	10	92	90	Joint seal damage	Medium	64	Slabs	Joint Seal (Localized)	1,400	$4.64	$6,496
					Joint spall	Medium	1	Slabs	Patching - PCC Partial Depth	7	$97.08	$627
	TWABD	10	93	92	L&T cracking	Medium	372	Ft	Crack Sealing - AC	372	$3.86	$1,436
		20	98	97	Weathering and raveling	Medium	65	SqFt	Patching - AC Deep	65	$8.17	$528
Bellefonte Airport	A01BE	10	84	82	L&T cracking	Medium	210	Ft	Crack Sealing - AC	210	$3.86	$812
					Alligator cracking	Medium	200	SqFt	Patching - AC Deep	261	$8.17	$2,132
	TWABE	10	75	73	L&T cracking	Medium	1,445	Ft	Crack Sealing - AC	1,445	$3.86	$5,579
					Alligator cracking	Medium	60	SqFt	Patching - AC Deep	95	$8.17	$774
Bloomsburg Municipal Airport	A01BL	10	78	76	L&T cracking	Medium	383	Ft	Crack Sealing - AC	383	$3.86	$1,479
	RW0826BL	10	75	74	L&T cracking	Medium	6,104	Ft	Crack Sealing - AC	6,104	$3.86	$23,560
Braden Airpark	A01EA	10	96	94	Weathering and raveling	High	1	SqFt	Patching - AC Deep	1	$8.17	$10
					Oil spillage	N/A	14	SqFt	Patching - AC Deep	33	$8.17	$272
Bradford County Airport	A01BC	10	87	85	L&T cracking	Medium	1,737	Ft	Crack Sealing - AC	1,737	$3.86	$6,705
	TH01BC	10	79	76	L&T cracking	Medium	3,078	Ft	Crack Sealing - AC	3,078	$3.86	$11,880
					Alligator cracking	Medium	387	SqFt	Patching - AC Deep	471	$8.17	$3,845
	TWABC	10	75	74	L&T cracking	Medium	2,104	Ft	Crack Sealing - AC	2,104	$3.86	$8,120
Brandywine Airport	A01BW	10	86	83	L&T cracking	Medium	490	Ft	Crack Sealing - AC	490	$3.86	$1,893

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Brandywine Airport	A02BW	20	93	91	Oil spillage	N/A	87	SqFt	Patching - AC Deep	129	$8.17	$1,052
	TH01BW	10	92	90	L&T cracking	Medium	25	Ft	Crack Sealing - AC	25	$3.86	$97
Butler County Airport	A02BT	10	79	77	L&T cracking	Medium	807	Ft	Crack Sealing - AC	807	$3.86	$3,113
Butler Farm Show Airport	RW1836BF	10	77	76	L&T cracking	High	632	Ft	Crack Sealing - AC	632	$3.86	$2,441
					L&T cracking	Medium	1,641	Ft	Crack Sealing - AC	1,641	$3.86	$6,332
					Depression	High	45	SqFt	Patching - AC Deep	75	$8.17	$616
	TH01BF	20	87	84	L&T cracking	Medium	18	Ft	Crack Sealing - AC	18	$3.86	$69
	TWABF	10	82	80	L&T cracking	Medium	46	Ft	Crack Sealing - AC	46	$3.86	$179
Capital City Airport	A01CC	20	98	97	Oil spillage	N/A	218	SqFt	Patching - AC Deep	282	$8.17	$2,301
		30	91	89	L&T cracking	Medium	716	Ft	Crack Sealing - AC	716	$3.86	$2,763
					Oil spillage	N/A	47	SqFt	Patching - AC Deep	79	$8.17	$643
	RW0826CC	10C	74	72	L&T cracking	Medium	9,679	Ft	Crack Sealing - AC	9,679	$3.86	$37,360
		10S	76	74	L&T cracking	Medium	6,739	Ft	Crack Sealing - AC	6,739	$3.86	$26,013
					Weathering and raveling	Medium	160	SqFt	Patching - AC Deep	160	$8.17	$1,308
	TWBCC	10	84	82	Weathering and raveling	High	3	SqFt	Patching - AC Deep	3	$8.17	$23
	TWDCC	10	85	83	L&T cracking	Medium	263	Ft	Crack Sealing - AC	263	$3.86	$1,014
		20	69	67	Block cracking	Medium	625	SqFt	Crack Sealing - AC	191	$3.86	$735
					L&T cracking	Medium	415	Ft	Crack Sealing - AC	415	$3.86	$1,602
	TWGCC	10	81	79	L&T cracking	Medium	532	Ft	Crack Sealing - AC	532	$3.86	$2,052
	TWLCC	10	84	82	L&T cracking	Medium	105	Ft	Crack Sealing - AC	105	$3.86	$405
Carlisle Airport	A01CL	10	81	78	L&T cracking	Medium	1,103	Ft	Crack Sealing - AC	1,103	$3.86	$4,257
Cherry Ridge Airport	A01CR	10	72	71	L&T cracking	Medium	1,554	Ft	Crack Sealing - AC	1,554	$3.86	$5,999
					Oil spillage	N/A	22	SqFt	Patching - AC Deep	44	$8.17	$361

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Cherry Ridge Airport	RW1836CR	10	78	77	L&T cracking	Medium	1,509	Ft	Crack Sealing - AC	1,509	$3.86	$5,825
					Patching	High	203	SqFt	Patching - AC Deep	264	$8.17	$2,158
	TH02CR	40	82	79	L&T cracking	Medium	466	Ft	Crack Sealing - AC	466	$3.86	$1,799
	TWACR	10	72	70	L&T cracking	Medium	316	Ft	Crack Sealing - AC	316	$3.86	$1,221
	TWBCR	10	70	68	L&T cracking	High	20	Ft	Crack Sealing - AC	20	$3.86	$78
					L&T cracking	Medium	267	Ft	Crack Sealing - AC	267	$3.86	$1,031
Chester County/G.O. Carlson Airport	RW1129CS	10	76	74	L&T cracking	Medium	961	Ft	Crack Sealing - AC	961	$3.86	$3,711
					Weathering and raveling	Medium	6,716	SqFt	Patching - AC Deep	6,716	$8.17	$54,870
		20	82	80	L&T cracking	Medium	134	Ft	Crack Sealing - AC	134	$3.86	$518
					Weathering and raveling	Medium	8,762	SqFt	Patching - AC Deep	8,762	$8.17	$71,588
		30	76	74	L&T cracking	Medium	83	Ft	Crack Sealing - AC	83	$3.86	$320
	TWBCS	10	83	81	L&T cracking	Medium	35	Ft	Crack Sealing - AC	35	$3.86	$135
					Weathering and raveling	High	5	SqFt	Patching - AC Deep	5	$8.17	$41
	TWCCS	10	88	86	L&T cracking	Medium	129	Ft	Crack Sealing - AC	129	$3.86	$496
	TWECS	30	81	79	Weathering and raveling	Medium	60	SqFt	Patching - AC Deep	60	$8.17	$490
Clarion County Airport	A01CA	20	81	79	L&T cracking	Medium	64	Ft	Crack Sealing - AC	64	$3.86	$246
		30	80	78	L&T cracking	Medium	65	Ft	Crack Sealing - AC	65	$3.86	$252
Clearfield-Lawrence Airport	TH01CE	20	92	90	L&T cracking	Medium	108	Ft	Crack Sealing - AC	108	$3.86	$418
Corry-Lawrence Airport	RW1432CO	10	91	89	L&T cracking	Medium	1,568	Ft	Crack Sealing - AC	1,568	$3.86	$6,054
	TH01CO	10	77	73	L&T cracking	Medium	130	Ft	Crack Sealing - AC	130	$3.86	$503
					Alligator cracking	Medium	155	SqFt	Patching - AC Deep	209	$8.17	$1,706
	TWACO	10	72	70	Depression	High	528	SqFt	Patching - AC Deep	625	$8.17	$5,102

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Deck Airport	A01DK	10	72	70	L&T cracking	Medium	1,066	Ft	Crack Sealing - AC	1,066	$3.86	$4,114
	RW0119DK	10	82	81	L&T cracking	Medium	1,889	Ft	Crack Sealing - AC	1,889	$3.86	$7,292
	TH01DK	10	81	79	L&T cracking	Medium	1,675	Ft	Crack Sealing - AC	1,675	$3.86	$6,467
	TWADK	10	84	82	L&T cracking	Medium	96	Ft	Crack Sealing - AC	96	$3.86	$371
Donegal Springs Airpark	A01DN	20	93	91	Oil spillage	N/A	18	SqFt	Patching - AC Deep	39	$8.17	$319
	RW1028DN	10	90	88	L&T cracking	Medium	394	Ft	Crack Sealing - AC	394	$3.86	$1,519
Doylestown Airport	TH02DY	10	79	77	L&T cracking	Medium	3,506	Ft	Crack Sealing - AC	3,506	$3.86	$13,533
	TWADY	10	85	83	L&T cracking	Medium	953	Ft	Crack Sealing - AC	953	$3.86	$3,680
Ebensburg Airport	TH01EB	10	78	76	L&T cracking	Medium	456	Ft	Crack Sealing - AC	456	$3.86	$1,761
	TWAEB	20	87	85	L&T cracking	Medium	248	Ft	Crack Sealing - AC	248	$3.86	$957
Finleyville Airpark	RW1432FL	10	74	73	L&T cracking	Medium	1,868	Ft	Crack Sealing - AC	1,868	$3.86	$7,209
					Alligator cracking	High	35	SqFt	Patching - AC Deep	63	$8.17	$510
					Alligator cracking	Medium	104	SqFt	Patching - AC Deep	149	$8.17	$1,220
Gettysburg Regional Airport	A01GE	20	83	81	L&T cracking	Medium	4	Ft	Crack Sealing - AC	4	$3.86	$15
					Alligator cracking	Medium	65	SqFt	Patching - AC Deep	101	$8.17	$825
	RW0624GE	10	96	94	L&T cracking	Medium	193	Ft	Crack Sealing - AC	193	$3.86	$745
	TH01GE	20	92	90	Weathering and raveling	Medium	230	SqFt	Patching - AC Deep	230	$8.17	$1,876
Greene County Airport	RW0927GC	10	73	72	L&T cracking	Medium	7,343	Ft	Crack Sealing - AC	7,343	$3.86	$28,345
	TWAGC	10	70	68	L&T cracking	Medium	6,326	Ft	Crack Sealing - AC	6,326	$3.86	$24,417
Greensburg-Jeanette Regional Airport	RW0220GJ	10	92	91	Block cracking	High	1,855	SqFt	Crack Sealing - AC	565	$3.86	$2,182
					Weathering and raveling	High	14,200	SqFt	Patching - AC Deep	14,200	$8.17	$116,015
					Alligator cracking	Medium	1,600	SqFt	Patching - AC Deep	1,765	$8.17	$14,420
	TWAGJ	10	93	92	L&T cracking	Medium	69	Ft	Crack Sealing - AC	69	$3.86	$268

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Greenville Municipal Airport	A01GM	10	91	89	L&T cracking	Medium	191	Ft	Crack Sealing - AC	191	$3.86	$738
		20	88	86	Joint seal damage	Medium	16	Slabs	Joint Seal (Localized)	300	$4.64	$1,392
		30	81	78	L&T cracking	Medium	345	Ft	Crack Sealing - AC	345	$3.86	$1,331
Grove City Regional Airport	RW1028GO	10	86	85	L&T cracking	Medium	717	Ft	Crack Sealing - AC	717	$3.86	$2,766
					Alligator cracking	High	30	SqFt	Patching - AC Deep	56	$8.17	$458
Hazleton Municipal Airport	A01HM	20	82	80	L&T cracking	Medium	459	Ft	Crack Sealing - AC	459	$3.86	$1,773
Heritage Field Airport	A01PL	10	78	76	L&T cracking	Medium	1,873	Ft	Crack Sealing - AC	1,873	$3.86	$7,230
	RW1028PL	10	86	84	L&T cracking	Medium	2,778	Ft	Crack Sealing - AC	2,778	$3.86	$10,722
	TH02PL	10	72	70	L&T cracking	Medium	38	Ft	Crack Sealing - AC	38	$3.86	$147
	TWBPL	10	73	71	L&T cracking	Medium	435	Ft	Crack Sealing - AC	435	$3.86	$1,679
					Alligator cracking	Medium	21	SqFt	Patching - AC Deep	43	$8.17	$355
	TWCPL	10	93	91	L&T cracking	Medium	123	Ft	Crack Sealing - AC	123	$3.86	$476
Indiana County/Jimmy Stewart Airport	A03IC	10	99	98	Slippage cracking	N/A	5	SqFt	Patching - AC Deep	18	$8.17	$147
	TH01IC	10	95	93	L&T cracking	Medium	88	Ft	Crack Sealing - AC	88	$3.86	$341
Jake Arner Memorial Airport	TH01JA	10	75	72	Alligator cracking	Medium	147	SqFt	Patching - AC Deep	199	$8.17	$1,629
	TWAJA	10	88	86	L&T cracking	Medium	244	Ft	Crack Sealing - AC	244	$3.86	$940
Joseph A. Hardy Connellsville Airport	A01CN	20	98	97	Oil spillage	N/A	2	SqFt	Patching - AC Deep	12	$8.17	$96
	TWACN	10	77	76	L&T cracking	Medium	10,272	Ft	Crack Sealing - AC	10,272	$3.86	$39,648
					Alligator cracking	Medium	985	SqFt	Patching - AC Deep	1,115	$8.17	$9,109
Mid-Atlantic Soaring Center	TH01MA	10	74	71	L&T cracking	Medium	56	Ft	Crack Sealing - AC	56	$3.86	$216
					Alligator cracking	Medium	42	SqFt	Patching - AC Deep	72	$8.17	$589
	TWAMA	10	76	74	L&T cracking	Medium	418	Ft	Crack Sealing - AC	418	$3.86	$1,612
					Alligator cracking	Medium	1,170	SqFt	Patching - AC Deep	1,312	$8.17	$10,716
Mid-State Airport	RW0624MS	10	73	72	L&T cracking	Medium	17,930	Ft	Crack Sealing - AC	17,930	$3.86	$69,209

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Mid-State Airport	RW0624MS	10	73	72	Alligator cracking	Medium	999	SqFt	Patching - AC Deep	1,131	$8.17	$9,238
Mifflin County Airport	A01MC	10	92	90	L&T cracking	Medium	77	Ft	Crack Sealing - AC	77	$3.86	$298
	RW0624MC	10	89	87	L&T cracking	Medium	248	Ft	Crack Sealing - AC	248	$3.86	$957
Mifflintown Airport	RW0826MF	10	78	77	L&T cracking	Medium	719	Ft	Crack Sealing - AC	719	$3.86	$2,775
New Castle Municipal Airport	A01NC	10	74	72	L&T cracking	Medium	3,538	Ft	Crack Sealing - AC	3,538	$3.86	$13,655
					Oil spillage	N/A	112	SqFt	Patching - AC Deep	158	$8.17	$1,294
		20	82	80	Joint seal damage	High	39	Slabs	Joint Seal (Localized)	968	$4.64	$4,493
					Corner Break	Medium	1	Slabs	Patching - PCC Full Depth	35	$53.71	$1,879
	TWANC	10	78	77	L&T cracking	Medium	1,063	Ft	Crack Sealing - AC	1,063	$3.86	$4,104
					Weathering and raveling	Medium	1,459	SqFt	Patching - AC Deep	1,459	$8.17	$11,918
	TWBNC	10	78	77	L&T cracking	High	42	Ft	Crack Sealing - AC	42	$3.86	$160
					L&T cracking	Medium	2,613	Ft	Crack Sealing - AC	2,613	$3.86	$10,087
New Garden Flying Field	A01NG	10	71	69	L&T cracking	Medium	1,500	Ft	Crack Sealing - AC	1,500	$3.86	$5,789
					Alligator cracking	Medium	58	SqFt	Patching - AC Deep	93	$8.17	$758
					Oil spillage	N/A	12	SqFt	Patching - AC Deep	29	$8.17	$240
		20	83	81	L&T cracking	Medium	287	Ft	Crack Sealing - AC	287	$3.86	$1,109
	RW0624NG	40	75	73	L&T cracking	Medium	18	Ft	Crack Sealing - AC	18	$3.86	$69
		50	87	85	L&T cracking	Medium	53	Ft	Crack Sealing - AC	53	$3.86	$205
	TH02NG	50	70	66	L&T cracking	Medium	87	Ft	Crack Sealing - AC	87	$3.86	$336
	TH04NG	10	82	80	L&T cracking	Medium	56	Ft	Crack Sealing - AC	56	$3.86	$216
					Alligator cracking	High	8	SqFt	Patching - AC Deep	23	$8.17	$185
	TWANG	40	72	70	L&T cracking	Medium	20	Ft	Crack Sealing - AC	20	$3.86	$77
Northeast Philadelphia Airport	ATERMNP	10	78	76	Joint seal damage	High	198	Slabs	Joint Seal (Localized)	7,376	$4.64	$34,224
					Durability cracking	Medium	6	Slabs	Patching - PCC Full Depth	486	$53.71	$26,102

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Northeast Philadelphia Airport	ATERMNP	10	78	76	Joint spall	High	2	Slabs	Patching - PCC Partial Depth	16	$97.08	$1,548
					Joint spall	Medium	20	Slabs	Patching - PCC Partial Depth	128	$97.08	$12,383
		30	74	72	Linear cracking	Medium	11	Slabs	Crack Sealing - PCC	179	$3.80	$679
					Joint seal damage	High	900	Slabs	Joint Seal (Localized)	27,925	$4.64	$129,572
					Durability cracking	Medium	11	Slabs	Patching - PCC Full Depth	902	$53.71	$48,459
					Joint spall	High	6	Slabs	Patching - PCC Partial Depth	44	$97.08	$4,310
					Corner spall	Medium	39	Slabs	Patching - PCC Partial Depth	104	$97.08	$10,058
					Joint spall	Medium	17	Slabs	Patching - PCC Partial Depth	107	$97.08	$10,345
					Durability cracking	High	57	Slabs	Slab Replacement - PCC	14,250	$53.71	$765,367
	RW0624NP	10	75	73	L&T cracking	Medium	3,356	Ft	Crack Sealing - AC	3,356	$3.86	$12,954
		20	78	76	L&T cracking	Medium	2,359	Ft	Crack Sealing - AC	2,359	$3.86	$9,106
		30	73	71	L&T cracking	Medium	3,621	Ft	Crack Sealing - AC	3,621	$3.86	$13,977
		40	71	69	L&T cracking	Medium	1,914	Ft	Crack Sealing - AC	1,914	$3.86	$7,388
					Alligator cracking	Medium	348	SqFt	Patching - AC Deep	427	$8.17	$3,489
		60	75	73	L&T cracking	Medium	8,397	Ft	Crack Sealing - AC	8,397	$3.86	$32,411
	RW1533NP	20	78	76	L&T cracking	Medium	755	Ft	Crack Sealing - AC	755	$3.86	$2,914
		30	79	77	L&T cracking	Medium	38	Ft	Crack Sealing - AC	38	$3.86	$147
	TH01NP	10	87	84	L&T cracking	Medium	501	Ft	Crack Sealing - AC	501	$3.86	$1,934
		20	81	78	L&T cracking	Medium	990	Ft	Crack Sealing - AC	990	$3.86	$3,823
		80	77	74	L&T cracking	Medium	800	Ft	Crack Sealing - AC	800	$3.86	$3,087
		90	75	72	L&T cracking	High	81	Ft	Crack Sealing - AC	81	$3.86	$311
					L&T cracking	Medium	363	Ft	Crack Sealing - AC	363	$3.86	$1,401
	TWANP	40	67	65	L&T cracking	Medium	205	Ft	Crack Sealing - AC	205	$3.86	$791
					Alligator cracking	Medium	10	SqFt	Patching - AC Deep	27	$8.17	$218

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Northeast Philadelphia Airport	TWBNP	10	69	67	L&T cracking	Medium	230	Ft	Crack Sealing - AC	230	$3.86	$888
	TWCNP	20	83	81	L&T cracking	Medium	524	Ft	Crack Sealing - AC	524	$3.86	$2,023
		70	83	81	L&T cracking	Medium	252	Ft	Crack Sealing - AC	252	$3.86	$971
	TWGNP	40	73	71	L&T cracking	Medium	572	Ft	Crack Sealing - AC	572	$3.86	$2,208
					Weathering and raveling	High	18	SqFt	Patching - AC Deep	18	$8.17	$144
	TWJNP	50	68	66	L&T cracking	Medium	125	Ft	Crack Sealing - AC	125	$3.86	$483
	TWLNP	70	67	65	L&T cracking	Medium	318	Ft	Crack Sealing - AC	318	$3.86	$1,225
					Alligator cracking	Medium	45	SqFt	Patching - AC Deep	76	$8.17	$622
Northumberland County Airport	RW0826NU	10	97	96	L&T cracking	Medium	709	Ft	Crack Sealing - AC	709	$3.86	$2,735
	TH01NU	10	78	75	L&T cracking	Medium	116	Ft	Crack Sealing - AC	116	$3.86	$448
	TWANU	10	96	95	L&T cracking	Medium	63	Ft	Crack Sealing - AC	63	$3.86	$243
Penn Valley Airport	TH01PV	10	80	78	L&T cracking	Medium	232	Ft	Crack Sealing - AC	232	$3.86	$896
	TWAPV	10	88	87	L&T cracking	Medium	572	Ft	Crack Sealing - AC	572	$3.86	$2,210
Penn's Cave Airport	TH01PC	10	68	66	L&T cracking	Medium	491	Ft	Crack Sealing - AC	491	$3.86	$1,897
					Alligator cracking	Medium	75	SqFt	Patching - AC Deep	114	$8.17	$931
Pocono Mountains Municipal Airport	A01PO	20	70	66	Alligator cracking	Medium	850	SqFt	Patching - AC Deep	972	$8.17	$7,938
	TWAPO	10	71	69	L&T cracking	Medium	175	Ft	Crack Sealing - AC	175	$3.86	$676
					Alligator cracking	Medium	35	SqFt	Patching - AC Deep	63	$8.17	$513
Port Meadville Airport	A03PM	10	80	78	Joint seal damage	High	100	Slabs	Joint Seal (Localized)	1,764	$4.64	$8,185
		20	83	81	Joint seal damage	High	12	Slabs	Joint Seal (Localized)	306	$4.64	$1,421
	RW0725PM	10	72	70	L&T cracking	Medium	16,665	Ft	Crack Sealing - AC	16,665	$3.86	$64,328
	TWAPM	10	73	71	L&T cracking	High	150	Ft	Crack Sealing - AC	150	$3.86	$580
					L&T cracking	Medium	11,560	Ft	Crack Sealing - AC	11,560	$3.86	$44,623
Quakertown Airport	A01QK	10	78	75	L&T cracking	Medium	1,027	Ft	Crack Sealing - AC	1,027	$3.86	$3,966

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Quakertown Airport	TH02QK	10	66	64	L&T cracking	Medium	776	Ft	Crack Sealing - AC	776	$3.86	$2,993
					Alligator cracking	Medium	79	SqFt	Patching - AC Deep	119	$8.17	$974
Queen City Municipal Airport	TWBQC	10	74	72	L&T cracking	Medium	416	Ft	Crack Sealing - AC	416	$3.86	$1,607
					Alligator cracking	Medium	42	SqFt	Patching - AC Deep	72	$8.17	$585
Reading Regional Airport/Carl A. Spaatz Field	RW1331RR	10	90	88	L&T cracking	Medium	394	Ft	Crack Sealing - AC	394	$3.86	$1,521
	RW1836RR	10	73	71	L&T cracking	Medium	15,787	Ft	Crack Sealing - AC	15,787	$3.86	$60,936
	TWBRR	10	86	84	L&T cracking	Medium	1,382	Ft	Crack Sealing - AC	1,382	$3.86	$5,333
		30	73	71	L&T cracking	Medium	519	Ft	Crack Sealing - AC	519	$3.86	$2,004
	TWCRR	20	93	90	L&T cracking	Medium	70	Ft	Crack Sealing - AC	70	$3.86	$271
	TWDRR	10	85	83	L&T cracking	Medium	866	Ft	Crack Sealing - AC	866	$3.86	$3,341
	TWGRR	10	79	77	L&T cracking	Medium	209	Ft	Crack Sealing - AC	209	$3.86	$808
Reigle Field	A01RA	10	70	68	L&T cracking	Medium	140	Ft	Crack Sealing - AC	140	$3.86	$540
	TH01RA	10	65	63	L&T cracking	Medium	2,612	Ft	Crack Sealing - AC	2,612	$3.86	$10,081
					Alligator cracking	Medium	882	SqFt	Patching - AC Deep	1,006	$8.17	$8,218
Rostraver Airport	TH01RS	10	86	84	L&T cracking	Medium	485	Ft	Crack Sealing - AC	485	$3.86	$1,871
	TH02RS	10	79	76	L&T cracking	Medium	1,412	Ft	Crack Sealing - AC	1,412	$3.86	$5,451
					Alligator cracking	Medium	76	SqFt	Patching - AC Deep	115	$8.17	$943
	TWARS	10	88	87	L&T cracking	Medium	1,564	Ft	Crack Sealing - AC	1,564	$3.86	$6,039
Seamans Airport	A01SF	10	70	69	L&T cracking	Medium	808	Ft	Crack Sealing - AC	808	$3.86	$3,119
	TH01SF	10	70	66	L&T cracking	Medium	520	Ft	Crack Sealing - AC	520	$3.86	$2,009
					Alligator cracking	Medium	154	SqFt	Patching - AC Deep	208	$8.17	$1,699
	TWASF	10	88	86	L&T cracking	Medium	363	Ft	Crack Sealing - AC	363	$3.86	$1,401
	TWBSF	10	78	76	L&T cracking	High	67	Ft	Crack Sealing - AC	67	$3.86	$258
					L&T cracking	Medium	867	Ft	Crack Sealing - AC	867	$3.86	$3,345

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Seamans Airport	TWBSF	10	78	76	Alligator cracking	Medium	117	SqFt	Patching - AC Deep	164	$8.17	$1,342
Sky Haven Airport	RW0119SK	10	80	79	L&T cracking	Medium	2,417	Ft	Crack Sealing - AC	2,417	$3.86	$9,328
Slatington Airport	A01SL	10	93	91	Joint seal damage	Medium	8	Slabs	Joint Seal (Localized)	120	$4.64	$557
	TH01SL	10	92	90	Alligator cracking	Medium	14	SqFt	Patching - AC Deep	34	$8.17	$274
	TH01SL	20	85	83	Alligator cracking	Medium	38	SqFt	Patching - AC Deep	66	$8.17	$540
Smoketown Airport	RW1028SN	10	96	94	L&T cracking	Medium	49	Ft	Crack Sealing - AC	49	$3.86	$189
	TH01SN	10	86	84	L&T cracking	Medium	6	Ft	Crack Sealing - AC	6	$3.86	$22
					Alligator cracking	Medium	19	SqFt	Patching - AC Deep	40	$8.17	$325
	TWBSN	10	74	72	L&T cracking	Medium	106	Ft	Crack Sealing - AC	106	$3.86	$410
Somerset County Airport	A01SO	10	73	71	L&T cracking	Medium	1,326	Ft	Crack Sealing - AC	1,326	$3.86	$5,119
		20	83	80	L&T cracking	Medium	1,096	Ft	Crack Sealing - AC	1,096	$3.86	$4,232
	TH01SO	20	94	93	Alligator cracking	Medium	7	SqFt	Patching - AC Deep	21	$8.17	$174
	TH02SO	10	80	78	L&T cracking	High	5	Ft	Crack Sealing - AC	5	$3.86	$19
					L&T cracking	Medium	96	Ft	Crack Sealing - AC	96	$3.86	$371
	TWASO	20	89	87	L&T cracking	Medium	225	Ft	Crack Sealing - AC	225	$3.86	$869
Spring Hill Airport	RW0523SH	10	87	86	L&T cracking	Medium	171	Ft	Crack Sealing - AC	171	$3.86	$662
St. Marys Municipal Airport	A02SM	10	90	88	L&T cracking	Medium	86	Ft	Crack Sealing - AC	86	$3.86	$332
	A03SM	10	83	81	L&T cracking	Medium	899	Ft	Crack Sealing - AC	899	$3.86	$3,471
	TH01SM	10	84	81	L&T cracking	Medium	33	Ft	Crack Sealing - AC	33	$3.86	$129
	TWASM	20	87	85	L&T cracking	Medium	492	Ft	Crack Sealing - AC	492	$3.86	$1,898
Stroudsburg-Pocono Airport	TH02ST	10	68	66	L&T cracking	Medium	698	Ft	Crack Sealing - AC	698	$3.86	$2,694
	TH03ST	20	75	73	Alligator cracking	Medium	476	SqFt	Patching - AC Deep	568	$8.17	$4,641
Titusville Airport	A01TT	10	75	72	L&T cracking	Medium	1,215	Ft	Crack Sealing - AC	1,215	$3.86	$4,689
	RW1836TT	10	83	82	L&T cracking	High	295	Ft	Crack Sealing - AC	295	$3.86	$1,139

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Titusville Airport	RW1836TT	10	83	82	L&T cracking	Medium	6,595	Ft	Crack Sealing - AC	6,595	$3.86	$25,457
	TH01TT	10	79	76	L&T cracking	Medium	500	Ft	Crack Sealing - AC	500	$3.86	$1,931
					Alligator cracking	Medium	3,740	SqFt	Patching - AC Deep	3,990	$8.17	$32,599
	TWATT	10	74	71	L&T cracking	Medium	313	Ft	Crack Sealing - AC	313	$3.86	$1,208
Washington County Airport	A02WC	10	95	93	L&T cracking	Medium	107	Ft	Crack Sealing - AC	107	$3.86	$413
	RW0927WC	10	71	69	L&T cracking	Medium	7,735	Ft	Crack Sealing - AC	7,735	$3.86	$29,856
		20	74	72	L&T cracking	Medium	2,270	Ft	Crack Sealing - AC	2,270	$3.86	$8,763
	TH02WC	10	93	91	L&T cracking	Medium	17	Ft	Crack Sealing - AC	17	$3.86	$66
					Oil spillage	N/A	8	SqFt	Patching - AC Deep	23	$8.17	$190
	TWAWC	10	76	73	L&T cracking	Medium	3,257	Ft	Crack Sealing - AC	3,257	$3.86	$12,573
	TWBWC	20	71	68	L&T cracking	Medium	386	Ft	Crack Sealing - AC	386	$3.86	$1,490
		30	93	91	L&T cracking	Medium	67	Ft	Crack Sealing - AC	67	$3.86	$257
	TWDWC	10	91	89	L&T cracking	Medium	105	Ft	Crack Sealing - AC	105	$3.86	$407
Wellsboro-Johnston Airport	A01GR	20	99	97	Oil spillage	N/A	6	SqFt	Patching - AC Deep	20	$8.17	$165
Wilkes-Barre/Wyoming Valley Airport	RW0725WW	10	73	72	L&T cracking	Medium	11,293	Ft	Crack Sealing - AC	11,293	$3.86	$43,591
					Patching	High	129	SqFt	Patching - AC Deep	179	$8.17	$1,462
	TWAWW	10	88	86	L&T cracking	Medium	681	Ft	Crack Sealing - AC	681	$3.86	$2,627
William T. Piper Memorial Airport	A01WP	10	89	87	L&T cracking	Medium	620	Ft	Crack Sealing - AC	620	$3.86	$2,394
					Oil spillage	N/A	14	SqFt	Patching - AC Deep	33	$8.17	$269
	TH02WP	10	83	81	L&T cracking	Medium	499	Ft	Crack Sealing - AC	499	$3.86	$1,927
	TWAWP	10	82	80	Block cracking	Medium	5,000	SqFt	Crack Sealing - AC	1,524	$3.86	$5,883
					L&T cracking	Medium	1,560	Ft	Crack Sealing - AC	1,560	$3.86	$6,022
Wings Field	A01WI	10	68	66	L&T cracking	Medium	1,619	Ft	Crack Sealing - AC	1,619	$3.86	$6,249
					Alligator cracking	Medium	1,679	SqFt	Patching - AC Deep	1,848	$8.17	$15,101

Table C-2. 2010 detailed maintenance recommendations for general aviation airports under unlimited budget analysis (continued).

Airport Name	Branch ID[1]	Section ID[1]	2008 PCI	Projected PCI	Distress Type[2]	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	2010 Unit Cost	2010 Work Cost
Wings Field	RW0624WI	10	88	86	L&T cracking	Medium	726	Ft	Crack Sealing - AC	726	$3.86	$2,802
	TH03WI	10	64	62	L&T cracking	Medium	38	Ft	Crack Sealing - AC	38	$3.86	$147
York Airport	A01YK	10	82	80	L&T cracking	Medium	318	Ft	Crack Sealing - AC	318	$3.86	$1,227
		20	92	90	Oil spillage	N/A	116	SqFt	Patching - AC Deep	164	$8.17	$1,339
		40	89	87	Oil spillage	N/A	78	SqFt	Patching - AC Deep	118	$8.17	$960
	RW1735YK	10	91	90	L&T cracking	Medium	384	Ft	Crack Sealing - AC	384	$3.86	$1,484
	TWAYK	10	97	96	L&T cracking	Medium	50	Ft	Crack Sealing - AC	50	$3.86	$193
Zelienople Municipal Airport	A01ZM	10	74	72	L&T cracking	High	246	Ft	Crack Sealing - AC	246	$3.86	$948
					L&T cracking	Medium	2,362	Ft	Crack Sealing - AC	2,362	$3.86	$9,118
	RW1735ZM	10	74	71	L&T cracking	Medium	3,563	Ft	Crack Sealing - AC	3,563	$3.86	$13,755
					Alligator cracking	Medium	182	SqFt	Patching - AC Deep	240	$8.17	$1,962
	TH01ZM	10	83	80	L&T cracking	High	22	Ft	Crack Sealing - AC	22	$3.86	$85
					L&T cracking	Medium	505	Ft	Crack Sealing - AC	505	$3.86	$1,949
	TWAZM	10	93	91	L&T cracking	Medium	351	Ft	Crack Sealing - AC	351	$3.86	$1,353

[1]See the map provided on the Data Access Program (DAP) for the location of the branch and section. The DAP can be accessed through the BOA website (www.dot.state.pa.us).

[2]L&T cracking - longitudinal and transverse cracking.

APPENDIX D

PAVEMENT WORK BACKLOG UNDER CONSTRAINED BUDGET ANALYSIS

Table D-1. Pavement work backlog under constrained budget analysis.

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2010	Allegheny County Airport	A01AL	20	31	30	$1,450,948
		A01AL	30	64	63	$965,832
		TH01AL	15	16	15	$33,083
		TH01AL	30	28	27	$2,302,641
		TH02AL	10	34	33	$789,774
		TH03AL	10	38	37	$981,032
		TWAAL	30	65	64	$604,666
	Beaver County Airport	A01BA	10	50	49	$310,355
		A02BA	10	50	49	$179,479
		A03BA	10	60	59	$293,211
		A04BA	10	62	61	$151,522
		A05BA	10	47	46	$442,959
		TH01BA	30	21	20	$232,580
	Bellefonte Airport	RW0725BE	10	61	59	$331,666
		TH01BE	10	62	60	$63,127
	Bloomsburg Municipal Airport	A01BL	20	28	26	$628,252
		TH01BL	10	59	56	$36,774
		TWABL	10	37	35	$152,340
	Braden Airpark	A01EA	20	30	27	$45,155
	Brandywine Airport	A02BW	10	34	32	$157,647
	Butler County Airport	A01BT	10	59	58	$643,408
		TH01BT	10	57	55	$260,222
	Butler Farm Show Airport	TH01BF	10	5	0	$22,394
		TH01BF	30	43	41	$39,386
		TH01BF	40	15	10	$42,234
	Capital City Airport	A01CC	10	55	54	$82,787
	Carlisle Airport	A01CL	20	38	36	$59,954
		A01CL	30	33	31	$117,471
		A01CL	40	43	41	$78,065
	Cherry Ridge Airport	TH02CR	10	27	26	$367,437
		TH02CR	20	47	44	$46,952
		TH02CR	30	51	46	$43,689
	Chester County/G.O. Carlson Airport	A01CS	10	64	63	$66,462
		A01CS	20	66	65	$298,189

Table D-1. Pavement work backlog under constrained budget analysis (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2010	Chester County/G.O. Carlson Airport	A01CS	50	10	9	$46,872
		A01CS	60	65	64	$566,017
		A01CS	70	66	64	$79,439
		TH01CS	10	41	39	$1,369,678
	Clarion County Airport	A01CA	10	64	63	$95,733
		RW0624CA	10	68	67	$549,096
		TWACA	10	68	65	$416,728
	Clearfield-Lawrence Airport	A01CE	20	63	61	$98,408
		TH01CE	10	9	3	$91,673
		TWACE	10	55	54	$25,166
	Corry-Lawrence Airport	A01CO	10	64	62	$250,181
	Danville Airport	A01DV	10	31	27	$85,765
	Donegal Springs Airpark	A01DN	10	52	50	$21,745
		TH01DN	10	9	8	$54,796
	Doylestown Airport	A01DY	10	47	45	$179,045
		A01DY	20	24	22	$340,169
	Ebensburg Airport	A01EB	10	61	56	$70,303
		RW0725EB	10	62	60	$332,808
	Erie County Airport	A01EC	10	35	29	$643,535
		RW0927EC	10	68	66	$382,724
		TWAEC	10	44	39	$524,135
	Finleyville Airpark	A01FL	10	57	55	$50,176
		RW1432FL	10	74	73	$619,807
		TH01FL	10	43	41	$83,855
	Franklin County Regional Airport	TH01CH	10	21	21	$84,227
	Gettysburg Regional Airport	A01GE	10	67	65	$20,439
		TH01GE	10	41	39	$67,692
		TH02GE	10	40	38	$87,265
	Greene County Airport	A01GC	10	38	36	$645,060
		TH01GC	10	4	3	$210,242
		TH02GC	10	28	27	$122,214
	Greensburg-Jeanette Regional Airport	A01GJ	10	4	2	$97,129
		TH01GJ	10	2	0	$28,991
		TH01GM	20	36	35	$118,129

Table D-1. Pavement work backlog under constrained budget analysis (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2010	Grove City Regional Airport	A01GO	30	61	60	$98,851
	Hazleton Municipal Airport	A01HM	10	48	47	$124,184
		A01HM	30	35	34	$750,980
		TH01HM	10	0	0	$162,930
		TH01HM	20	59	57	$139,943
	Heritage Field Airport	A01PL	20	52	50	$78,615
		TH01PL	10	42	40	$340,420
		TH01PL	20	58	56	$24,263
		TWBPL	10	73	71	$507,371
	Indiana County/Jimmy Stewart Airport	A02IC	10	57	55	$167,925
	Joseph A. Hardy Connellsville Airport	A01CN	10	51	47	$369,596
		A02CN	10	11	10	$1,201,764
		TH01CN	10	12	7	$181,827
	Mid-State Airport	A01MS	10	53	51	$225,592
		RW1634MS	10	68	67	$1,224,802
		TWAMS	10	66	64	$175,652
		TWDMS	10	64	62	$146,461
	New Castle Municipal Airport	TH01NC	20	48	44	$92,825
	New Garden Flying Field	A01NG	30	60	58	$21,588
		TH01NG	10	26	25	$532,735
		TH02NG	20	35	33	$72,323
		TH02NG	30	22	21	$86,192
		TH02NG	40	53	51	$15,988
		TH03NG	10	36	34	$275,156
	Northeast Philadelphia Airport	AHANGNP	10	37	36	$460,579
		ATERMNP	20	46	42	$1,343,451
		TH01NP	30	12	11	$75,584
		TH01NP	40	45	43	$58,218
		TH01NP	50	10	9	$74,629
		TH01NP	60	41	36	$138,372
		TH01NP	70	23	22	$198,859
	Northumberland County Airport	TH01NU	20	35	30	$52,365
	Penn Valley Airport	A01PV	10	56	55	$256,737
		TH02PV	10	19	18	$76,043

Table D-1. Pavement work backlog under constrained budget analysis (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2010	Pennridge Airport	A01PR	10	40	35	$403,775
		TH01PR	10	40	35	$319,802
		TH02PR	10	22	17	$75,962
		TWAPR	10	64	62	$44,775
		TWAPR	30	36	32	$721,432
	Penn's Cave Airport	RW0725PC	10	65	63	$225,083
	Penn's Landing-Pier 36 Heliport	HP01PH	10	15	12	$151,962
		HP01PH	20	29	27	$180,404
	Perkiomen Valley Airport	A01PK	10	45	43	$323,022
		TH01PK	10	14	13	$146,351
	Port Meadville Airport	A01PM	10	63	61	$94,335
		A02PM	10	54	53	$138,771
		A02PM	20	11	10	$34,980
		A03PM	30	24	22	$124,993
		A03PM	40	45	43	$135,278
	Pottstown Municipal Airport	A02PT	10	62	60	$83,960
		TH01PT	10	19	18	$51,237
		TWAPT	10	62	60	$222,163
	Punxsutawney Municipal Airport	A01PX	10	34	31	$104,042
	Quakertown Airport	A02QK	10	60	58	$31,750
		TH01QK	10	35	33	$278,522
		TWBQK	10	64	62	$33,030
		TWBQK	20	58	56	$63,203
	Queen City Municipal Airport	TH02QC	10	51	49	$43,506
		TWAQC	10	59	57	$348,877
	Reading Regional Airport/Carl A. Spaatz Field	A01RR	10	38	34	$483,370
		A01RR	20	51	48	$247,700
		A02RR	10	64	63	$524,757
	Reigle Field	RW1331RA	10	63	62	$176,481
		TH01RA	20	56	54	$31,268
		TWARA	10	63	60	$20,433
	Rostraver Airport	A01RS	10	64	63	$105,088
		A01RS	20	56	55	$162,725
		TH01RS	20	0	0	$39,296

Table D-1. Pavement work backlog under constrained budget analysis (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2010	Schuylkill County/Joe Zerbey Airport	A01SC	10	65	64	$154,282
		A02SC	10	57	56	$183,987
	Seamans Airport	RW0422SF	10	56	54	$283,586
		TH01SF	20	17	13	$48,806
	Seven Springs Airport	RW1028SS	10	70	63	$279,249
		TWASS	10	26	15	$84,692
		TWASS	20	49	39	$89,999
	Sky Haven Airport	A01SK	10	26	23	$127,429
	Smoketown Airport	TWDSN	10	65	63	$44,506
	Somerset County Airport	A02SO	10	6	4	$47,882
		TH01SO	30	13	13	$329,344
		TH02SO	20	41	39	$33,858
		TWASO	10	46	44	$562,906
		TWASO	30	58	56	$171,105
	Southern Adams County Heliport	HP01SA	10	14	12	$73,615
		TH01SA	10	25	23	$62,496
	Spring Hill Airport	A01SH	10	35	30	$317,235
		TWBSH	10	51	47	$81,160
	Stroudsburg-Pocono Airport	A01ST	10	25	22	$64,468
		TH01ST	10	31	30	$31,099
		TWAST	10	34	32	$123,833
		TWBST	10	52	50	$10,680
		TWBST	20	13	11	$33,480
	Total RF Heliport	HP01TO	10	59	57	$73,640
	Washington County Airport	A01WC	10	35	34	$493,222
		TH01WC	10	16	14	$31,465
		TH01WC	20	20	18	$43,896
		TH02WC	20	19	17	$157,765
		TH03WC	10	59	57	$31,445
	Wilkes-Barre/Wyoming Valley Airport	RW0725WW	10	73	72	$291,045
		TH01WW	10	42	40	$1,082,265
	William T. Piper Memorial Airport	RW0927WP	10	66	65	$809,584
		TWAWP	20	47	45	$471,954
	Wings Field	TH01WI	10	23	22	$339,357

Table D-1. Pavement work backlog under constrained budget analysis (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2010	Wings Field	TH01WI	20	0	0	$34,119
		TH02WI	10	8	7	$28,830
	WPHS Heliport	HP01WH	10	51	49	$8,026
		HP01WH	20	12	10	$45,987
	York Airport	A01YK	30	40	39	$340,628
		TH01YK	30	15	14	$93,508
	Zelienople Municipal Airport	A02ZM	10	45	43	$155,493
Total 2010:						**$44,478,014**
Total 2011:						**$0**
2012	Allegheny County Airport	A01AL	10	69	64	$1,265,160
	Reigle Field	A01RA	10	70	64	$11,048
Total 2012:						**$1,276,208**
2013	Deck Airport	A01DK	10	72	64	$89,621
	Greene County Airport	TWAGC	10	70	63	$368,079
	New Garden Flying Field	A01NG	10	71	64	$120,081
	Seamans Airport	A01SF	10	70	65	$40,731
	Titusville Airport	A01TT	10	75	62	$114,390
		TWATT	10	74	64	$15,329
Total 2013:						**$748,230**
2014	Allegheny County Airport	TH03AL	20	74	58	$54,180
	Bloomsburg Municipal Airport	RW0826BL	10	75	69	$358,636
	Cherry Ridge Airport	TWACR	10	72	63	$43,099
		TWBCR	10	70	61	$27,996
	Greene County Airport	RW0927GC	10	73	68	$629,014
	Grove City Regional Airport	TWAGO	10	66	57	$24,938
	Mid-Atlantic Soaring Center	TH01MA	10	74	58	$21,715
	New Garden Flying Field	TWANG	40	72	62	$16,158
	Northeast Philadelphia Airport	TH01NP	90	75	59	$33,575
	Penn's Cave Airport	TH01PC	10	68	58	$42,330
	Pocono Mountains Municipal Airport	TWAPO	10	71	62	$31,770
	Port Meadville Airport	TWAPM	10	73	64	$600,618
	Quakertown Airport	A01QK	10	78	62	$82,998
	Queen City Municipal Airport	TWCQC	10	62	52	$19,093

Table D-1. Pavement work backlog under constrained budget analysis (continued).

Plan Year	Airport Name	Branch*	Section*	2008 PCI	Projected PCI	Backlog Cost
2014	Reading Regional Airport/Carl A. Spaatz Field	TWBRR	30	73	64	$89,315
	Somerset County Airport	A01SO	10	73	63	$93,304
	Stroudsburg-Pocono Airport	TH02ST	10	68	58	$44,876
	Washington County Airport	TWAWC	10	35	63	$292,628
Total 2014:						**$2,506,241**
Total 2010-2014:						**$49,008,693**

[1]See the map provided on the Data Access Program (DAP) for the location of the branch and section. The DAP can be accessed through the BOA website (www.dot.state.pa.us).

APPENDIX E

DETAILED INFORMATION ON SECTIONS TRIGGERED FOR MAJOR REHABILITATION ABOVE CRITICAL PCI VALUES

Table E-1. Sections triggered for major rehabilitation above critical PCI values.

Plan Year	Airport Name	Branch *	Section*	2008 PCI	Projected PCI	Cost
2010	Allegheny County Airport	TH01AL	20	67	65	$86,448
		TWFAL	10	76	74	$33,117
	Altoona-Blair County Airport	TWCAB	10	78	76	$215,653
	Beaver County Airport	TH01BA	10	71	69	$124,010
	Cherry Ridge Airport	TH02CR	40	82	79	$7,992
	Corry-Lawrence Airport	TWACO	10	72	70	$413,818
	Donegal Springs Airpark	TH01DN	20	75	72	$21,569
	Jake Arner Memorial Airport	TH01JA	10	75	72	$64,134
	Mid-Atlantic Soaring Center	TWAMA	10	76	74	$108,206
	Northeast Philadelphia Airport	RW1533NP	30	79	77	$12,682
		TWGNP	40	73	71	$214,186
	Northumberland County Airport	TH01NU	10	78	75	$16,217
	Pocono Mountains Municipal Airport	A01PO	20	70	66	$104,398
	Quakertown Airport	TH02QK	10	66	64	$85,982
	Queen City Municipal Airport	TWBQC	10	74	72	$99,224
	Reigle Field	TH01RA	10	65	63	$253,082
	Seamans Airport	TH01SF	10	70	66	$62,933
	Smoketown Airport	TWESN	10	72	70	$10,857
	St. Marys Municipal Airport	TWBSM	10	78	76	$14,652
	Stroudsburg-Pocono Airport	TH03ST	20	75	73	$93,022
	Titusville Airport	TH01TT	10	79	76	$65,579
	Wings Field	A01WI	10	68	66	$290,781
		TH03WI	10	64	62	$23,835
2010 Total:						**$2,422,375**
2011	Northeast Philadelphia Airport	TWCNP	20	83	80	$2,686
	Ridge Soaring Gliderport	RW0725KG	10	82	79	$4,997
	St. Marys Municipal Airport	TH01SM	10	84	78	$15,284
	Venango Regional Airport	TH03VR	10	84	80	$10,845
2011 Total:						**$33,812**
2012	Bellefonte Airport	A01BE	10	84	78	$15,959
2012 Total:						**$15,959**
2013 Total:						**$0**

Table E-1. Sections triggered for major rehabilitation above critical PCI values (continued).

Plan Year	Airport Name	Branch *	Section*	2008 PCI	Projected PCI	Cost
2014	William T. Piper Memorial Airport	TH01WP	10	87	79	$11,644
2014 Total:						**$11,644**

[1]See the map provided on the Data Access Program (DAP) for the location of the branch and section. The DAP can be accessed through the BOA website (www.dot.state.pa.us).