



SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

 52J - Lee County Airport/Butters Field



Kimley»Horn

2023



Contents

Overview	3
Introduction.....	3
System Inventory.....	4
Functional Evaluation	7
Pavement Condition Index.....	7
Critical PCI.....	8
PCI Results	8
Pavement Condition Forecast.....	11
M&R Overview	14
Localized Maintenance and Repair.....	15
Major Rehabilitation Needs.....	15
Appendix A – Exhibits.....	A-1
Appendix B – Analysis Tables.....	B-1
Appendix C – Maintenance and Rehabilitation Tables	C-1
Appendix D – PCI Results Summary	D-1
Appendix E – Re-Inspection Report.....	E-1

Overview

Introduction

For over 20 years, the South Carolina Aeronautics Commission (SCAC) has implemented an airfield pavement management program for publicly owned South Carolina airports. As part of their grant assurances federally obligated airports are required to perform detailed inspections as outlined in the FAA Advisory Circular 150/5380-7B – “Airport Pavement Management Program (PMP)”. All inspections performed within this program follow the guidance documented within the ASTM D5340-20 – “Standard Test Method for Airport Pavement Condition Surveys”. This is an objective process to assess the pavement condition in a consistent and repeatable manner.

Due to ever-changing pavement conditions, the FAA AC 150/5380-7B recommends the PMP be updated every 3 years. The overall pavement conditions are analyzed using the ASTM PCI methodology. It provides decision makers with a comparison of pavement facilities and a relative indication of their required maintenance or level of repair to aid in project prioritization. A detailed explanation of the SCAC airfield pavement management program process and pavement management terminology can be found in the SCAC Statewide Report.

Project elements performed for this 2021-2024 program update include the development and updates of pavement inventories, documentation of pavement conditions, performance modeling, and maintenance and rehabilitation (M&R) needs for all participating airports. This report summarizes the results of the SCAC pavement program update at Lee County Airport/Butters Field (52J).

Figure 1 – Airport Layout



System Inventory

The pavements at Lee County Airport/Butters Field (52J) include approximately 0.3 million square feet of airfield pavements consisting of runways, taxiways, and aprons. Per the guidance in the ASTM D5340-20, all pavements were divided and subdivided into pavement management units (Network, Branch, Section, Sample). The divisions are documented in the **Network Definition Exhibit** providing the name and location of each branch, section, and sample.

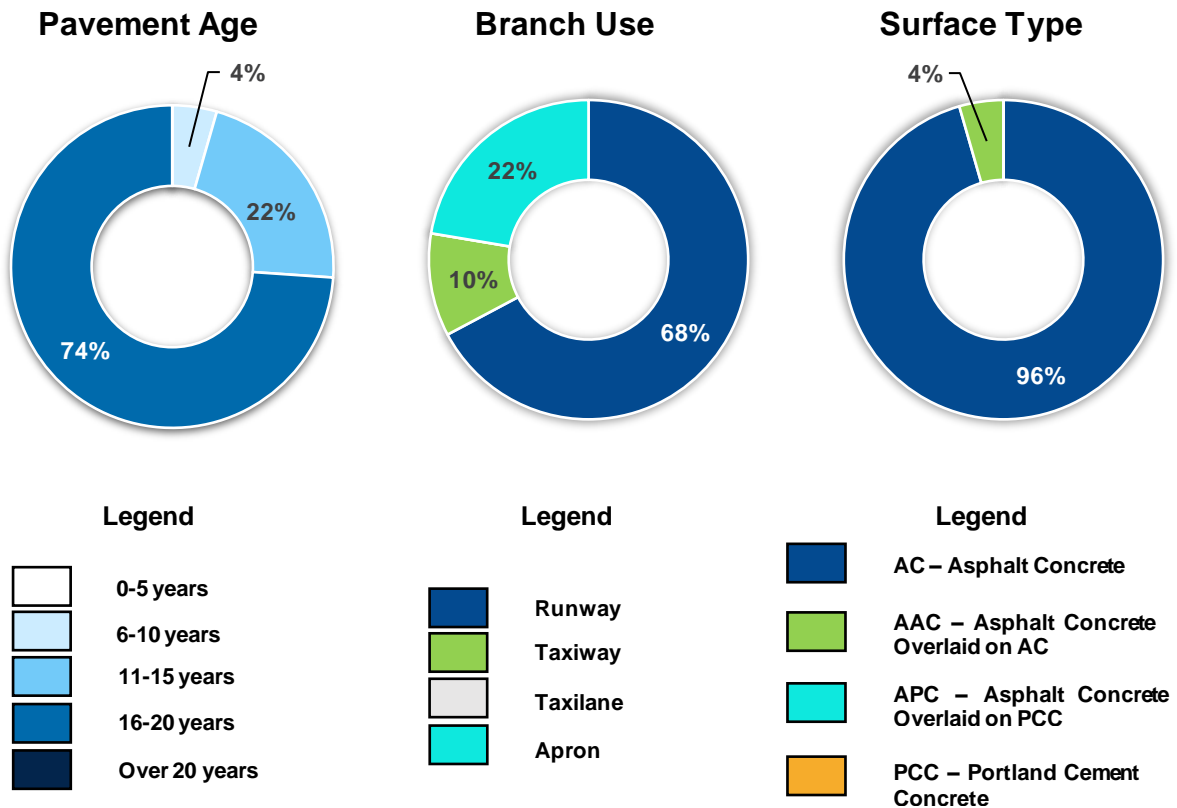
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

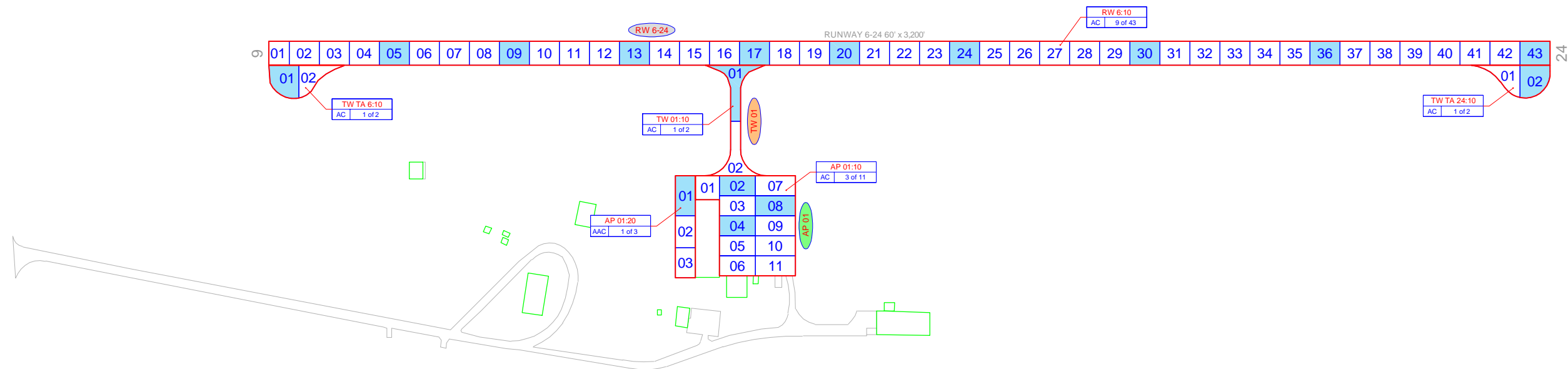
Table 1 - Recent Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2021	AP 01	Surface Treatment - Seal Coat

The following figure summarizes the inventory items at Lee County Airport/Butters Field (52J). The **Estimated Age Exhibit** provides the last major work date for each pavement section based on the collected documentation.

Figure 2 – System Inventory Summary





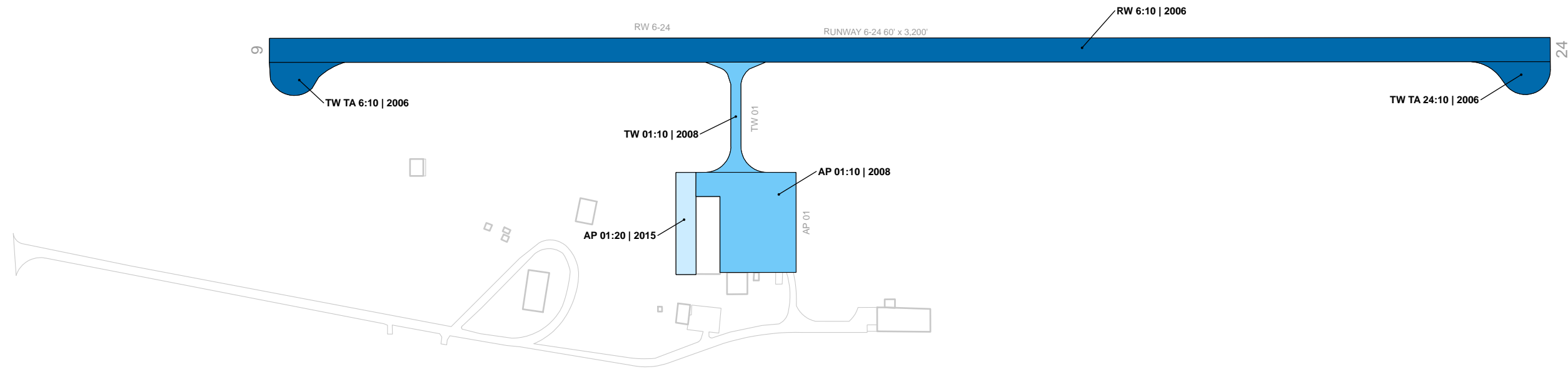
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- RW 13-10 — PAVEMENT BRANCH ID: SECTION ID
AAC 5 of 15 — NUMBER OF SAMPLE UNITS IN SECTION
1 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
PCC — PAVEMENT SURFACE TYPE
- RW 13-20 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
AAC 0 of 5
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 16	
AC:16	PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





Legend

Estimated Age at Inspection

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

┌── BRANCH IDENTIFIER
└── SECTION IDENTIFIER

TWA:20 | 1985

└── LAST MAJOR WORK DATE



Functional Evaluation

Pavement Condition Index

A Pavement Condition Index (PCI) survey is the primary means of obtaining and recording pavement distress data. In adherence to FAA Advisory Circular 150/5380-7B, the SCAC Airfield Pavement Management System (APMS) Update utilizes the PCI survey methodology to collect pavement distress data and analyze the condition. This method uses a visual statistical sampling of pavements for recording primary distress types, associated severities, and quantities as defined by the ASTM D5340-20.

Visual condition data collected during the PCI survey is analyzed and used to calculate the current PCI for each inspected sample unit and section. The PCI is a value ranging from 0 to 100, which indicates the apparent structural integrity and surface operational condition of the pavement, with “100” indicating a pavement in new condition and “0” indicating a failed pavement section. Pavement Condition Ratings are associated with PCI categories that range from “Failed” to “Good”. Representative photos of varying Pavement Condition Ratings are displayed in **Figure 3**.

Figure 3 – Representation of Pavement Condition Index Values



Poor/Failed Pavement

Pavements that are Poor to Failed require significant and costly interventions such as reconstruction to restore the pavement to operational service.



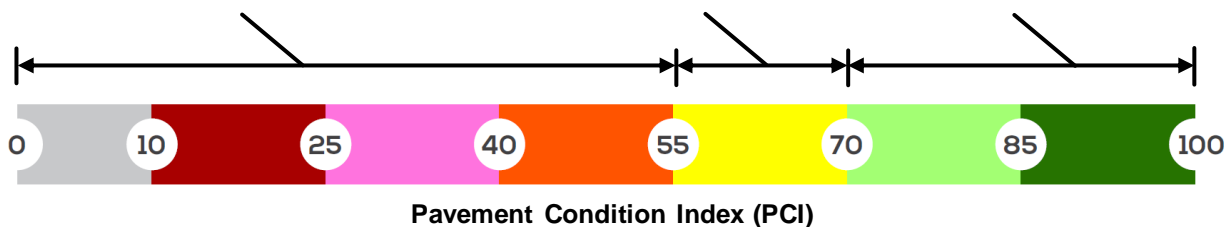
Fair Pavement

Pavements with a Fair condition rating typically require rehabilitation, or maintenance activities if rehabilitation cannot be immediately performed.



Good/New Pavement

Pavements classified as Good require either no treatment or would benefit from the application of preventive maintenance activities such as crack sealing.



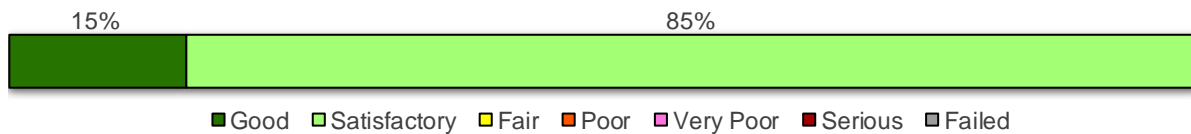
Critical PCI

From a pavement management perspective, one of the most valuable aspects of the PCI methodology is the ability to save money by effectively prioritizing the rehabilitation of pavement assets. Critical PCI refers to the condition beyond which the rate of pavement deterioration and the cost of applying a treatment increases significantly. In other words, it is the condition at which maintenance may no longer be cost effective and major rehabilitation should be considered. Based on the 2019 FAA Order 5100.38D Change 1 Airport Improvement Program Handbook, the FAA has established recommended PCI thresholds for pavement M&R. Accordingly, **the Critical PCI for all SCAC airfield pavements is defined at 70.**

PCI Results

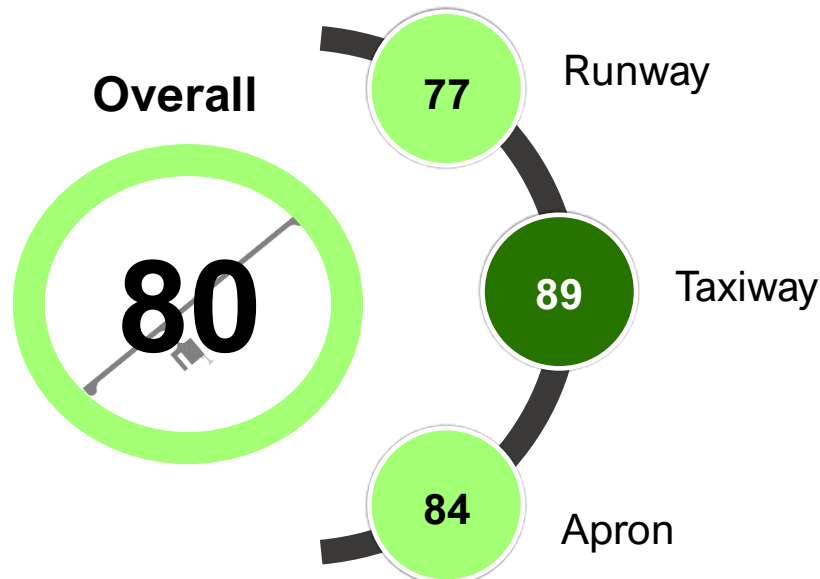
The PCI survey for Lee County Airport/Butters Field (52J) was performed in January 2023. **The overall area-weighted average PCI value of the network was 80,** representing a condition rating of **Satisfactory**. 100% of inspected pavements are in Good or Satisfactory condition with no inspected pavements in Fair or below condition as summarized in **Figure 4.**

Figure 4 – Overall Network PCI Results



The area-weighted average PCIs by branch use are summarized in the figure below. The current PCIs at a section-level are displayed graphically on the **2023 Airfield Pavement Condition Index Exhibit** and are summarized in **Table 2.**

Figure 5 – Area Weighted Average Pavement Condition



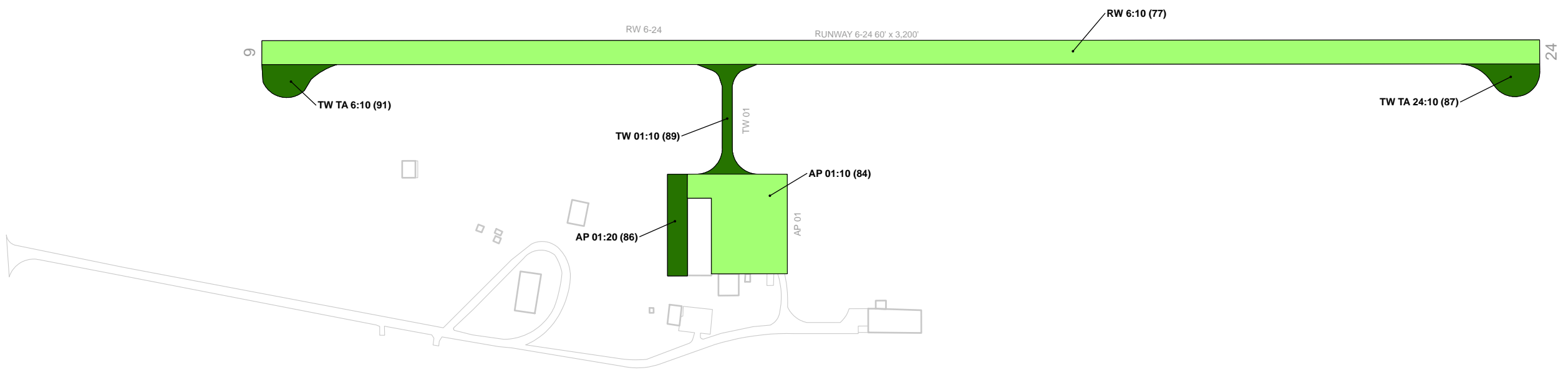


52J - Lee County Airport/Butters Field

Table 2 – Current Pavement Condition Index Summary - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
52J	AP 01	Apron	10	51,100	AC	84	Satisfactory	100	0	0
52J	AP 01	Apron	20	12,750	AAC	86	Good	100	0	0
52J	RW 6	Runway	10	192,060	AC	77	Satisfactory	100	0	0
52J	TW 01	Taxiway	10	10,674	AC	89	Good	100	0	0
52J	TW TA 24	Taxiway	10	9,537	AC	87	Good	100	0	0
52J	TW TA 6	Taxiway	10	9,559	AC	91	Good	100	0	0

**For further PCI details and photos see Appendix D – Detailed PCI Results.*



Legend

2023 Pavement Condition Index

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

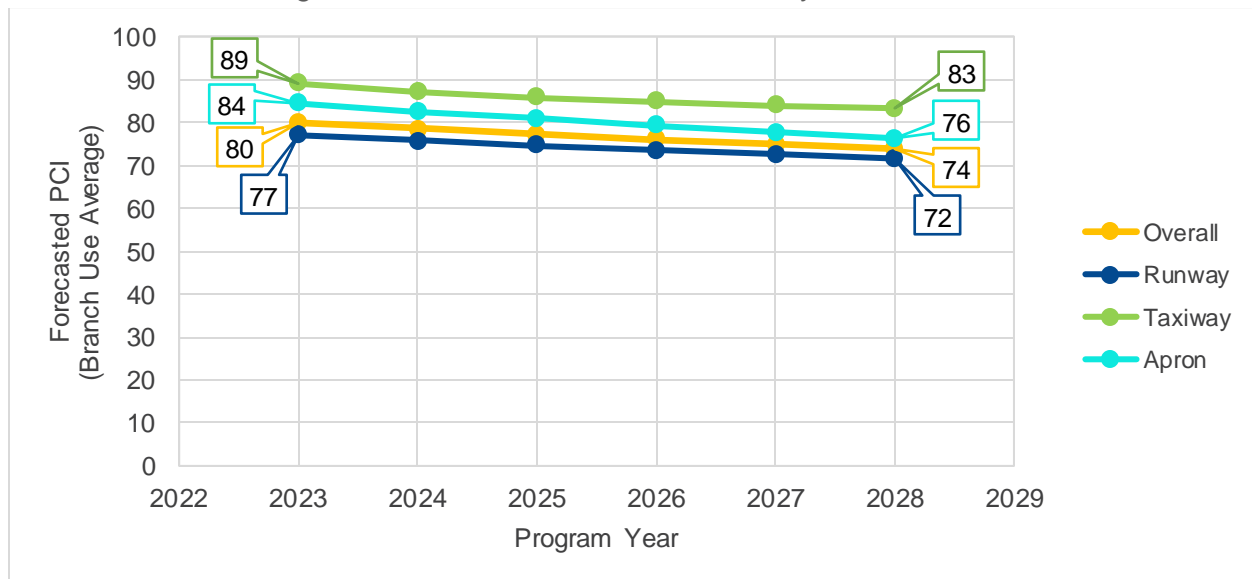
— BRANCH IDENTIFIER
 — SECTION IDENTIFIER
TWA:20 (84)
 — PCI



Pavement Condition Forecast

A primary objective of this APMS is to estimate the future condition of each individual pavement section. PAVER™ was utilized to develop prediction curves and determine typical deterioration rates that are then used to forecast a future PCI value. This value will assist decision makers in determining at what point in time certain pavement sections will require rehabilitation. The figure below shows the current and 5-year area-weighted forecasted pavement condition distribution of each functional use (Runway, Taxiway, Apron) found at the Airport. The forecasted 5-year PCIs at a section-level are displayed graphically on the **2028 Forecasted Airfield Pavement Condition Index Exhibit** and are summarized in **Table 3**. All forecasts presented assume that no maintenance or rehabilitation is performed within the 5-year analysis period. **Figure 6** displays the forecasted pavement conditions at the branch-level for 52J.

Figure 6 – Forecasted 5-Year PCI by Branch Use



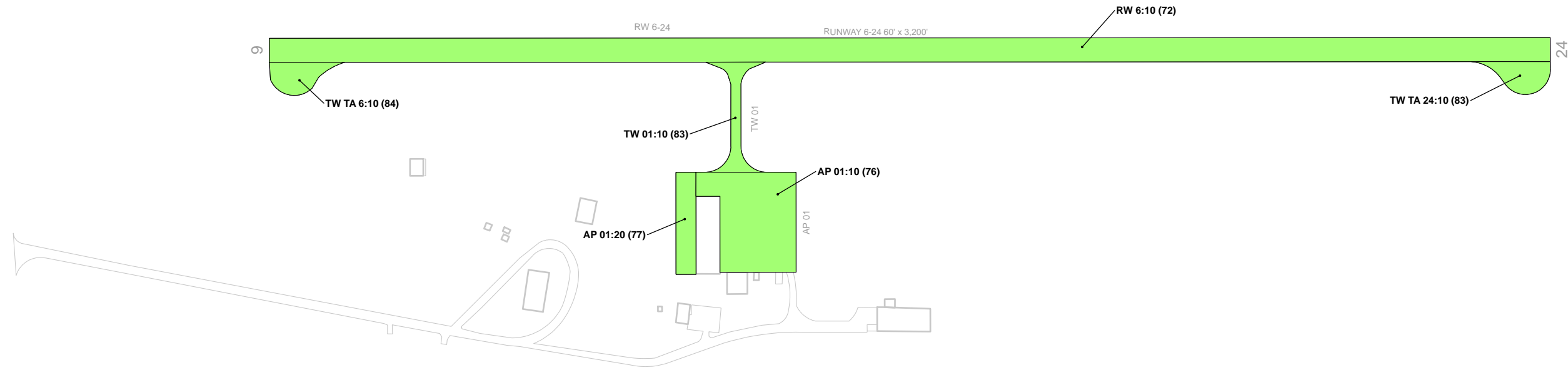
All condition forecasts are based on historical observations and analysis of South Carolina airfield pavements. The forecasts are not a guarantee of future PCI: - rather, they are a planning tool to aid in the timing of maintenance and rehabilitation activities.



52J - Lee County Airport/Butters Field

Table 3 – Forecast (2024-2028) Section Pavement Condition Index - Section

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2024	2025	2026	2027	2028
52J	AP 01	10	84	82	81	79	77	76
52J	AP 01	20	86	84	82	81	79	77
52J	RW 6	10	77	76	75	74	73	72
52J	TW 01	10	89	87	86	85	84	83
52J	TW TA24	10	87	86	85	84	83	83
52J	TW TA6	10	91	89	87	86	85	84



Legend

2028 Forecasted Pavement Condition Index

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

— BRANCH IDENTIFIER
 — SECTION IDENTIFIER
TWA:20 (84)
 — FORECASTED PCI



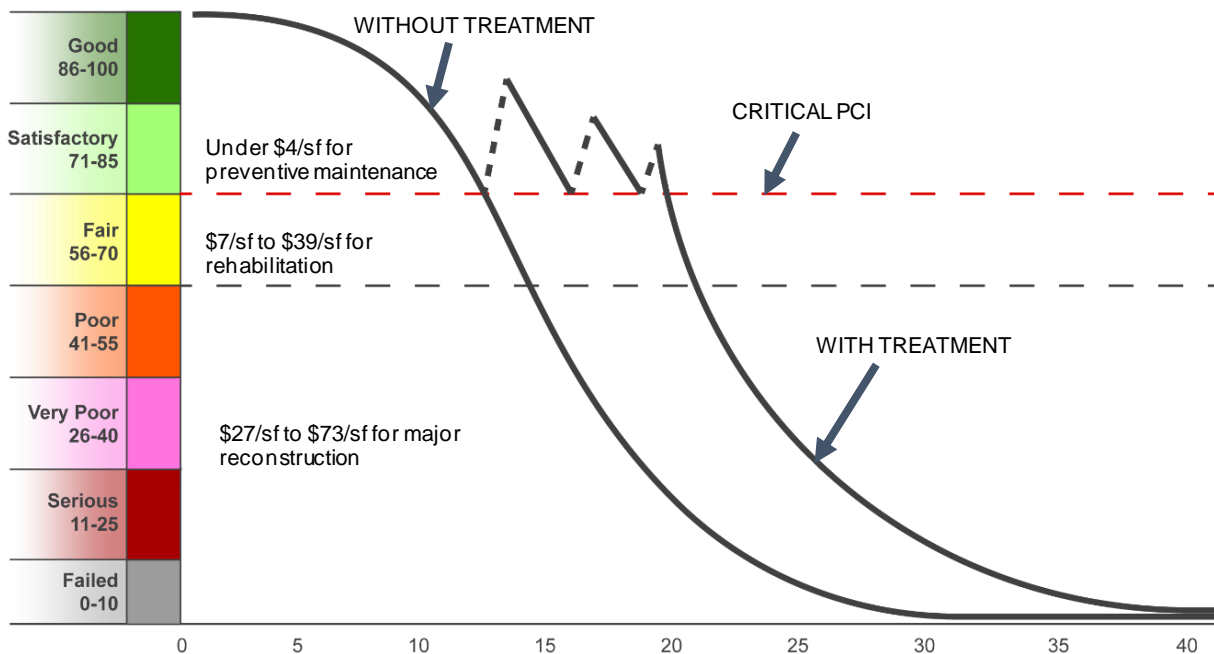
M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at 52J over a 5-year period. The analysis compared the forecasted condition of each pavement section to the Critical PCI threshold to develop a resultant recommendation and associated cost for each year of the 5-year plan. The M&R analysis should enable responsible parties to do the following:

- ➔ **Maintain** existing airport infrastructure at an acceptable condition
- ➔ Make timely and cost-effective **decisions** to appropriately allocate funding
- ➔ **Apply** global maintenance, localized maintenance, and major M&R activities in a timely manner to maintain an acceptable operational condition of a pavement network.

M&R planning considers various methods of repair to address the cause of the problem rather than just treating the symptom. As pavements deteriorate, repair costs can increase significantly. Once pavements have deteriorated below a certain condition threshold (the Critical PCI value), the pavement benefits more from substantial rehabilitation in lieu of maintenance activities. The figure below illustrates how the cost of pavement repairs can exponentially increase if M&R activities are delayed.

Figure 7 – Pavement Life and the Effect of Treatments



Localized Maintenance and Repair

Localized maintenance is best used as a preservation measure and is applied to slow the rate of deterioration. These activities typically include crack sealing and patching. Localized maintenance differs from major rehabilitation in that it is applied based on the distresses observed rather than based on a PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance applied on pavements with PCIs above the Critical PCI of 70 is known as Preventive Localized Maintenance, while Stopgap Localized Maintenance is typically applied to pavement sections that are at or below the Critical PCI value as a temporary repair due to safety concerns. The current localized maintenance needs are summarized in the table below.

Table 4 – Localized Maintenance Summary by Policy Type

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing Narrow	11,291	LF	\$ 39,560
	Surface Seal	5,335	SF	\$ 8,810
<i>Localized Preventive Maintenance Total =</i>				\$ 48,370
Localized Stopgap Maintenance	N/A			\$ -
<i>Localized Stopgap Maintenance Total =</i>				\$ -
<i>Planning-Level Localized M&R Needs =</i>				\$ 48,370

Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to the Critical PCI value, density of load-related distresses, and major rehabilitation policies, assuming there are no budget constraints. The needs analysis is performed over a 5-year analysis period. Major rehabilitation is divided into two policy categories:

- **Intermediate Major Rehabilitation (PCI 56 to 70)** –
 - **AC:** Milling of the upper surface course and replacing with new AC with isolated areas of full-depth reconstruction
 - **PCC:** Combination of crack sealing, joint seal replacement, limited patching, and slab replacement
- **Full-Depth Reconstruction (PCI 0 to 55)** – Removal and replacement of the existing pavement section down to the subgrade

The 5-year major rehabilitation needs analysis at 52J resulted in no major rehabilitation needs for the 5-year analysis duration. The **5-Year Major Rehabilitation Needs Exhibit** graphically depicts the major rehabilitation needs at a section-level which are also summarized in **Table 5** with rounded costs. Annual needs are displayed graphically in **Figure 8**.

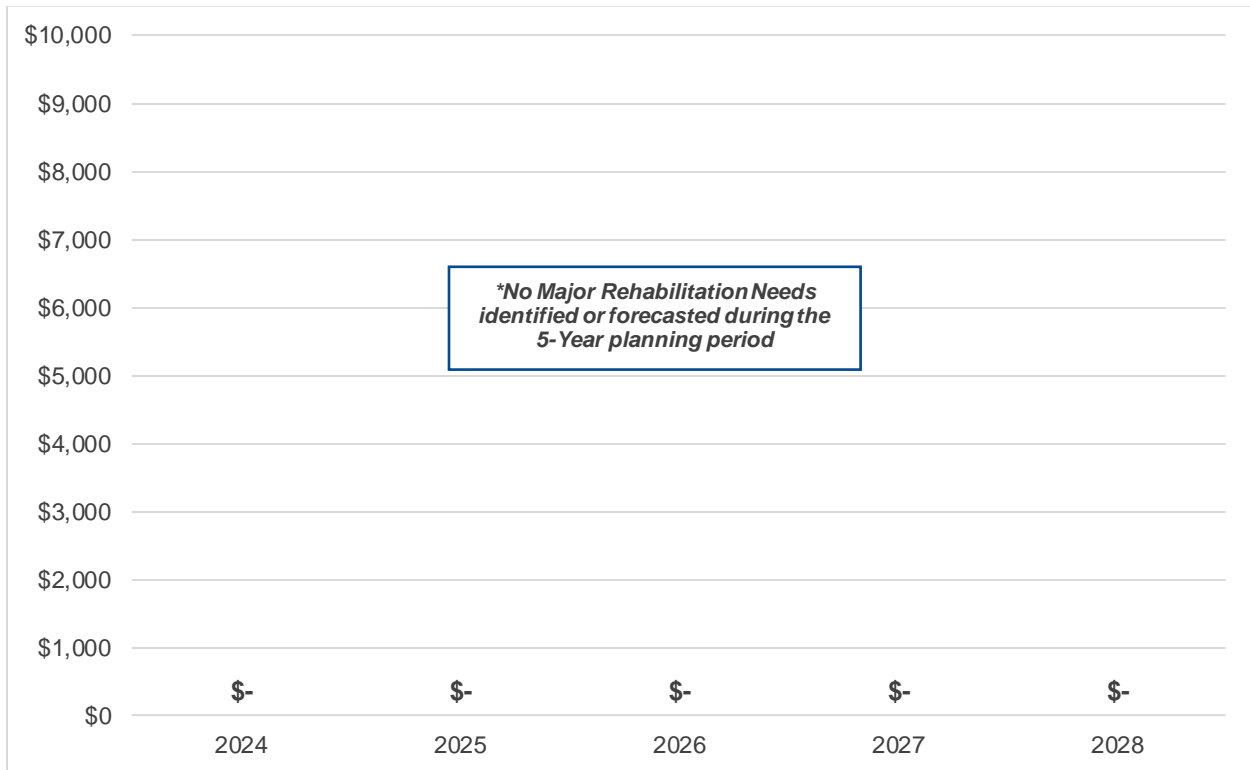


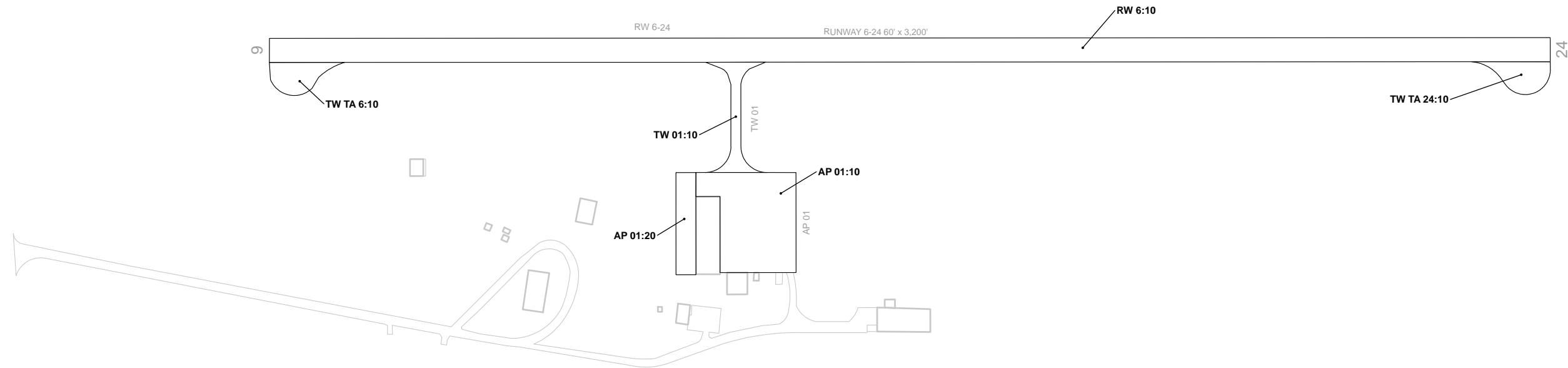
52J - Lee County Airport/Butters Field

Table 5 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
<i>*No Major Rehabilitation Needs identified or forecasted during the 5-Year planning period</i>								
Total 5-Year Major Rehabilitation Needs =								\$ -

Figure 8 – 5-Year Major Rehabilitation Needs by Program Year





Legend

5-Year Major Rehabilitation Needs

- Year 1 Reconstruction Needs
- Year 1 Rehabilitation Needs
- Year 2 Rehabilitation Needs
- Year 3 Rehabilitation Needs
- Year 4 Rehabilitation Needs
- Year 5 Rehabilitation Needs

M&R COST
 BRANCH IDENTIFIER
 SECTION IDENTIFIER
TWA:20 M&R WORK TYPE
\$9.38 M | AC RECON
PCI = 52 | 1987
 PCI LAST MAJOR WORK DATE

THIS EXHIBIT REPRESENTS NEEDS SOLEY BASED ON CURRENT AND FORECASTED CONDITIONS FURTHER PRIORITIZATION AND CONSIDERATIONS SHOULD BE MADE BEYOND THIS STUDY.



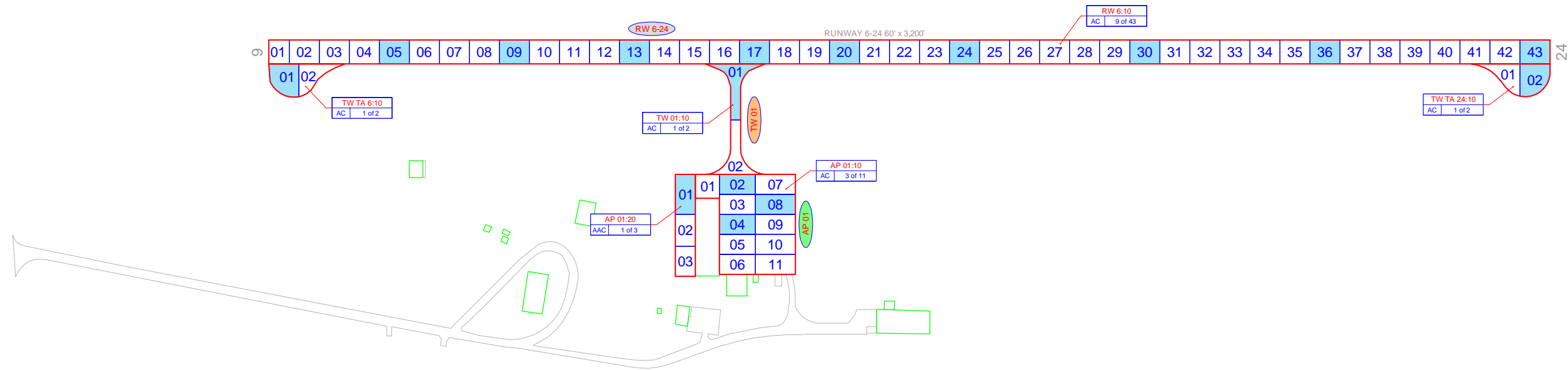
SECTION I

Appendices





Appendix A – Exhibits



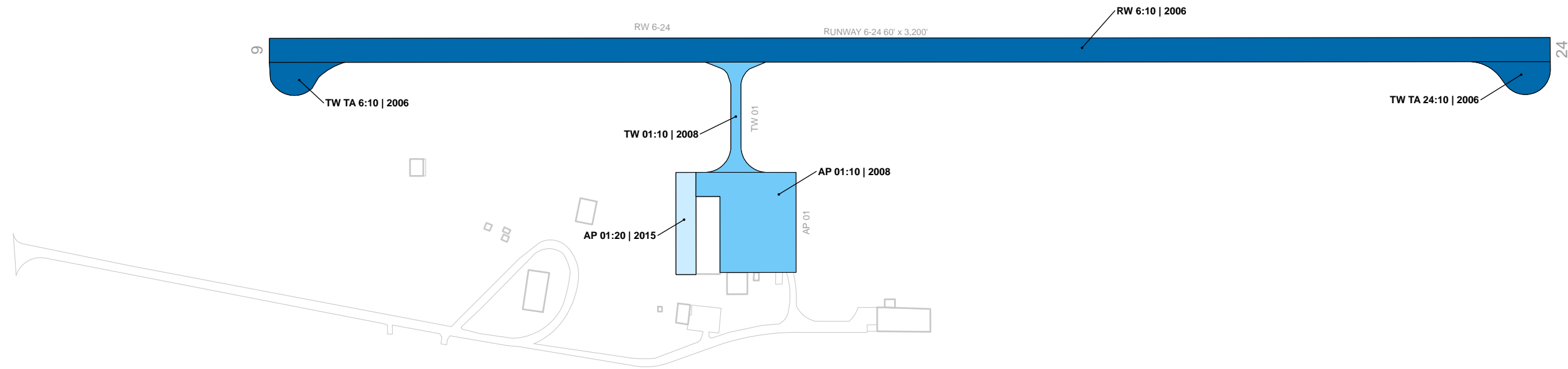
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- RW 13-10 — PAVEMENT BRANCH ID: SECTION ID
AAC 5 of 15 — NUMBER OF SAMPLE UNITS IN SECTION
1 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
AC — PAVEMENT SURFACE TYPE
- RW 13-20 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
AAC 0 of 5
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 16	
AC:16	PCC:0






RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





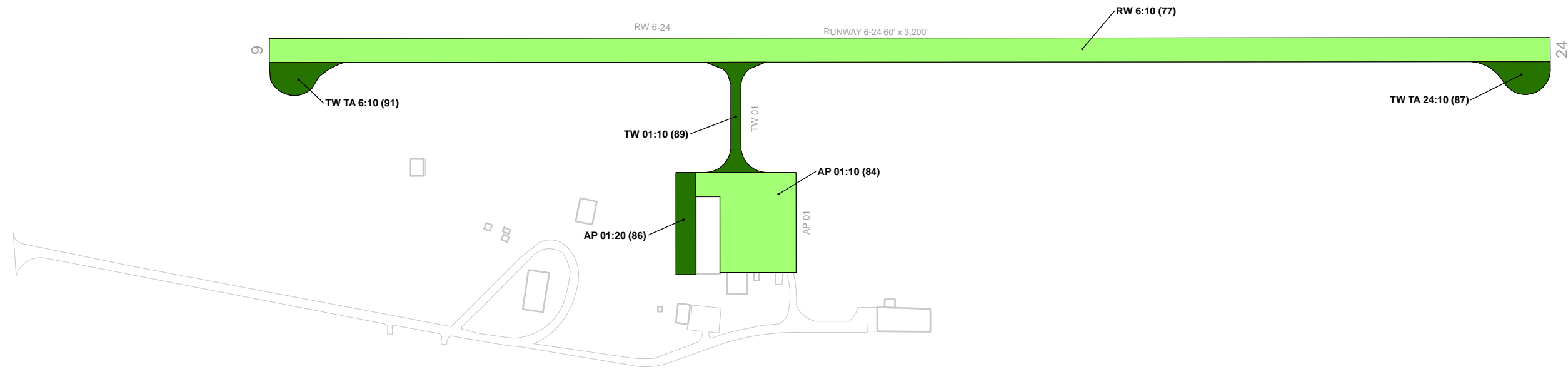
Legend

Estimated Age at Inspection

-  0-5 Years
-  6-10 Years
-  11-15 Years
-  16-20 Years
-  > 20 Years

┌── BRANCH IDENTIFIER
└── SECTION IDENTIFIER
TWA:20 | 1985
└── LAST MAJOR WORK DATE





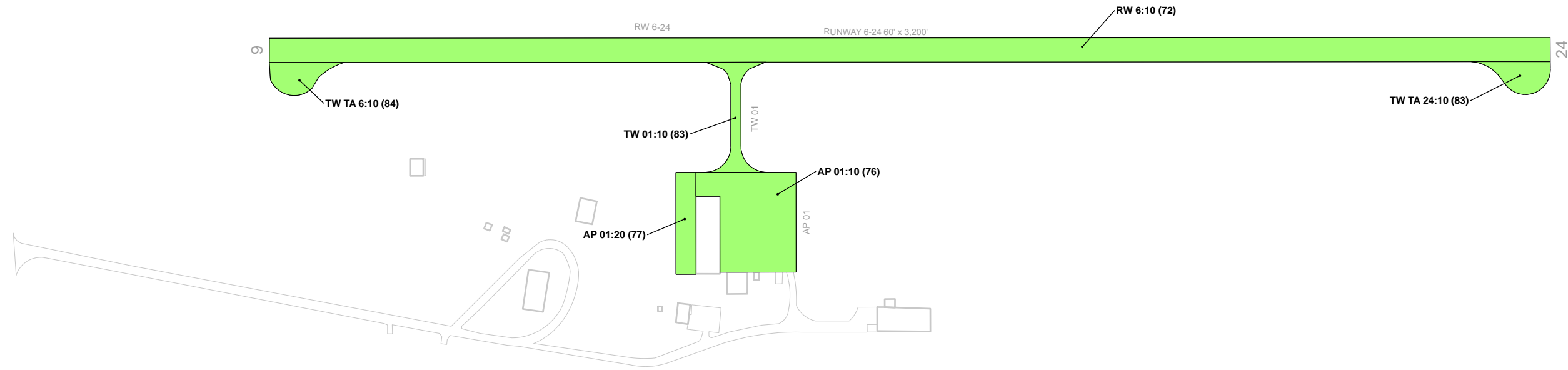
Legend

2023 Pavement Condition Index

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

— BRANCH IDENTIFIER
— SECTION IDENTIFIER
TWA:20 (84)
— PCI





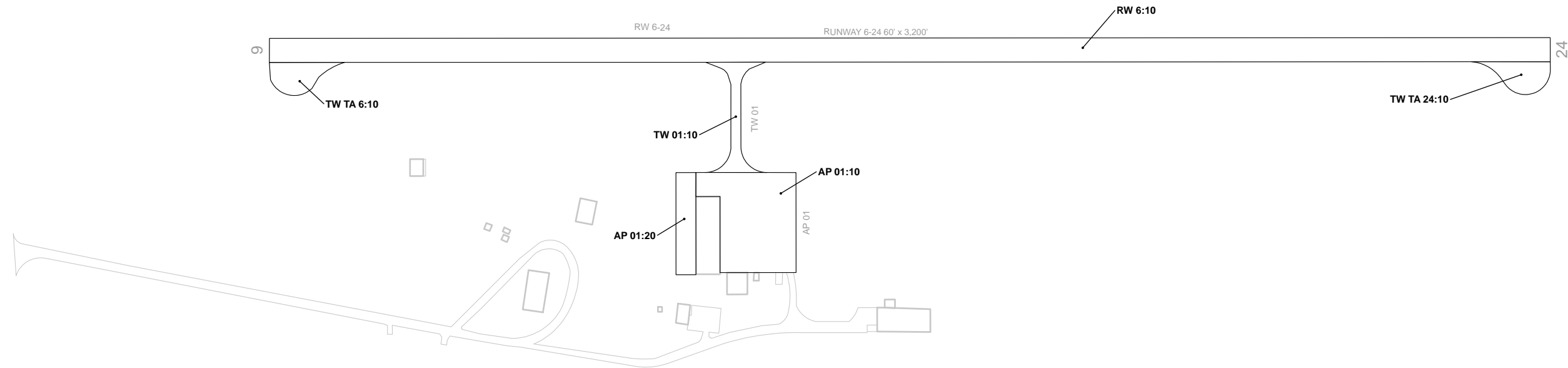
Legend

2028 Forecasted Pavement Condition Index

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

BRANCH IDENTIFIER
SECTION IDENTIFIER
TWA:20 (84)
FORECASTED PCI





Legend

5-Year Major Rehabilitation Needs

- Year 1 Reconstruction Needs
- Year 1 Rehabilitation Needs
- Year 2 Rehabilitation Needs
- Year 3 Rehabilitation Needs
- Year 4 Rehabilitation Needs
- Year 5 Rehabilitation Needs

M&R COST
 BRANCH IDENTIFIER
 SECTION IDENTIFIER
TWA:20 M&R WORK TYPE
\$9.38 M | AC RECON
PCI = 52 | 1987
 PCI LAST MAJOR WORK DATE

THIS EXHIBIT REPRESENTS NEEDS SOLEY BASED ON CURRENT AND FORECASTED CONDITIONS FURTHER PRIORITIZATION AND CONSIDERATIONS SHOULD BE MADE BEYOND THIS STUDY.





Appendix B – Analysis Tables



52J - Lee County Airport/Butters Field

Table B1 – System Inventory Data - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
52J	AP 01	Apron	10	51,100	AC	1/1/2008
52J	AP 01	Apron	20	12,750	AAC	6/1/2015
52J	RW 6	Runway	10	192,060	AC	1/1/2006
52J	TW 01	Taxiway	10	10,674	AC	1/1/2008
52J	TW TA 24	Taxiway	10	9,537	AC	1/1/2006
52J	TW TA 6	Taxiway	10	9,559	AC	1/1/2006

Table B2 – Current Pavement Condition Index Summary - Branch

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
AP 01	Apron	2	63,850	84	Satisfactory
RW 6	Runway	1	192,060	77	Satisfactory
TW 01	Taxiway	1	10,674	89	Good
TW TA 24	Taxiway	1	9,537	87	Good
TW TA 6	Taxiway	1	9,559	91	Good



52J - Lee County Airport/Butters Field

Table B3 – Current (2023) Pavement Condition Index Summary - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
52J	AP 01	Apron	10	51,100	AC	84	Satisfactory	100	0	0	3	11
52J	AP 01	Apron	20	12,750	AAC	86	Good	100	0	0	1	3
52J	RW 6	Runway	10	192,060	AC	77	Satisfactory	100	0	0	9	43
52J	TW 01	Taxiway	10	10,674	AC	89	Good	100	0	0	1	2
52J	TW TA 24	Taxiway	10	9,537	AC	87	Good	100	0	0	1	2
52J	TW TA 6	Taxiway	10	9,559	AC	91	Good	100	0	0	1	2



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

52J - Lee County Airport/Butters Field

Table B4 –Forecasted (2024-2028) Pavement Condition Index Summary - Section

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2024	2025	2026	2027	2028
52J	AP 01	10	84	82	81	79	77	76
52J	AP 01	20	86	84	82	81	79	77
52J	RW 6	10	77	76	75	74	73	72
52J	TW 01	10	89	87	86	85	84	83
52J	TW TA24	10	87	86	85	84	83	83
52J	TW TA6	10	91	89	87	86	85	84



Appendix C – Maintenance and Rehabilitation Tables



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

52J - Lee County Airport/Butters Field

Table C1 – Localized Maintenance Summary by Policy Type

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing Narrow	11,291	LF	\$ 39,560
	Surface Seal	5,335	SF	\$ 8,810
Localized Preventive Maintenance Total =				\$ 48,370
Localized Stopgap Maintenance	N/A			\$ -
Localized Stopgap Maintenance Total =				\$ -
Planning-Level Localized M&R Needs =				\$ 48,370

Table C2 – Section – Level Year 1 Localized Maintenance Planning Cost Summary

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
52J	AP 01	10	51,100	84	86	\$ 4,940
52J	AP 01	20	12,750	86	86	\$ 1,150
52J	RW 6	10	192,060	77	81	\$ 41,040
52J	TW 01	10	10,674	89	89	\$ 430
52J	TW TA 24	10	9,537	87	87	\$ 700
52J	TW TA 6	10	9,559	91	91	\$ 90

Table C3 – Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
52J	AP 01	10	L & T CR	Low	1,365	LF	2.7%	Preventive	AC Crack Sealing Narrow	1,365	LF	\$ 3.50	\$ 4,780
52J	AP 01	10	L & T CR	Medium	44	LF	0.1%	Preventive	AC Crack Sealing Narrow	44	LF	\$ 3.50	\$ 160
52J	AP 01	20	L & T CR	Low	326	LF	2.6%	Preventive	AC Crack Sealing Narrow	326	LF	\$ 3.50	\$ 1,150
52J	RW 6	10	L & T CR	Low	7,858	LF	4.1%	Preventive	AC Crack Sealing Narrow	7,858	LF	\$ 3.50	\$ 27,510
52J	RW 6	10	L & T CR	Medium	1,352	LF	0.7%	Preventive	AC Crack Sealing Narrow	1,351	LF	\$ 3.50	\$ 4,740
52J	RW 6	10	RAVELING	Low	5,335	SF	2.8%	Preventive	Surface Seal	5,335	SF	\$ 1.65	\$ 8,810
52J	TW 01	10	L & T CR	Low	123	LF	1.2%	Preventive	AC Crack Sealing Narrow	123	LF	\$ 3.50	\$ 430
52J	TW TA 24	10	L & T CR	Low	199	LF	2.1%	Preventive	AC Crack Sealing Narrow	199	LF	\$ 3.50	\$ 700
52J	TW TA 6	10	L & T CR	Low	25	LF	0.3%	Preventive	AC Crack Sealing Narrow	25	LF	\$ 3.50	\$ 90



52J - Lee County Airport/Butters Field

Table C4 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate	
<i>*No Major Rehabilitation Needs identified or forecasted during the 5-Year planning period</i>									
<i>Total 5-Year Major Rehabilitation Needs =</i>								\$	-



Appendix D – PCI Results Summary

52J - Lee County Airport/Butters Field

RW 6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 6	RUNWAY	1	192,060	77	Satisfactory

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	192,060	AC	2006	2016	77	Satisfactory	100	0	0



RW 6-10



RW 6-10



RW 6-10

52J - Lee County Airport/Butters Field

TW 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW 01	TAXIWAY	1	10,674	89	Good

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	10,674	AC	2008	2016	89	Good	100	0	0



TW 01-10

TW TA-24

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW TA 24	TAXIWAY	1	9,537	87	Good

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	9,537	AC	2006	2016	87	Good	100	0	0



TA TA-24-10

52J - Lee County Airport/Butters Field

TW TA-6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW TA 6	TAXIWAY	1	9,559	91	Good

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	9,559	AC	2006	2016	91	Good	100	0	0



TW TA 6-10

AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	2	63,850	84	Satisfactory

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	51,100	AC	2008	2021	84	Satisfactory	100	0	0
20	12,750	AAC	2015	2021	86	Good	100	0	0



AP 01-10



AP 01-20



Appendix E – Re-Inspection Report

Re-Inspection Report

SCAC_2023

Generated Date

5/30/2023

Page 1 of 7

Network: 52J	Name: Lee County Airport - Butters Field			
Branch: AP 01	Name: APRON 01	Use: APRON	Area: 63,850 SqFt	
Section: 10	of 2	From: -	To: -	Last Const.: 1/1/2008
Surface: AC	Family: SC34_AP_AC	Zone:	Category:	Rank: P
Area: 51,100 SqFt	Length: 250 Ft	Width: 190 Ft		
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft	
Shoulder:	Street Type:	Grade: 0	Lanes: 0	

Section Comments:

Work Date: 1/1/2008	Work Type: New Construction - AC	Code: NC-AC	Is Major M&R: True
Work Date: 1/2/2008	Work Type: Surface Treatment - Seal Coat	Code: ST-SC	Is Major M&R: False
Work Date: 1/1/2021	Work Type: Surface Treatment - Seal Coat	Code: ST-SC	Is Major M&R: False

Last Insp. Date: 1/4/2023	Total Samples: 11	Surveyed: 3
----------------------------------	--------------------------	--------------------

Conditions: PCI: 84

Inspection Comments:

Sample Number: 02	Type: R	Area: 4500.00 SqFt	PCI: 85
--------------------------	----------------	---------------------------	----------------

Sample Comments:

48	L & T CR	L	126.00 Ft
57	WEATHERING	L	4500.00 SqFt

Sample Number: 04	Type: R	Area: 4500.00 SqFt	PCI: 80
--------------------------	----------------	---------------------------	----------------

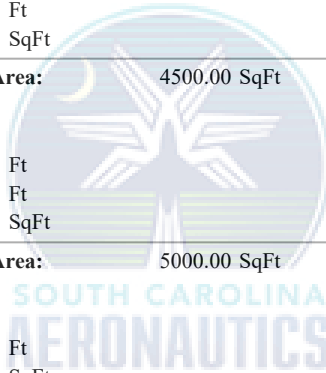
Sample Comments:

48	L & T CR	L	142.00 Ft
48	L & T CR	M	12.00 Ft
57	WEATHERING	L	4500.00 SqFt

Sample Number: 08	Type: R	Area: 5000.00 SqFt	PCI: 87
--------------------------	----------------	---------------------------	----------------

Sample Comments:

48	L & T CR	L	106.00 Ft
57	WEATHERING	L	5000.00 SqFt



Network: 52J **Name:** Lee County Airport - Butters Field

Branch: AP 01 **Name:** APRON 01 **Use:** APRON **Area:** 63,850 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 6/1/2015

Surface: AAC **Family:** SC34_AP_AC **Zone:** **Category:** **Rank:** P

Area: 12,750 SqFt **Length:** 255 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2008 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/2/2008 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Work Date: 6/1/2015 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 1/4/2023 **TotalSamples:** 3 **Surveyed:** 1

Conditions: PCI: 86

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48 L & T CR L 128.00 Ft
57 WEATHERING L 2912.00 SqFt



Network: 52J **Name:** Lee County Airport - Butters Field

Branch: RW 6 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 192,060 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** SC34_RW_AC **Zone:** **Category:** **Rank:** P

Area: 192,060 SqFt **Length:** 3,201 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 1/4/2023 **TotalSamples:** 43 **Surveyed:** 9

Conditions: PCI: 77

Inspection Comments:

Sample Number: 05 **Type:** R **Area:** 4500.00 SqFt **PCI:** 74

Sample Comments:

48 L & T CR L 241.00 Ft

48 L & T CR M 40.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 09 **Type:** R **Area:** 4500.00 SqFt **PCI:** 73

Sample Comments:

48 L & T CR L 277.00 Ft

48 L & T CR M 20.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 13 **Type:** R **Area:** 4500.00 SqFt **PCI:** 79

Sample Comments:

48 L & T CR L 253.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 17 **Type:** R **Area:** 4500.00 SqFt **PCI:** 76

Sample Comments:

48 L & T CR L 117.00 Ft

48 L & T CR M 75.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 20 **Type:** R **Area:** 4500.00 SqFt **PCI:** 76

Sample Comments:

48 L & T CR L 107.00 Ft

48 L & T CR M 75.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 24 **Type:** R **Area:** 4500.00 SqFt **PCI:** 76

Sample Comments:

48 L & T CR L 77.00 Ft

48 L & T CR M 75.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 30 **Type:** R **Area:** 4500.00 SqFt **PCI:** 83

Sample Comments:

48 L & T CR L 163.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 36 **Type:** R **Area:** 4500.00 SqFt **PCI:** 82

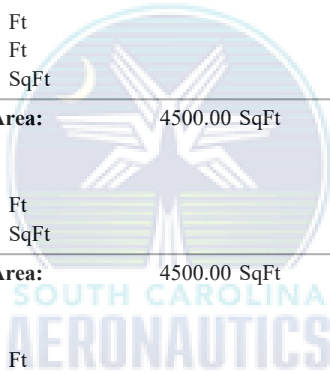
Sample Comments:

48 L & T CR L 180.00 Ft

57 WEATHERING L 4500.00 SqFt

Sample Number: 43 **Type:** R **Area:** 4500.00 SqFt **PCI:** 74

Sample Comments:



Branch:	RW 6	Name:	RUNWAY 6-24	Use:	RUNWAY	Area:	192,060 SqFt
48	L & T CR	L	242.00 Ft				
52	RAVELING	L	1125.00 SqFt				
57	WEATHERING	L	3375.00 SqFt				



Network: 52J **Name:** Lee County Airport - Butters Field

Branch: TW 01 **Name:** TAXIWAY 01 **Use:** TAXIWAY **Area:** 10,674 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AC **Family:** SC34_TWTL_AC **Zone:** **Category:** **Rank:** P

Area: 10,674 SqFt **Length:** 275 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2008 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 1/4/2023 **Total Samples:** 2 **Surveyed:** 1

Conditions: PCI: 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5476.00 SqFt **PCI:** 89

Sample Comments:

48 L & T CR L 63.00 Ft
57 WEATHERING L 5476.00 SqFt



Network: 52J **Name:** Lee County Airport - Butters Field

Branch: TW TA 24 **Name:** TAXIWAY TURNAROUND 24 **Use:** TAXIWAY **Area:** 9,537 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** SC34_TWTL_AC **Zone:** **Category:** **Rank:** P

Area: 9,537 SqFt **Length:** 150 Ft **Width:** 80 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 1/4/2023 **Total Samples:** 2 **Surveyed:** 1

Conditions: PCI: 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5329.00 SqFt **PCI:** 87

Sample Comments:

48 L & T CR L 111.00 Ft
57 WEATHERING L 5329.00 SqFt



Network:	52J	Name:	Lee County Airport - Butters Field						
Branch:	TW TA 6	Name:	TAXIWAY TURNAROUND 6	Use:	TAXIWAY	Area:	9,559 SqFt		
Section:	10	of	1	From:	-	To:	-	Last Const.:	1/1/2006
Surface:	AC	Family:	SC34_TWTL_AC	Zone:		Category:		Rank:	P
Area:	9,559 SqFt	Length:	150 Ft	Width:	80 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/2006	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	1/1/2016	Work Type:	Surface Treatment - Seal Coat		Code:	ST-SC	Is Major M&R:	False	
Last Insp. Date:	1/4/2023	Total Samples:	2		Surveyed:	1			
Conditions:	PCI: 91								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5370.00 SqFt	PCI:	91		
Sample Comments:									
48	L & T CR	L	14.00 Ft						
57	WEATHERING	L	5370.00 SqFt						



5052
25
Lee County, FL 34904



WELCOME

24

6

to

Lee County

Kimley»»Horn