SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

DCM – Chester Catawba Regional Airport

2022

Kimley»Horn

Contents

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 the 2021-2024 program update included the development and update 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 management program update at Chester Catawba Regional Airport (DCM).

Figure 1 – Airport Layout

System Inventory

The pavements at Chester Catawba Regional Airport (DCM) include approximately 1.4 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.

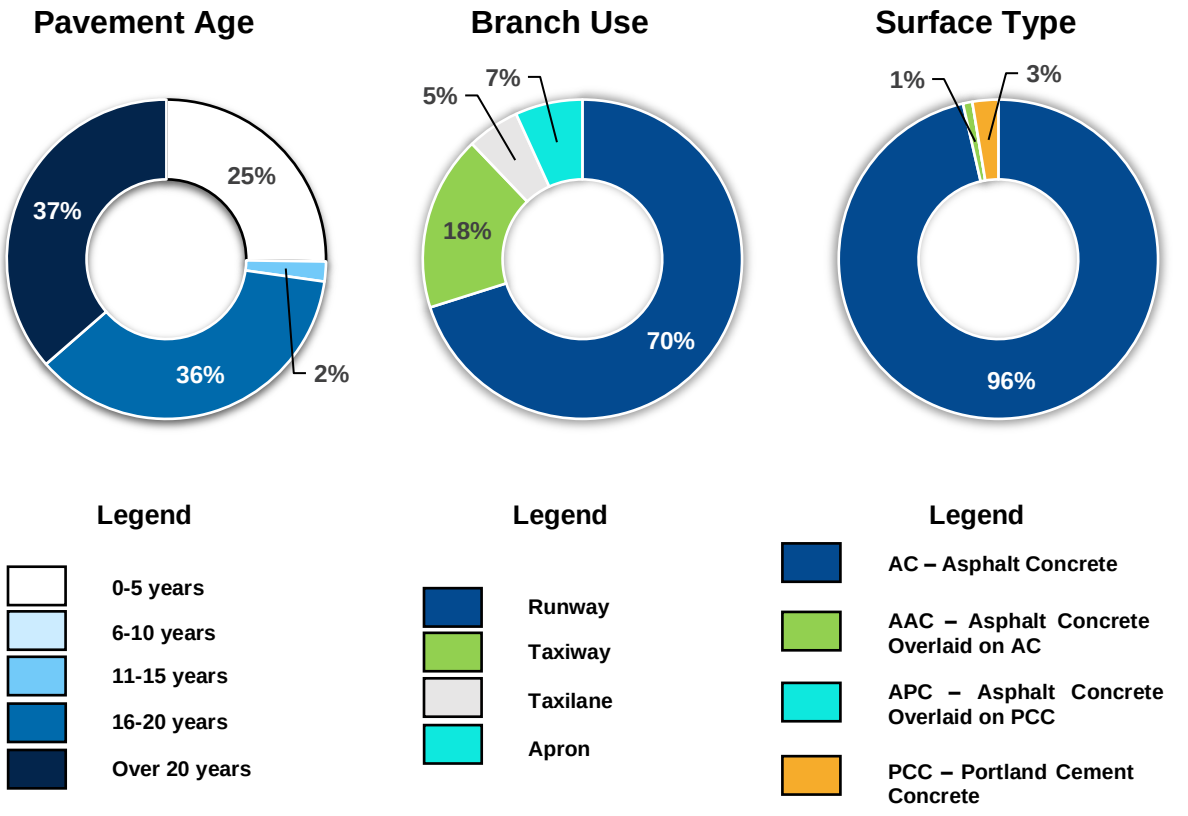
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

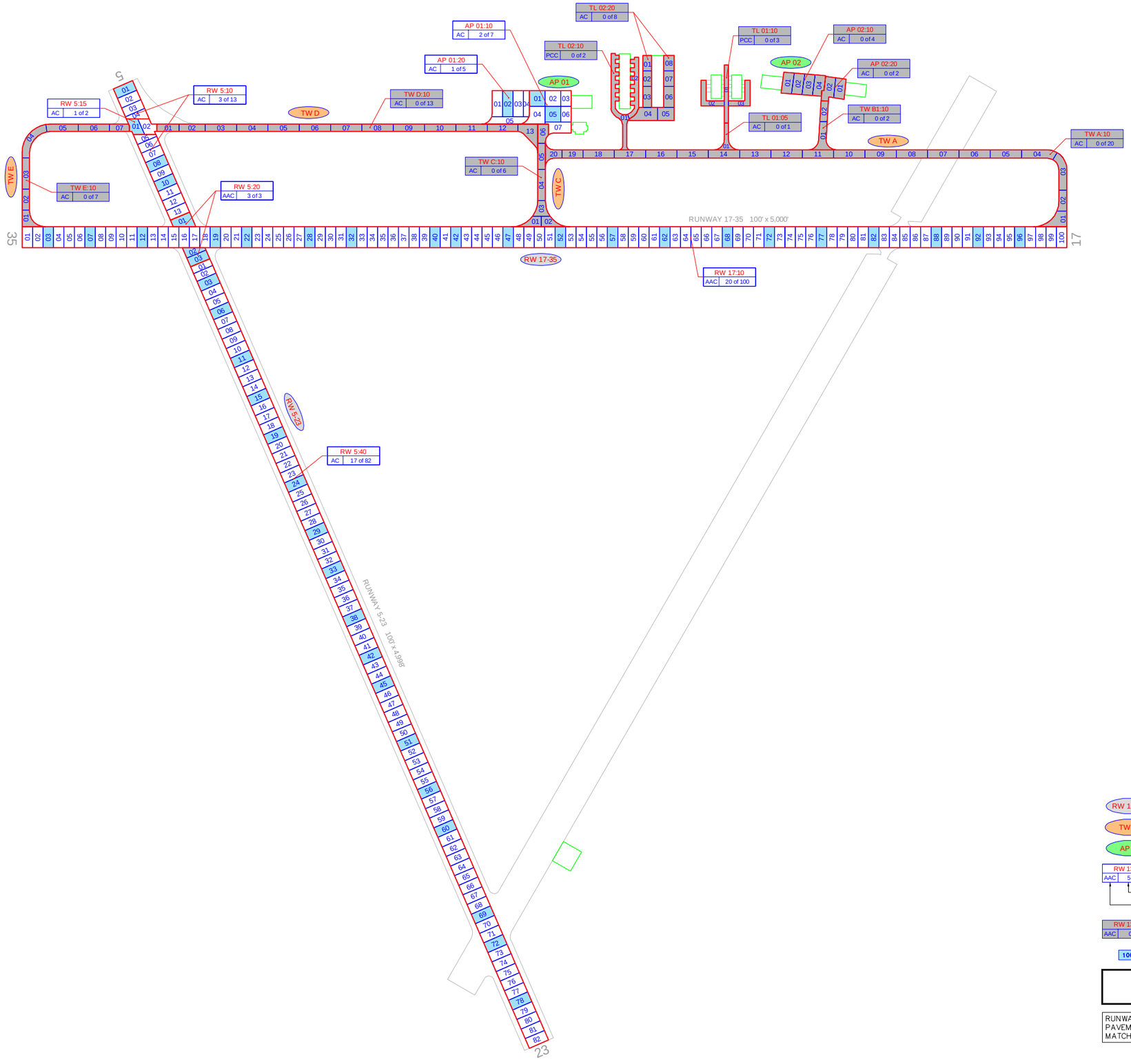
Table 1 - Recent Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2020	AP 01, RW 17	Surface Seal - Rejuvenating and Crack Sealing - AC
2020	TW A, TW C, TW D, TW E	Complete Reconstruction - AC | 4" P-401, 10" P-207 (Full Depth Reclamation)
2022	AP 02, TL 01, TL 02, TW B1	Complete Reconstruction - AC and PCC | Est. work type and completion date

The following figure summarizes the inventory items at Chester Catawba Regional Airport (DCM). 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 / AAC 5 of 15 — PAVEMENT BRANCH ID: SECTION ID; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED; PAVEMENT SURFACE TYPE
- RW 13:20 / AAC 0 of 5 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 47
AC: 47 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.

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STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CHESTER CATAWBA REGIONAL AIRPORT (DCM)

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

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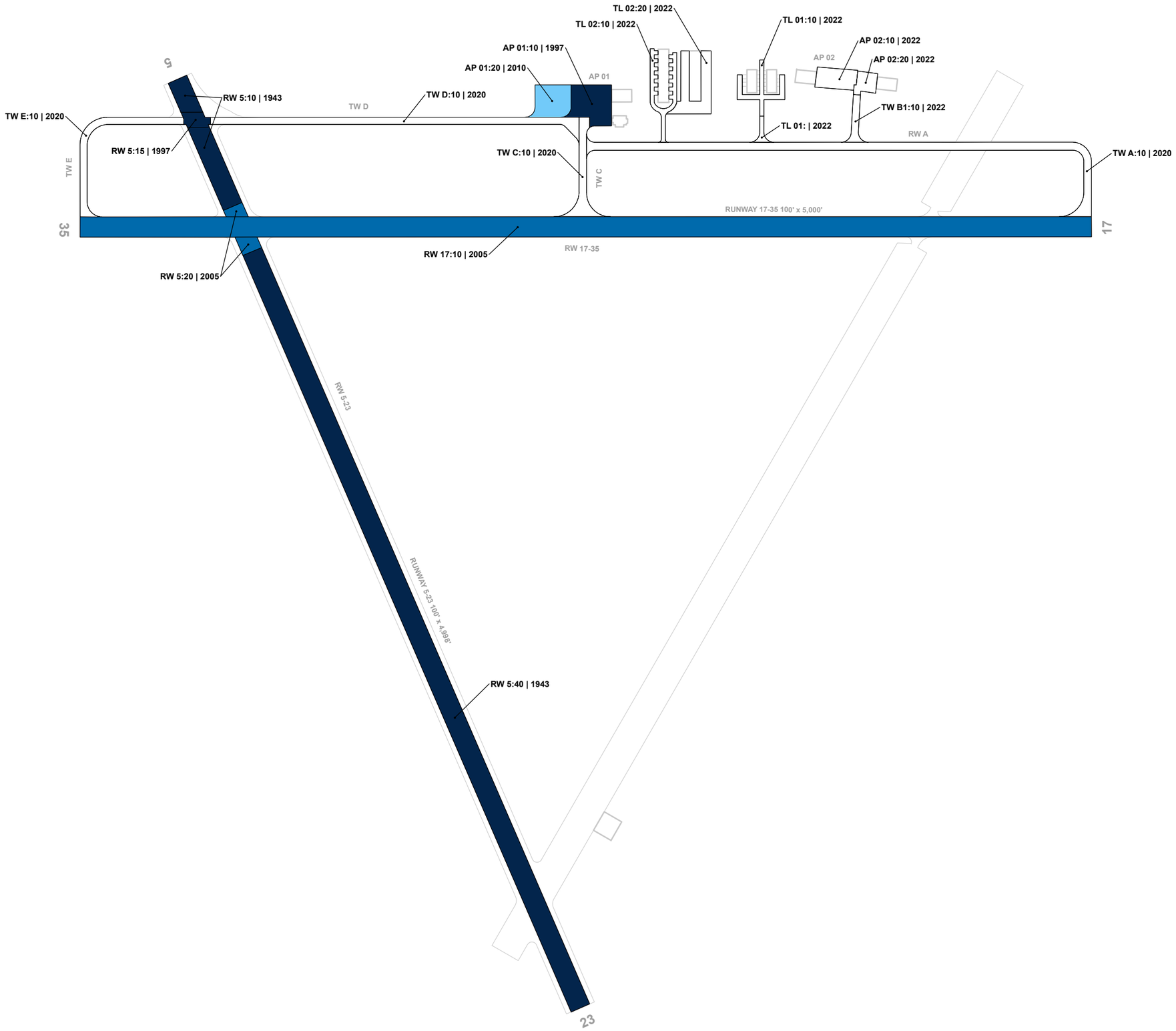

Legend

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CHESTER CATAWBA REGIONAL AIRPORT (DCM)

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

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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

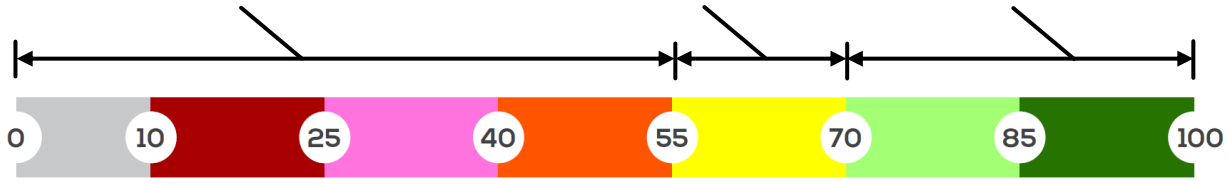
Pavements that are Poor to Failed require significant and costly interventions such as reconstruction to restore the pavement to operational service.

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. .



Pavement Condition Index (PCI)

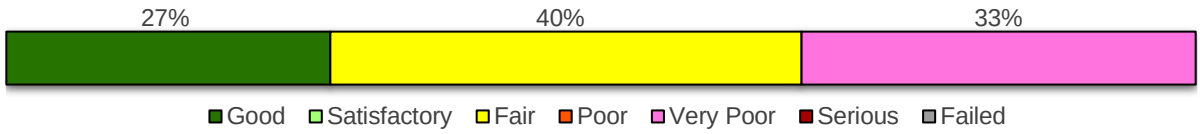
Critical PCI

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 Summary

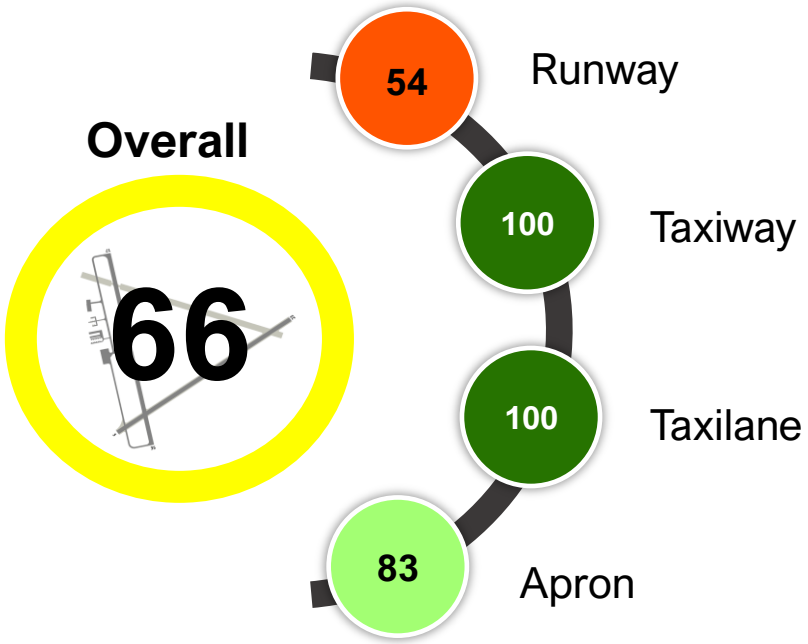
The PCI survey for Chester Catawba Regional Airport (DCM) was performed in September 2021. **The overall area-weighted average PCI value of the network was 66**, representing a condition rating of **Fair**. Approximately 27% of inspected pavements are in Good or Satisfactory condition, 40% of inspected pavements are in Fair condition, and the remaining 33% are in Poor or worse 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 **2021 Airfield Pavement Condition Index (PCI) Exhibit** and are summarized in **Table 2**.

Figure 5 – Area Weighted Average Pavement Condition



DCM – Chester Catawba Regional Airport

Table 2 – Current Pavement Condition Index Summary - Section

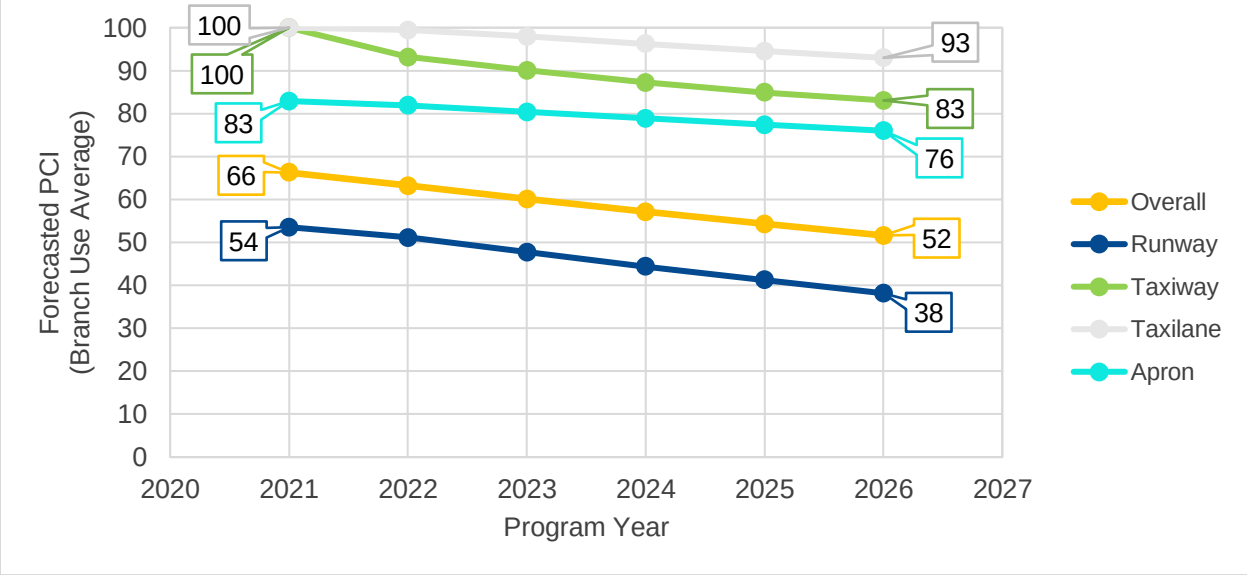
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
DCM	AP 01	Apron	10	37,195	AC	65	Fair	100	0	0
DCM	AP 01	Apron	20	28,480	AC	88	Good	100	0	0
DCM	AP 02	Apron	10	19,876	AC	100	Good	0	0	0
DCM	AP 02	Apron	20	10,660	AC	100	Good	0	0	0
DCM	RW 17	Runway	10	500,000	AC	69	Fair	92	0	8
DCM	RW 5	Runway	10	60,375	AC	33	Very Poor	73	27	0
DCM	RW 5	Runway	15	8,993	AC	59	Fair	100	0	0
DCM	RW 5	Runway	20	13,390	AAC	69	Fair	100	0	0
DCM	RW 5	Runway	40	407,661	AC	37	Very Poor	71	29	0
DCM	TL 01	Taxilane	05	3,653	AC	100	Good	0	0	0
DCM	TL 01	Taxilane	10	15,884	PCC	100	Good	0	0	0
DCM	TL 02	Taxilane	10	21,071	PCC	100	Good	0	0	0
DCM	TL 02	Taxilane	20	34,732	AC	100	Good	0	0	0
DCM	TW A	Taxiway	10	114,758	AC	100	Good	0	0	0
DCM	TW B1	Taxiway	10	9,310	AC	100	Good	0	0	0
DCM	TW C	Taxiway	10	25,684	AC	100	Good	0	0	0
DCM	TW D	Taxiway	10	67,123	AC	100	Good	0	0	0
DCM	TW E	Taxiway	10	33,586	AC	100	Good	0	0	0

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

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, Taxilane, Apron) found at the Airport. The forecasted 5-year PCIs at a section-level are displayed graphically on the **2026 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 DCM.

Figure 6 – Forecasted 5-Year PCI by Branch Use

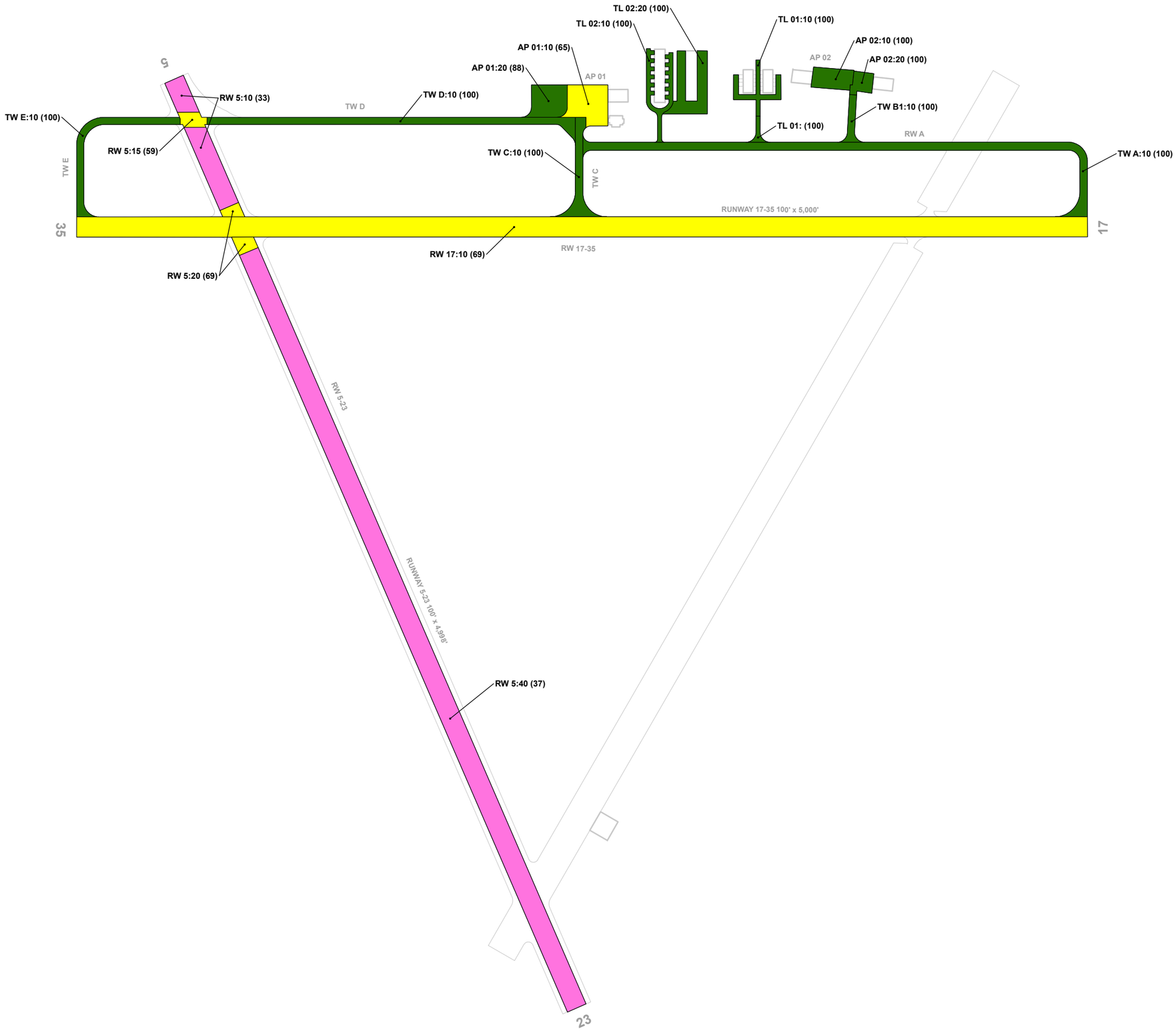


All condition forecasts are based on historical observations and analysis of South Carolina airfield pavements. The forecasts are not a guarantee of future PCI:- rather, they are a planning tool to aid in the timing of maintenance and rehabilitation activities.

DCM – Chester Catawba Regional Airport

Table 3 – Forecasted (2022-2026) Pavement Condition Index Summary - Section

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2022	2023	2024	2025	2026
DCM	AP 01	10	65	65	64	64	63	63
DCM	AP 01	20	88	86	84	82	80	78
DCM	AP 02	10	100	99	97	95	92	90
DCM	AP 02	20	100	99	97	95	92	90
DCM	RW 17	10	69	69	68	68	68	67
DCM	RW 5	10	33	28	21	15	9	2
DCM	RW 5	15	59	57	55	51	47	43
DCM	RW 5	20	69	69	68	68	68	67
DCM	RW 5	40	37	32	26	19	13	6
DCM	TL 01	05	100	99	96	93	90	87
DCM	TL 01	10	100	100	100	100	99	99
DCM	TL 02	10	100	100	100	100	99	99
DCM	TL 02	20	100	99	96	93	90	87
DCM	TW A	10	100	93	90	87	85	83
DCM	TW B1	10	100	99	96	93	90	87
DCM	TW C	10	100	93	90	87	85	83
DCM	TW D	10	100	93	90	87	85	83
DCM	TW E	10	100	93	90	87	85	83



Legend

2021 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

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CHESTER CATAWBA REGIONAL AIRPORT (DCM)

2021 PAVEMENT CONDITION INDEX (PCI) EXHIBIT

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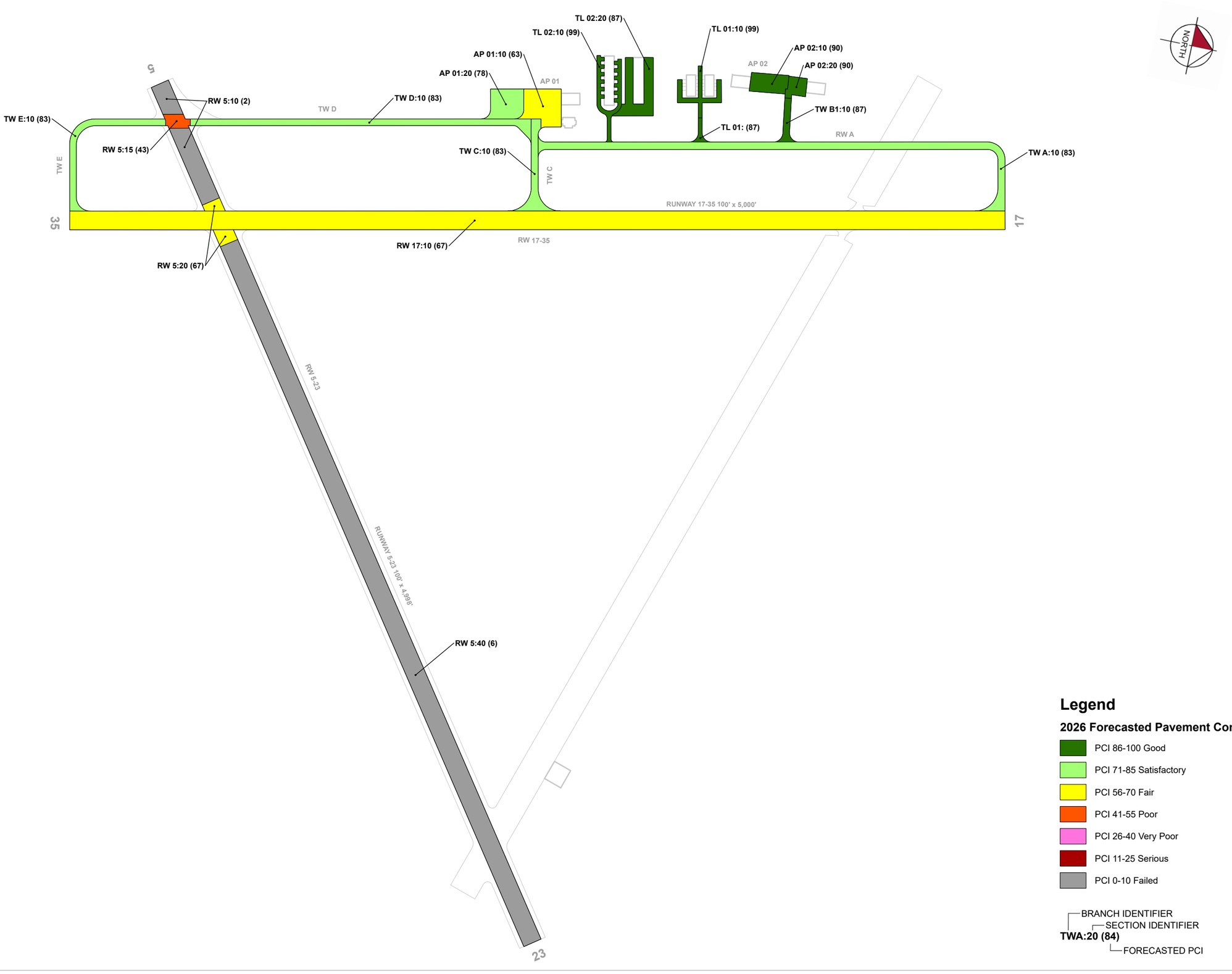

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BRANCH IDENTIFIER
SECTION IDENTIFIER
TWA:20 (84)
FORECASTED PCI

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CHESTER CATAWBA REGIONAL AIRPORT (DCM)

2026 FORECASTED PAVEMENT CONDITION INDEX (PCI) EXHIBIT

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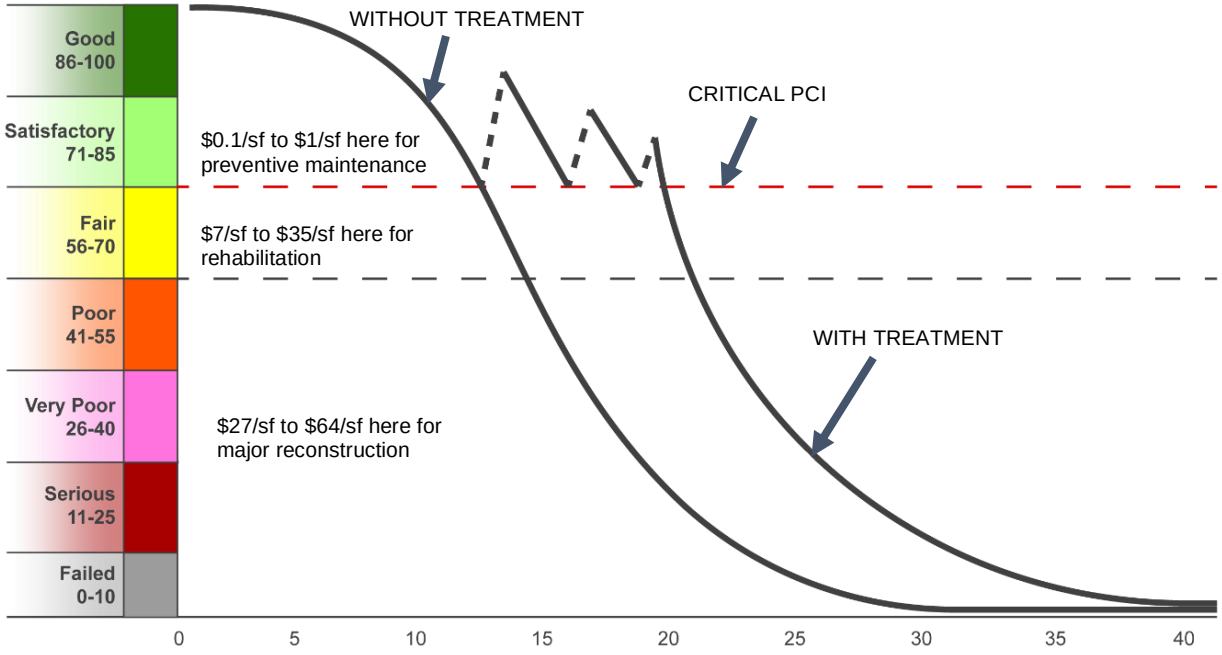
M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at DCM over a 5-year period. The analysis compared the forecasted condition of each pavement section to a 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	1,121	LF	$ 4,490
			Localized Preventive Maintenance Total =	$ 4,490
Localized Stopgap Maintenance	AC Crack Sealing Narrow	83,377	LF	$ 333,530
	Surface Seal	1,026	SF	$ 930
	AC Full-Depth Patching	8,039	SF	$ 174,840
			Localized Stopgap Maintenance Total =	$ 509,300
			Planning-Level Localized M&R Needs =	**$ 513,790**

Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to Critical PCI values, 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 resets the PCI value to 100 and 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

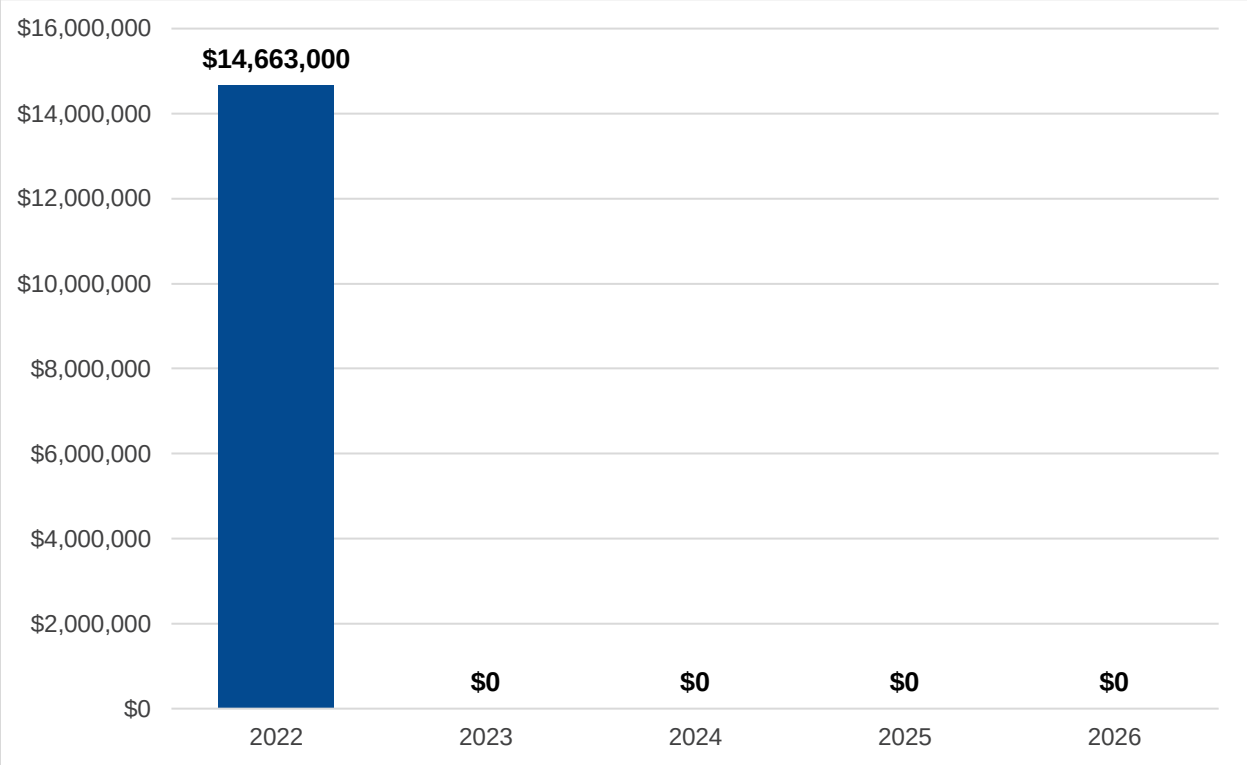
The 5-year major rehabilitation needs analysis at DCM results in a total 5-year cost of $14.66M. The **5-Year Major Rehabilitation Needs Exhibit** graphically depicts the major rehabilitation needs at a section-level which are also summarized in **Table 5** with rounded costs. Annual needs are displayed graphically in **Figure 8**.

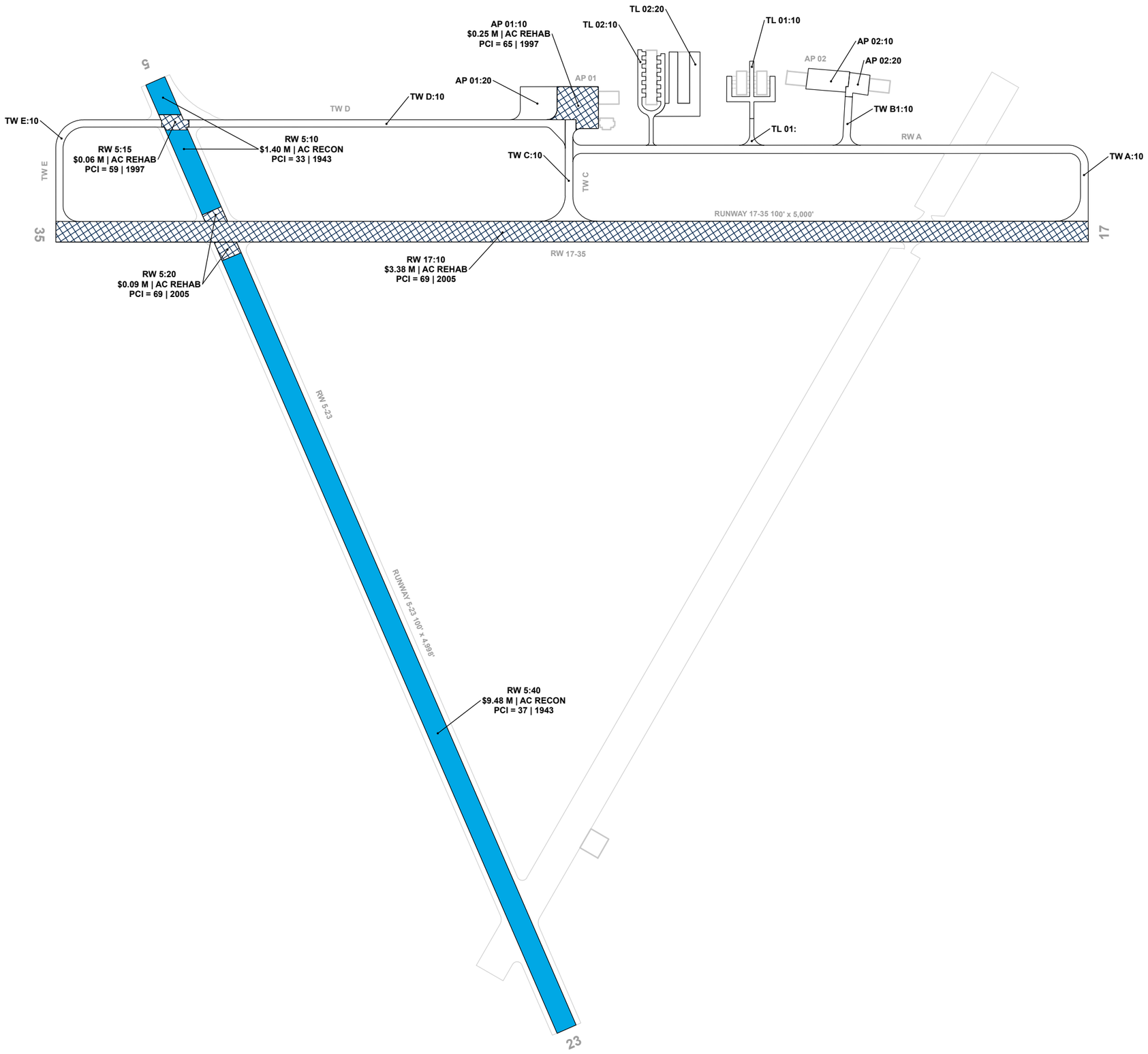
DCM – Chester Catawba Regional Airport

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
2022	**DCM**	AP 01	10	AC	37,195	65	AC Rehabilitation	$ 252,000
2022	**DCM**	RW 17	10	AC	500,000	69	AC Rehabilitation	$ 3,376,000
2022	**DCM**	RW 5	10	AC	60,375	28	AC Reconstruction	$ 1,404,000
2022	**DCM**	RW 5	15	AC	8,993	57	AC Rehabilitation	$ 61,000
2022	**DCM**	RW 5	20	AAC	13,390	69	AC Rehabilitation	$ 91,000
2022	**DCM**	RW 5	40	AC	407,661	32	AC Reconstruction	$ 9,479,000
							Total 5-Year Major Rehabilitation Needs =	**$ 14,663,000**

Figure 8 – 5-Year Major Rehabilitation Needs





Legend

5-Year Major Rehabilitaiton 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
M&R WORK TYPE

TWA:20
$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.

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CHESTER CATAWBA REGIONAL AIRPORT (DCM)

5-YEAR MAJOR REHABILITATION NEEDS EXHIBIT

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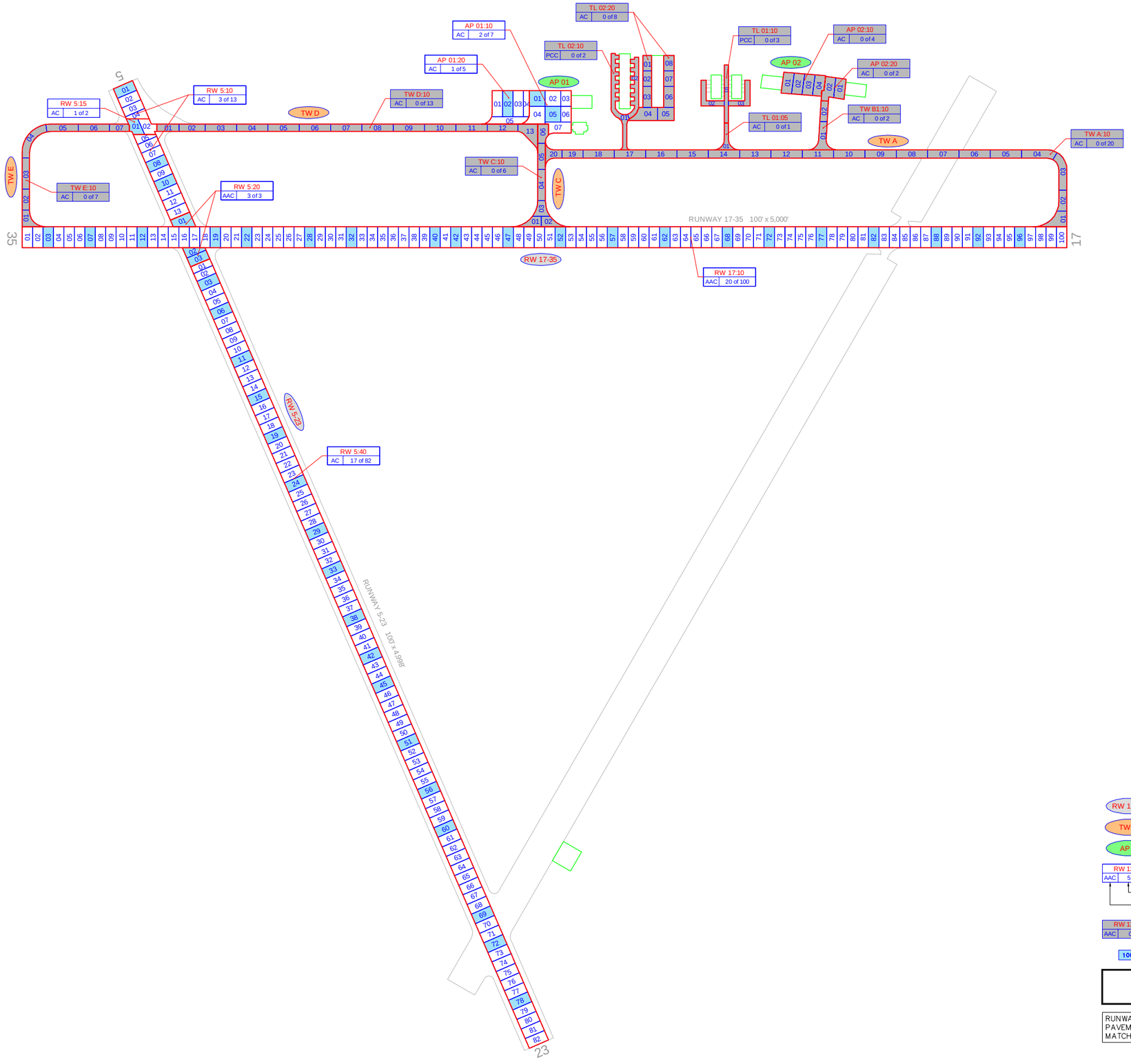
SECTION I

Appendices

Appendix A – Exhibits



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AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

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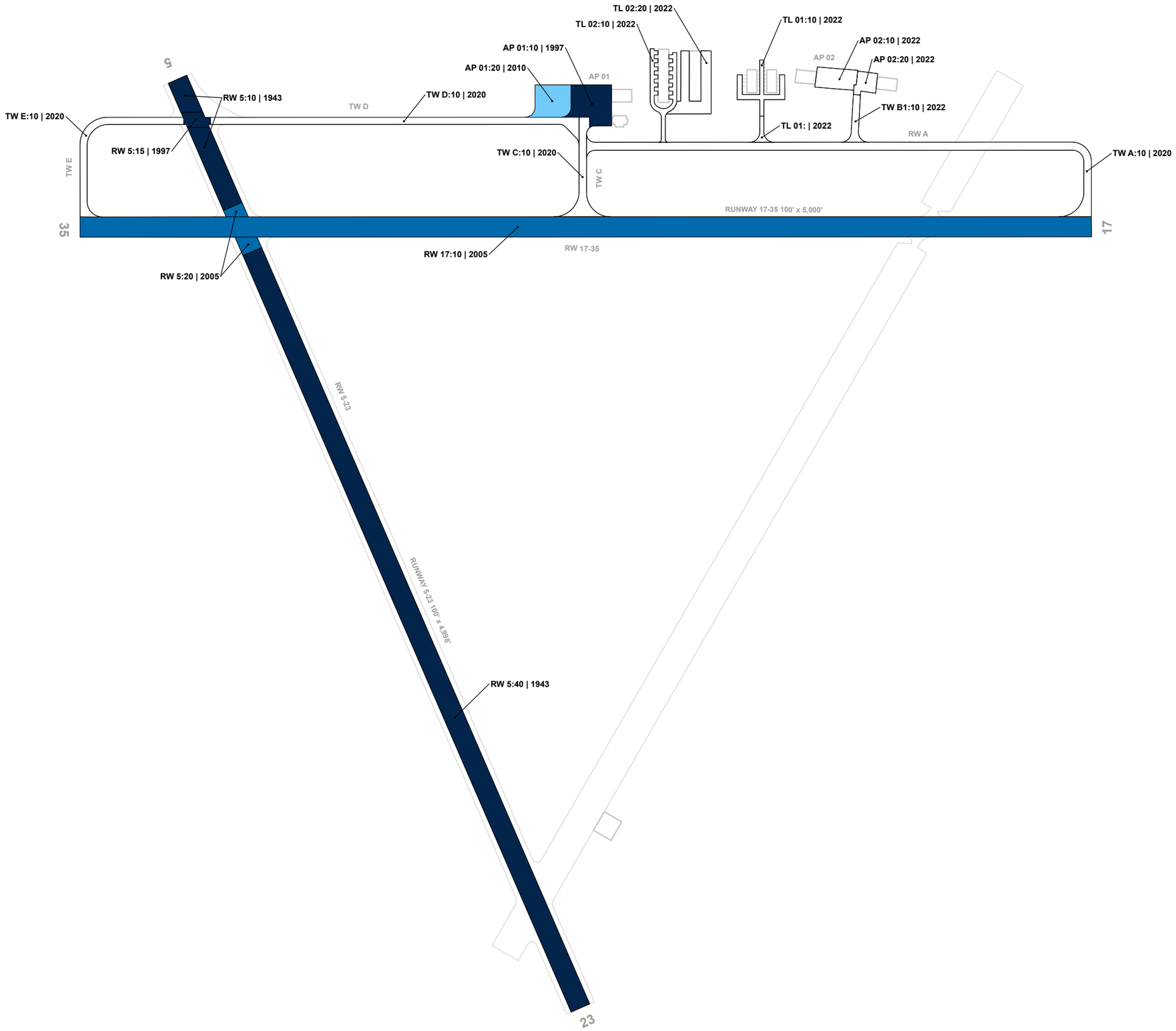

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BRANCH IDENTIFIER
SECTION IDENTIFIER
TWA:20 | 1985
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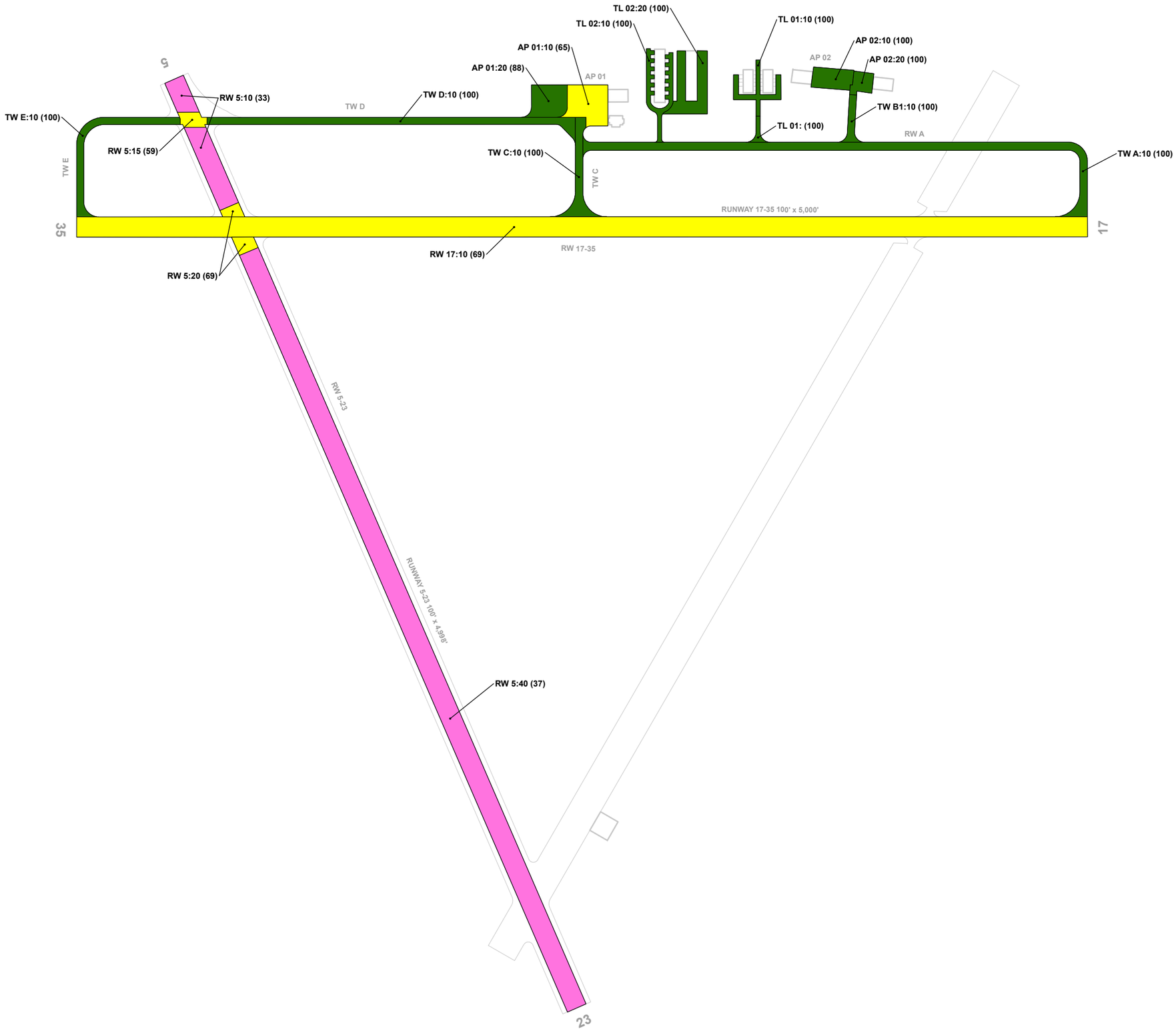

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CHESTER CATAWBA REGIONAL AIRPORT (DCM)

2021 PAVEMENT CONDITION INDEX (PCI) EXHIBIT

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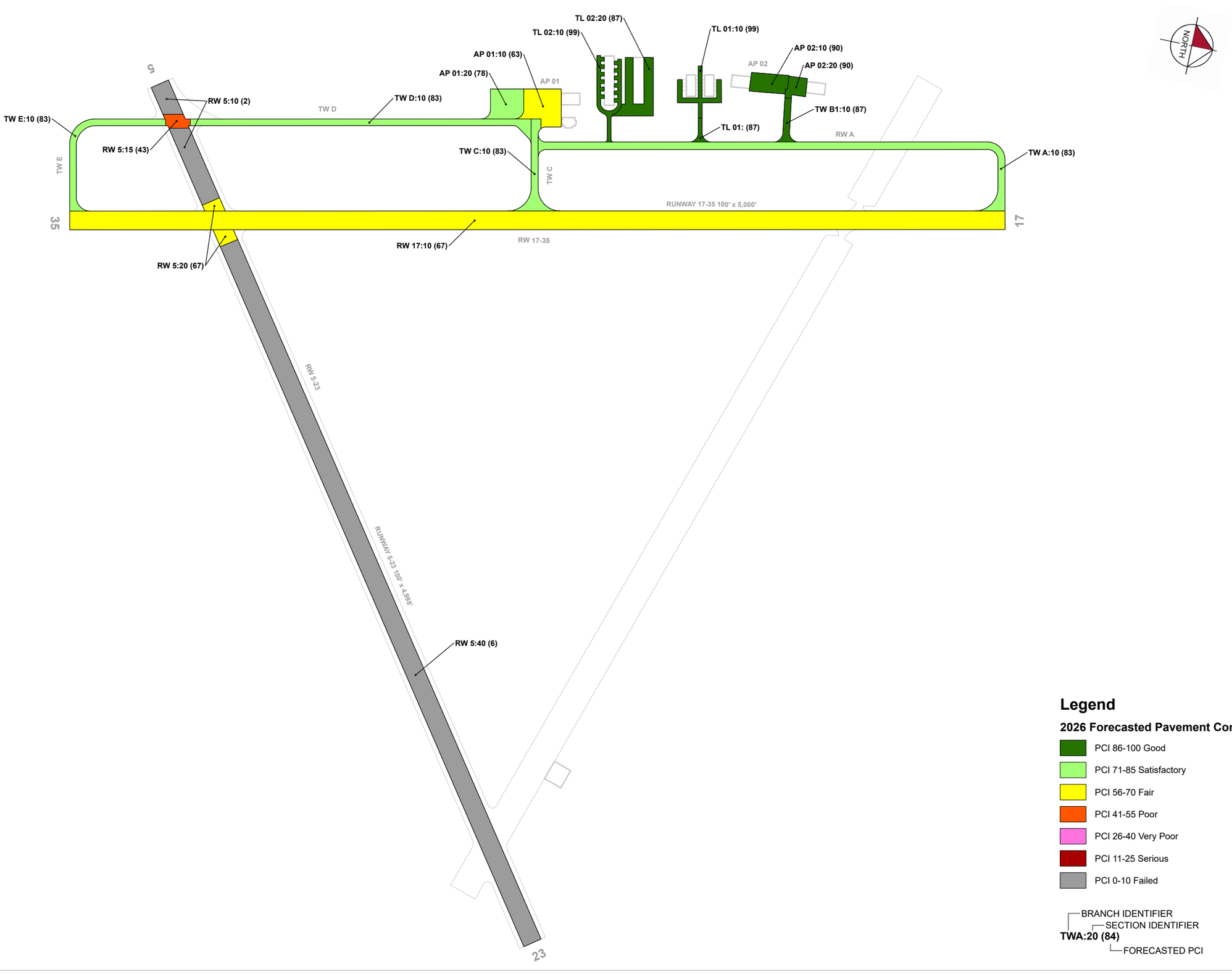

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FORECASTED PCI

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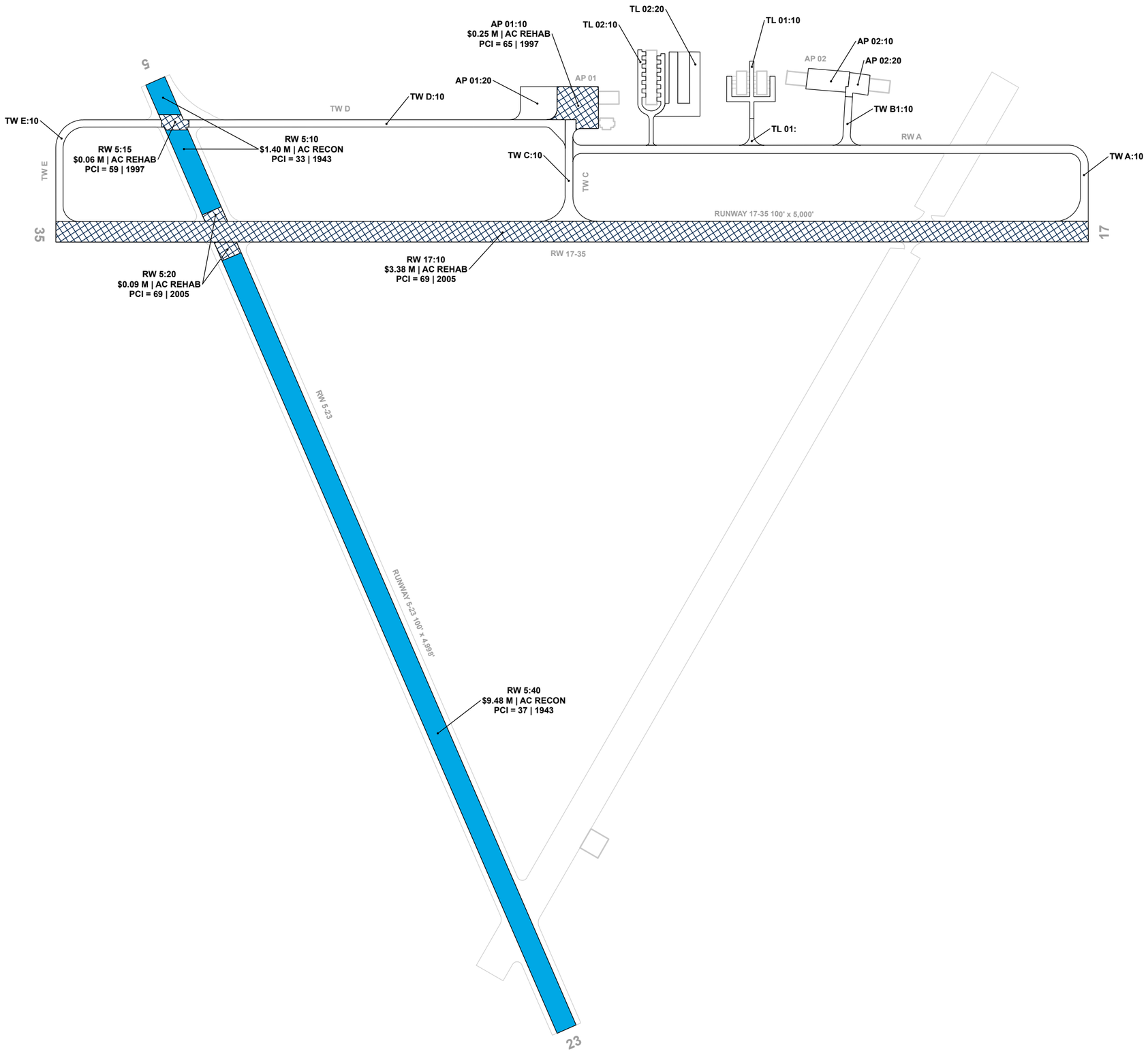

Legend

5-Year Major Rehabilitaiton 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
M&R WORK TYPE

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STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CHESTER CATAWBA REGIONAL AIRPORT (DCM)

5-YEAR MAJOR REHABILITATION NEEDS EXHIBIT

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Appendix B – Analysis Tables

DCM – Chester Catawba Regional Airport

Table B1 – System Inventory Data - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
DCM	AP 01	Apron	10	37,195	AC	12/1/1997
DCM	AP 01	Apron	20	28,480	AC	11/1/2010
DCM	AP 02	Apron	10	19,876	AC	1/1/2022
DCM	AP 02	Apron	20	10,660	AC	1/1/2022
DCM	RW 17	Runway	10	500,000	AC	9/19/2005
DCM	RW 5	Runway	10	60,375	AC	6/1/1943
DCM	RW 5	Runway	15	8,993	AC	6/1/1997
DCM	RW 5	Runway	20	13,390	AAC	1/1/2005
DCM	RW 5	Runway	40	407,661	AC	6/1/1943
DCM	TL 01	Taxilane	05	3,653	AC	1/1/2022
DCM	TL 01	Taxilane	10	15,884	PCC	1/1/2022
DCM	TL 02	Taxilane	10	21,071	PCC	1/1/2022
DCM	TL 02	Taxilane	20	34,732	AC	1/1/2022
DCM	TW A	Taxiway	10	114,758	AC	1/1/2020
DCM	TW B1	Taxiway	10	9,310	AC	1/1/2022
DCM	TW C	Taxiway	10	25,684	AC	1/1/2020
DCM	TW D	Taxiway	10	67,123	AC	1/1/2020
DCM	TW E	Taxiway	10	33,586	AC	1/1/2020

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	65,675	75	Satisfactory
AP 02	Apron	2	30,536	100	Good
RW 17	Runway	1	500,000	69	Fair
RW 5	Runway	4	490,419	38	Very Poor
TL 01	Taxilane	2	19,537	100	Good
TL 02	Taxilane	2	55,803	100	Good
TW A	Taxiway	1	114,758	100	Good
TW B1	Taxiway	1	9,310	100	Good
TW C	Taxiway	1	25,684	100	Good
TW D	Taxiway	1	67,123	100	Good
TW E	Taxiway	1	33,586	100	Good

DCM – Chester Catawba Regional Airport

Table B3 – Current (2021) 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
DCM	AP 01	Apron	10	37,195	AC	65	Fair	100	0	0	2	7
DCM	AP 01	Apron	20	28,480	AC	88	Good	100	0	0	1	5
DCM	AP 02	Apron	10	19,876	AC	100	Good	0	0	0	0	0
DCM	AP 02	Apron	20	10,660	AC	100	Good	0	0	0	0	0
DCM	RW 17	Runway	10	500,000	AC	69	Fair	92	0	8	20	100
DCM	RW 5	Runway	10	60,375	AC	33	Very Poor	73	27	0	3	13
DCM	RW 5	Runway	15	8,993	AC	59	Fair	100	0	0	1	2
DCM	RW 5	Runway	20	13,390	AAC	69	Fair	100	0	0	3	3
DCM	RW 5	Runway	40	407,661	AC	37	Very Poor	71	29	0	17	82
DCM	TL 01	Taxilane	05	3,653	AC	100	Good	0	0	0	0	0
DCM	TL 01	Taxilane	10	15,884	PCC	100	Good	0	0	0	0	0
DCM	TL 02	Taxilane	10	21,071	PCC	100	Good	0	0	0	0	0
DCM	TL 02	Taxilane	20	34,732	AC	100	Good	0	0	0	0	0
DCM	TW A	Taxiway	10	114,758	AC	100	Good	0	0	0	0	0
DCM	TW B1	Taxiway	10	9,310	AC	100	Good	0	0	0	0	0
DCM	TW C	Taxiway	10	25,684	AC	100	Good	0	0	0	0	0
DCM	TW D	Taxiway	10	67,123	AC	100	Good	0	0	0	0	0
DCM	TW E	Taxiway	10	33,586	AC	100	Good	0	0	0	0	0

DCM – Chester Catawba Regional Airport

Table B4 –Forecasted (2022-2026) Pavement Condition Index Summary - Section

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2022	2023	2024	2025	2026
DCM	AP 01	10	65	65	64	64	63	63
DCM	AP 01	20	88	86	84	82	80	78
DCM	AP 02	10	100	99	97	95	92	90
DCM	AP 02	20	100	99	97	95	92	90
DCM	RW 17	10	69	69	68	68	68	67
DCM	RW 5	10	33	28	21	15	9	2
DCM	RW 5	15	59	57	55	51	47	43
DCM	RW 5	20	69	69	68	68	68	67
DCM	RW 5	40	37	32	26	19	13	6
DCM	TL 01	05	100	99	96	93	90	87
DCM	TL 01	10	100	100	100	100	99	99
DCM	TL 02	10	100	100	100	100	99	99
DCM	TL 02	20	100	99	96	93	90	87
DCM	TW A	10	100	93	90	87	85	83
DCM	TW B1	10	100	99	96	93	90	87
DCM	TW C	10	100	93	90	87	85	83
DCM	TW D	10	100	93	90	87	85	83
DCM	TW E	10	100	93	90	87	85	83

Appendix C – Maintenance and Rehabilitation Tables

DCM – Chester Catawba Regional Airport

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	1,121	LF	$ 4,490
			Localized Preventive Maintenance Total =	$ 4,490
Localized Stopgap Maintenance	AC Crack Sealing Narrow	83,377	LF	$ 333,530
	Surface Seal	1,026	SF	$ 930
	AC Full-Depth Patching	8,039	SF	$ 174,840
			Localized Stopgap Maintenance Total =	$ 509,300
			Planning-Level Localized M&R Needs =	**$ 513,790**

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
DCM	AP 01	10	37,195	65	65	$ -
DCM	AP 01	20	28,480	88	88	$ 4,490
DCM	AP 02	10	19,876	100	100	$ -
DCM	AP 02	20	10,660	100	100	$ -
DCM	RW 17	10	500,000	69	70	$ 2,010
DCM	RW 5	10	60,375	33	53	$ 80,030
DCM	RW 5	15	8,993	59	65	$ 1,880
DCM	RW 5	20	13,390	69	69	$ 460
DCM	RW 5	40	407,661	37	52	$ 424,900
DCM	TL 01	05	3,653	100	100	$ -
DCM	TL 01	10	15,884	100	100	$ -
DCM	TL 02	10	21,071	100	100	$ -
DCM	TL 02	20	34,732	100	100	$ -
DCM	TW A	10	114,758	100	100	$ -
DCM	TW B1	10	9,310	100	100	$ -
DCM	TW C	10	25,684	100	100	$ -
DCM	TW D	10	67,123	100	100	$ -
DCM	TW E	10	33,586	100	100	$ -

DCM – Chester Catawba Regional Airport

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
DCM	AP 01	20	L & T CR	Low	1,121	LF	3.9%	Preventive	AC Crack Sealing Narrow	1,121	LF	$ 4.00	$ 4,490
DCM	RW 17	10	L & T CR	Medium	500	LF	0.1%	Stopgap	AC Crack Sealing Narrow	500	LF	$ 4.00	$ 2,010
DCM	RW 5	15	L & T CR	Medium	352	LF	3.9%	Stopgap	AC Crack Sealing Narrow	352	LF	$ 4.00	$ 1,410
DCM	RW 5	15	WEATHERING	Medium	521	SF	5.8%	Stopgap	Surface Seal	521	SF	$ 0.90	$ 470
DCM	RW 5	10	ALLIGATOR CR	Medium	886	SF	1.5%	Stopgap	AC Full-Depth Patching	1,010	SF	$ 21.75	$ 21,960
DCM	RW 5	10	BLOCK CR	Medium	47,636	SF	78.9%	Stopgap	AC Crack Sealing Narrow	14,519	LF	$ 4.00	$ 58,080
DCM	RW 5	40	ALLIGATOR CR	Medium	6,695	SF	1.6%	Stopgap	AC Full-Depth Patching	7,029	SF	$ 21.75	$ 152,880
DCM	RW 5	40	BLOCK CR	Medium	223,115	SF	54.7%	Stopgap	AC Crack Sealing Narrow	68,006	LF	$ 4.00	$ 272,030
DCM	RW 5	20	WEATHERING	Medium	505	SF	3.8%	Stopgap	Surface Seal	505	SF	$ 0.90	$ 460

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
2022	**DCM**	AP 01	10	AC	37,195	65	AC Rehabilitation	$ 252,000
2022	**DCM**	RW 17	10	AC	500,000	69	AC Rehabilitation	$ 3,376,000
2022	**DCM**	RW 5	10	AC	60,375	28	AC Reconstruction	$ 1,404,000
2022	**DCM**	RW 5	15	AC	8,993	57	AC Rehabilitation	$ 61,000
2022	**DCM**	RW 5	20	AAC	13,390	69	AC Rehabilitation	$ 91,000
2022	**DCM**	RW 5	40	AC	407,661	32	AC Reconstruction	$ 9,479,000
							Total 5-Year Major Rehabilitation Needs =	**$ 14,663,000**

Appendix D – Detailed PCI Results

DCM – Chester Catawba Regional Airport

AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
AP 01	Apron	2	65,675	75	Satisfactory

Section ID	Area (SF)	Surface	Estimated Last Major Work Date	Estimated Last Global Treatment	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	37,195	AC	12/1/1997	1/1/2020	65	Fair	100	0	0
20	28,480	AC	11/1/2010	1/1/2020	88	Good	100	0	0

AP 01-10

AP 01-20

AP 02

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
AP 02	Apron	2	30,536	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	19,876	AC	1/1/2022	-	100	Good	0	0	0
20	10,660	AC	1/1/2022	-	100	Good	0	0	0

DCM – Chester Catawba Regional Airport

RW 17/35

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 17	Runway	1	500,000	69	Fair

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	500,000	AC	9/19/2005	1/1/2020	69	Fair	92	0	8

RW 17-10

RW 17-10

RW 17-10

DCM – Chester Catawba Regional Airport

RW 5/23

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 5	Runway	4	490,419	38	Very Poor

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
15	8,993	AC	6/1/1997	-	59	Fair	100	0	0
10	60,375	AC	6/1/1943	-	33	Very Poor	73	27	0
40	407,661	AC	6/1/1943	-	37	Very Poor	71	29	0
20	13,390	AAC	1/1/2005	-	69	Fair	100	0	0

RW 5-40

RW 5-40

TL 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TL 01	Taxilane	2	19,537	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
05	3,653	AC	1/1/2022	-	100	Good	0	0	0
10	15,884	PCC	1/1/2022	-	100	Good	0	0	0

DCM – Chester Catawba Regional Airport

TL 02

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TL 02	Taxilane	2	55,803	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	21,071	PCC	1/1/2022	-	100	Good	0	0	0
20	34,732	AC	1/1/2022	-	100	Good	0	0	0

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW A	Taxiway	1	114,758	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	114,758	AC	1/1/2020	-	100	Good	0	0	0

TW B1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW B1	Taxiway	1	9,310	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	9,310	AC	1/1/2022	-	100	Good	0	0	0

DCM – Chester Catawba Regional Airport

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW C	Taxiway	1	25,684	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	25,684	AC	1/1/2020	-	100	Good	0	0	0

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW D	Taxiway	1	67,123	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	67,123	AC	1/1/2020	-	100	Good	0	0	0

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW E	Taxiway	1	33,586	100	Good

Section ID	Area (SF)	Surface	Estimated Last Major Work Year	Estimated Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	33,586	AC	1/1/2020	-	100	Good	0	0	0

Appendix E – Re-Inspection Report

Re-Inspection Report

SCAC_2021
Generated Date 5/29/2022

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: AP 01 **Name:** APRON 01 **Use:** APRON **Area:** 65,675 SqFt

Section: 10 of 2 **From:** - **To:** - **Last Const.:** 12/1/1997

Surface: AC **Family:** SC III & IV-AP-AC **Zone:** **Category:** G **Rank:** P

Area: 37,195 SqFt **Length:** 200 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 12/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 12/1/1997	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 12/1/1997	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 12/1/1997	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False

Last Insp. Date: 9/23/2021 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	1073.00	Ft
57	WEATHERING	L	1407.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5625.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	992.00	Ft
57	WEATHERING	L	1407.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: AP 01 **Name:** APRON 01 **Use:** APRON **Area:** 65,675 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 11/1/2010

Surface: AC **Family:** SC III & IV-AP-AC **Zone:** **Category:** **Rank:** P

Area: 28,480 SqFt **Length:** 100 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 11/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2020 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 1/1/2020 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Last Insp. Date: 9/23/2021 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6250.00 SqFt **PCI:** 88

Sample Comments:

48 L & T CR L 246.00 Ft

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: AP 02 **Name:** APRON 02 **Use:** APRON **Area:** 30,536 SqFt

Section: 10 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: AC **Family:** SC III & IV-AP-AC **Zone:** **Category:** G **Rank:** S

Area: 19,876 SqFt **Length:** 200 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1981	**Work Type:** OVERLAY-AC GLOBAL	**Code:** OL-AT	**Is Major M&R:** False
Work Date: 6/1/1981	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 50 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5007.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CRACKING	L	4757.00	SqFt
43	BLOCK CRACKING	M	250.00	SqFt
45	DEPRESSION	L	9.00	SqFt
52	RAVELING	L	5007.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4856.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CRACKING	L	4613.00	SqFt
43	BLOCK CRACKING	M	243.00	SqFt
52	RAVELING	L	4856.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: AP 02 **Name:** APRON 02 **Use:** APRON **Area:** 30,536 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: AC **Family:** SC III & IV-AP-AC **Zone:** **Category:** G **Rank:** S

Area: 10,660 SqFt **Length:** 100 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1971	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 6/1/1971	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 1/1/2007	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 28 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5806.00 SqFt **PCI:** 28

Sample Comments:

41	ALLIGATOR CRACKING	L	912.00	SqFt
43	BLOCK CRACKING	L	3671.00	SqFt
45	DEPRESSION	L	38.00	SqFt
52	RAVELING	L	4935.00	SqFt
52	RAVELING	M	871.00	SqFt
53	RUTTING	L	126.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: RW 17 **Name:** RUNWAY 17/35 **Use:** RUNWAY **Area:** 500,000 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 9/19/2005

Surface: AC **Family:** SC III & IV-RW-AC **Zone:** **Category:** G **Rank:** P

Area: 500,000 SqFt **Length:** 5,000 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1988	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 6/1/1988	**Work Type:** OVERLAY-AC GLOBAL	**Code:** OL-AT	**Is Major M&R:** False
Work Date: 6/1/1988	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 9/19/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2020	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False

Last Insp. Date: 9/23/2021 **TotalSamples:** 100 **Surveyed:** 20

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

42	BLEEDING	N	29.00	SqFt
48	L & T CR	L	508.00	Ft
48	L & T CR	M	50.00	Ft

Sample Number: 07 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	38.00	SqFt
48	L & T CR	L	615.00	Ft
48	L & T CR	M	50.00	Ft

Sample Number: 12 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

42	BLEEDING	N	43.00	SqFt
48	L & T CR	L	775.00	Ft

Sample Number: 19 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

42	BLEEDING	N	6.00	SqFt
48	L & T CR	L	728.00	Ft

Sample Number: 22 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

42	BLEEDING	N	6.00	SqFt
48	L & T CR	L	672.00	Ft

Sample Number: 28 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

42	BLEEDING	N	98.00	SqFt
48	L & T CR	L	647.00	Ft

Sample Number: 32 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	40.00	SqFt
48	L & T CR	L	828.00	Ft

Sample Number: 40 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

42	BLEEDING	N	20.00	SqFt
48	L & T CR	L	818.00	Ft

Sample Number: 42 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

42	BLEEDING	N	5.00	SqFt
48	L & T CR	L	882.00	Ft

Sample Number: 47 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	832.00	Ft
57	WEATHERING	L	500.00	SqFt

Sample Number: 52 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

42	BLEEDING	N	139.00	SqFt
48	L & T CR	L	782.00	Ft
57	WEATHERING	L	500.00	SqFt

Sample Number: 57 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

42	BLEEDING	N	8.00	SqFt
48	L & T CR	L	815.00	Ft

Sample Number: 62 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

42	BLEEDING	N	5.00	SqFt
48	L & T CR	L	834.00	Ft

Sample Number: 68 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	877.00	Ft

Sample Number: 72 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	747.00	Ft

Sample Number: 77 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	687.00	Ft

Sample Number: 82 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	790.00	Ft

Sample Number: 88 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	626.00	Ft
57	WEATHERING	L	500.00	SqFt

Sample Number: 92 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	779.00	Ft

Sample Number: 96 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	600.00	Ft

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: RW 5 **Name:** RUNWAY 5/23 **Use:** RUNWAY **Area:** 490,419 SqFt

Section: 10 of 4 **From:** - **To:** - **Last Const.:** 6/1/1943

Surface: AC **Family:** SC III & IV-RW-AC **Zone:** **Category:** G **Rank:** S

Area: 60,375 SqFt **Length:** 605 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1943 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/23/2021 **TotalSamples:** 13 **Surveyed:** 3

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 24

Sample Comments:

41	ALLIGATOR CR	M	220.00	SqFt
43	BLOCK CR	L	1195.00	SqFt
43	BLOCK CR	M	3585.00	SqFt
52	RAVELING	L	352.00	SqFt
57	WEATHERING	L	4648.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1250.00	SqFt
43	BLOCK CR	M	3750.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 10 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	500.00	SqFt
43	BLOCK CR	M	4500.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: RW 5 **Name:** RUNWAY 5/23 **Use:** RUNWAY **Area:** 490,419 SqFt

Section: 15 of 4 **From:** - **To:** - **Last Const.:** 6/1/1997

Surface: AC **Family:** SC III & IV-RW-AC **Zone:** **Category:** G **Rank:** P

Area: 8,993 SqFt **Length:** 83 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1997	**Work Type:** Surface Course - AC	**Code:** SU-AC	**Is Major M&R:** True
Work Date: 6/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 6/1/1997	**Work Type:** AC Surface Recycling - Cold	**Code:** AR-CO	**Is Major M&R:** True
Work Date: 6/1/1997	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False

Last Insp. Date: 9/23/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4246.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	219.00	Ft
48	L & T CR	M	166.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	246.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: RW 5 **Name:** RUNWAY 5/23 **Use:** RUNWAY **Area:** 490,419 SqFt

Section: 20 of 4 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** SC III & IV-RW-AC **Zone:** **Category:** G **Rank:** S

Area: 13,390 SqFt **Length:** 135 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 9/23/2021 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5596.00 SqFt **PCI:** 67

Sample Comments:

42	BLEEDING	N	5.00	SqFt
48	L & T CR	L	606.00	Ft
57	WEATHERING	L	5316.00	SqFt
57	WEATHERING	M	280.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3294.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	372.00	Ft
57	WEATHERING	L	3294.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4501.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	405.00	Ft
57	WEATHERING	L	4276.00	SqFt
57	WEATHERING	M	225.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: RW 5 **Name:** RUNWAY 5/23 **Use:** RUNWAY **Area:** 490,419 SqFt

Section: 40 of 4 **From:** - **To:** - **Last Const.:** 6/1/1943

Surface: AC **Family:** SC III & IV-RW-AC **Zone:** **Category:** G **Rank:** S

Area: 407,661 SqFt **Length:** 4,150 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 6/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/23/2021 **TotalSamples:** 82 **Surveyed:** 17

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1250.00	SqFt
43	BLOCK CR	M	3750.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1250.00	SqFt
43	BLOCK CR	M	3750.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
43	BLOCK CR	M	2500.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 19 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 24 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

41	ALLIGATOR CR	M	36.00	SqFt
43	BLOCK CR	L	2482.00	SqFt
43	BLOCK CR	M	2482.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 29 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	1750.00	SqFt
43	BLOCK CR	M	3250.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 33 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
43	BLOCK CR	M	2500.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 38 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	2000.00	SqFt
43	BLOCK CR	M	3000.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 42 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
43	BLOCK CR	M	2500.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 45 **Type:** R **Area:** 5000.00 SqFt **PCI:** 20

Sample Comments:

41	ALLIGATOR CR	M	545.00	SqFt
43	BLOCK CR	L	1112.00	SqFt
43	BLOCK CR	M	3338.00	SqFt
50	PATCHING	L	4.00	SqFt
50	PATCHING	M	1.00	SqFt
52	RAVELING	L	1249.00	SqFt
57	WEATHERING	L	3746.00	SqFt

Sample Number: 51 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
43	BLOCK CR	M	2500.00	SqFt
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 56 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

41	ALLIGATOR CR	L	18.00	SqFt
43	BLOCK CR	L	2989.00	SqFt
43	BLOCK CR	M	1993.00	SqFt
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 60 **Type:** R **Area:** 5000.00 SqFt **PCI:** 34

Sample Comments:

41	ALLIGATOR CR	L	50.00	SqFt
41	ALLIGATOR CR	M	25.00	SqFt
43	BLOCK CR	L	2955.00	SqFt
43	BLOCK CR	M	1970.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 69 **Type:** R **Area:** 5000.00 SqFt **PCI:** 19

Sample Comments:

41	ALLIGATOR CR	M	692.00	SqFt
43	BLOCK CR	L	2059.00	SqFt
43	BLOCK CR	M	2068.00	SqFt
50	PATCHING	M	171.00	SqFt
52	RAVELING	L	1207.00	SqFt
57	WEATHERING	L	3617.00	SqFt

Sample Number: 72 **Type:** R **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

41	ALLIGATOR CR	L	21.00	SqFt
43	BLOCK CR	L	1245.00	SqFt
43	BLOCK CR	M	3734.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 78 **Type:** R **Area:** 5000.00 SqFt **PCI:** 29

Sample Comments:

41	ALLIGATOR CR	M	98.00	SqFt
43	BLOCK CR	L	1716.00	SqFt
43	BLOCK CR	M	3186.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 19,537 SqFt

Section: 05 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** G **Rank:** T

Area: 3,653 SqFt **Length:** 130 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 6/1/1987	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 6/1/1987	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 6/1/1987	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 59 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3653.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CRACKING	L	3653.00	SqFt
52	RAVELING	L	3653.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 19,537 SqFt

Section: 10 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: PCC **Family:** SC III & IV-PCC **Zone:** **Category:** G **Rank:** T

Area: 15,884 SqFt **Length:** 930 Ft **Width:** 20 Ft

Slabs: 30 **Slab Length:** 15 Ft **Slab Width:** 35 Ft **Joint Length:** 821 Ft

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

Section Comments:

Work Date: 6/1/1987	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 6/1/1987	**Work Type:** Surface Course - PCC (Layer Construct)	**Code:** SU-PC	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 19 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 12.00 Slabs **PCI:** 19

Sample Comments:

63	LINEAR CRACKING	L	5.00	Slabs
63	LINEAR CRACKING	M	1.00	Slabs
65	JOINT SEAL DAMAGE	L	12.00	Slabs
70	SCALING	H	6.00	Slabs
73	SHRINKAGE CRACKING	N	8.00	Slabs

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TL 02 **Name:** TAXILANE 02 **Use:** TAXILANE **Area:** 55,803 SqFt

Section: 10 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: PCC **Family:** SC III & IV-PCC **Zone:** **Category:** G **Rank:** T

Area: 21,071 SqFt **Length:** 1,020 Ft **Width:** 20 Ft

Slabs: 51 **Slab Length:** 16 Ft **Slab Width:** 25 Ft **Joint Length:** 1,012 Ft

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

Section Comments:

Work Date: 6/1/1998	**Work Type:** Surface Course - PCC (Layer Construct)	**Code:** SU-PC	**Is Major M&R:** False
Work Date: 6/1/1998	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 27 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 31.00 Slabs **PCI:** 27

Sample Comments:

62	CORNER BREAK	L	6.00	Slabs
62	CORNER BREAK	M	3.00	Slabs
63	LINEAR CRACKING	L	11.00	Slabs
65	JOINT SEAL DAMAGE	L	31.00	Slabs
67	LARGE PATCH/UTILITY	L	7.00	Slabs
67	LARGE PATCH/UTILITY	M	1.00	Slabs
72	SHATTERED SLAB	L	5.00	Slabs
72	SHATTERED SLAB	M	3.00	Slabs
73	SHRINKAGE CRACKING	N	11.00	Slabs

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TL 02 **Name:** TAXILANE 02 **Use:** TAXILANE **Area:** 55,803 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** **Rank:** P

Area: 34,732 SqFt **Length:** 340 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 11/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 88 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 4200.00 SqFt **PCI:** 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.00	Ft
57	WEATHERING	L	4200.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4977.00 SqFt **PCI:** 90

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft
57	WEATHERING	L	4977.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 114,758 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2020

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** G **Rank:** P

Area: 114,758 SqFt **Length:** 2,713 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 11/1/1987	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 11/1/1987	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 11/1/1987	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 11/1/1987	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/2/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/2020	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False

Last Insp. Date: 4/13/2016 **TotalSamples:** 19 **Surveyed:** 4

Conditions: **PCI:** 47 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6708.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CRACKING	L	6373.00	SqFt
43	BLOCK CRACKING	M	335.00	SqFt
52	RAVELING	L	6508.00	SqFt
52	RAVELING	M	200.00	SqFt

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CRACKING	L	5700.00	SqFt
43	BLOCK CRACKING	M	300.00	SqFt
52	RAVELING	L	5000.00	SqFt
52	RAVELING	M	1000.00	SqFt

Sample Number: 12 **Type:** R **Area:** 6000.00 SqFt **PCI:** 46

Sample Comments:

42	BLEEDING	N	15.00	SqFt
43	BLOCK CRACKING	L	3930.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	63.00	Ft
52	RAVELING	L	5700.00	SqFt
52	RAVELING	M	300.00	SqFt
53	RUTTING	L	96.00	SqFt

Sample Number: 15 **Type:** R **Area:** 6000.00 SqFt **PCI:** 54

Sample Comments:

42	BLEEDING	N	117.00	SqFt
43	BLOCK CRACKING	L	4350.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft
52	RAVELING	L	6000.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 9,310 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2022

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** G **Rank:** S

Area: 9,310 SqFt **Length:** 260 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 11/1/1987	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 11/1/1987	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 11/1/1987	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 11/1/1987	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2016 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 53 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5815.00 SqFt **PCI:** 53

Sample Comments:

43	BLOCK CRACKING	L	5305.00	SqFt
45	DEPRESSION	L	16.00	SqFt
50	PATCHING	L	510.00	SqFt
52	RAVELING	L	5305.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 25,684 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2020

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** G **Rank:** P

Area: 25,684 SqFt **Length:** 493 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 6/1/1978	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 6/1/1978	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 6/1/1978	**Work Type:** OVERLAY-AC GLOBAL	**Code:** OL-AT	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/2/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/2020	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False

Last Insp. Date: 4/13/2016 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 66 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5642.00 SqFt **PCI:** 78

Sample Comments:

42	BLEEDING	N	10.00	SqFt
48	L & T CR	L	204.00	Ft
52	RAVELING	L	282.00	SqFt
57	WEATHERING	L	5360.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5642.00 SqFt **PCI:** 54

Sample Comments:

43	BLOCK CRACKING	L	5642.00	SqFt
52	RAVELING	L	1411.00	SqFt
57	WEATHERING	L	4231.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 67,123 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2020

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** G **Rank:** P

Area: 67,123 SqFt **Length:** 1,825 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 12/1/1997	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 12/1/1997	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 12/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 12/1/1997	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/2/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/2020	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False

Last Insp. Date: 4/13/2016 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 76 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft
57	WEATHERING	L	4987.00	SqFt
57	WEATHERING	M	263.00	SqFt

Sample Number: 06 **Type:** R **Area:** 5250.00 SqFt **PCI:** 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	239.00	Ft
57	WEATHERING	L	4987.00	SqFt
57	WEATHERING	M	263.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5250.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	271.00	Ft
57	WEATHERING	L	4987.00	SqFt
57	WEATHERING	M	263.00	SqFt

Sample Number: 12 **Type:** R **Area:** 5129.00 SqFt **PCI:** 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	356.00	Ft
57	WEATHERING	L	4873.00	SqFt
57	WEATHERING	M	256.00	SqFt

Network: DCM **Name:** Chester Catawba Regional Airport

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 33,586 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2020

Surface: AC **Family:** SC III & IV-TW-TL-AC **Zone:** **Category:** G **Rank:** P

Area: 33,586 SqFt **Length:** 825 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 12/1/1997	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 12/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 12/1/1997	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False
Work Date: 12/1/1997	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/2/2020	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 1/3/2020	**Work Type:** Surface Course - AC (Layer Construct)	**Code:** SU-AC	**Is Major M&R:** False

Last Insp. Date: 4/13/2016 **TotalSamples:** 6 **Surveyed:** 3

Conditions: **PCI:** 74 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	454.00	Ft
57	WEATHERING	L	4987.00	SqFt
57	WEATHERING	M	263.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5360.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	349.00	Ft
57	WEATHERING	L	5092.00	SqFt
57	WEATHERING	M	268.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	234.00	Ft
57	WEATHERING	L	4987.00	SqFt
57	WEATHERING	M	263.00	SqFt

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