



SOUTH CAROLINA AERONAUTICS COMMISSION

# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

 DLC - Dillon County Airport



Kimley»Horn

2023



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## 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 Dillon County Airport (DLC).

Figure 1 – Airport Layout



### System Inventory

The pavements at Dillon County Airport (DLC) include approximately 0.2 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.

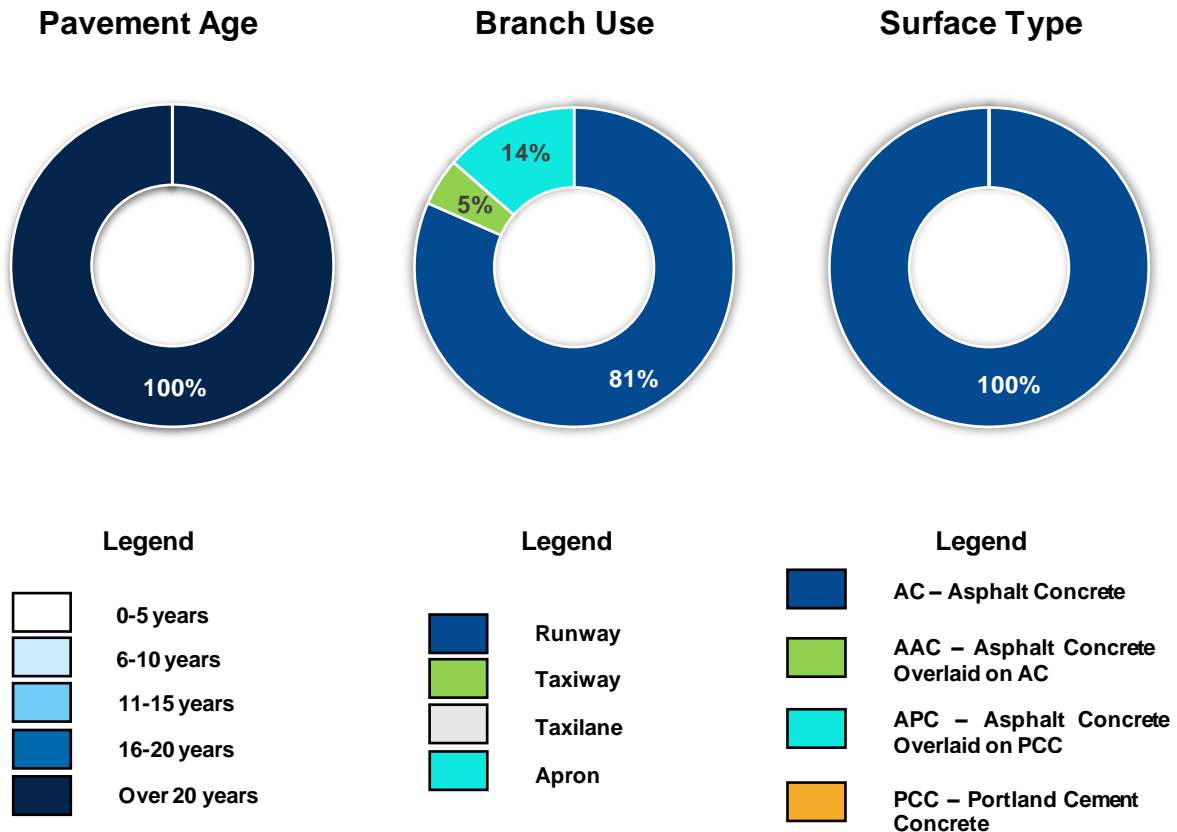
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. No documented or identified projects occurred since the previous inspection.

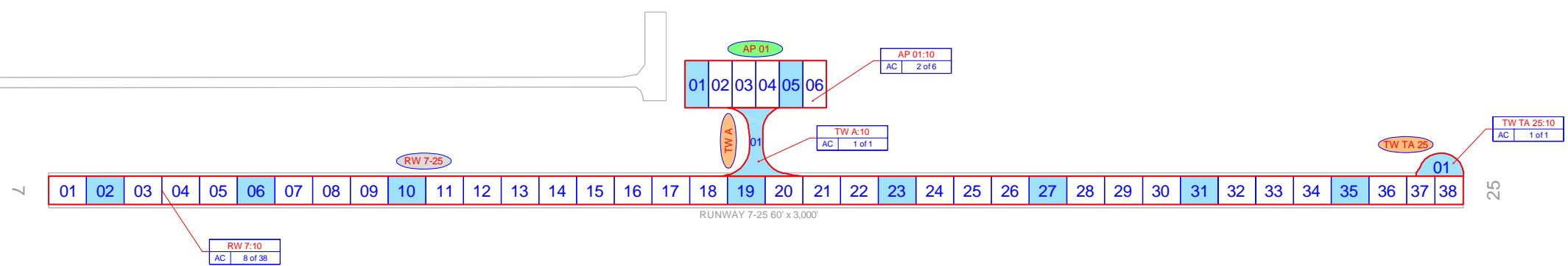
Table 1 - Recent Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
No Information Provided		

The following figure summarizes the inventory items at Dillon County Airport (DLC). The **Estimated Age Exhibit** provides the last major work date for each pavement section based on the collected documentation.

Figure 2 – System Inventory Summary





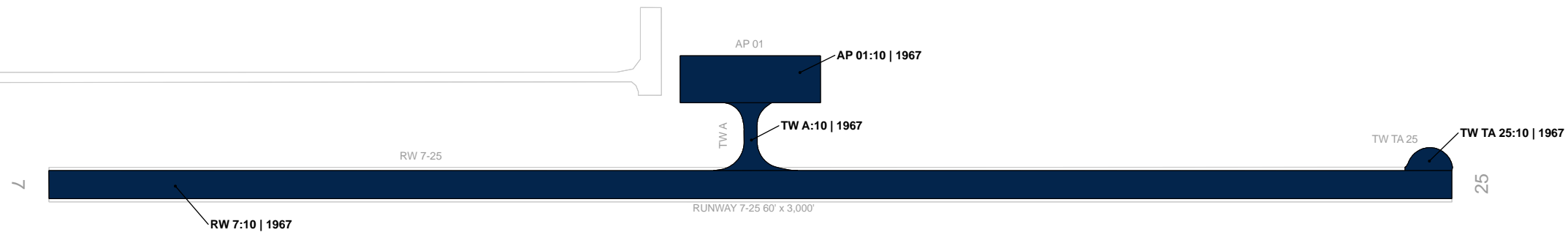
**LEGEND**

- 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
- AAC 0 of 5 NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 PAVEMENT SURFACE TYPE
- RW 13-20 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- 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 = 12**  
**AC: 12 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.



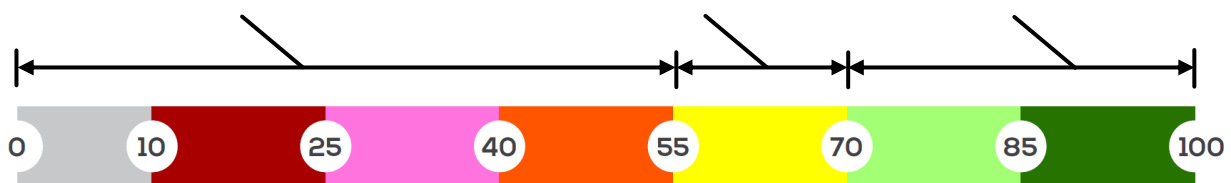
#### Fair Pavement

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.



Pavement Condition Index (PCI)

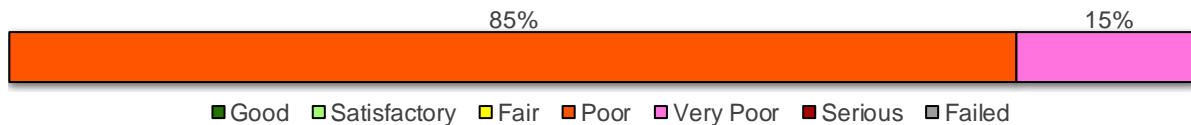
### Critical PCI

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

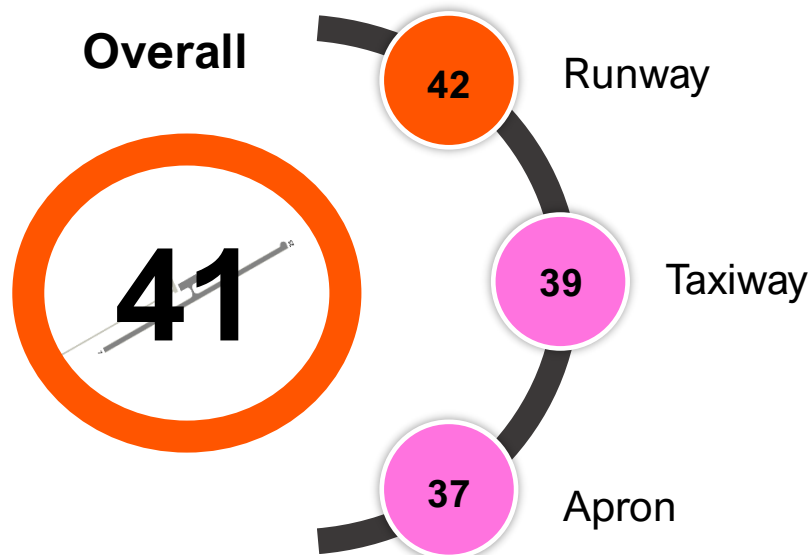
The PCI survey for Dillon County Airport (DLC) was performed in January 2023. **The overall area-weighted average PCI value of the network was 41**, representing a condition rating of **Poor**. None of inspected pavements are in Good, Satisfactory or Fair condition. All the pavements are in Poor or worse 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 **2023 Airfield Pavement Condition Index Exhibit** and are summarized in **Table 2**.

Figure 5 – Area Weighted Average Pavement Condition





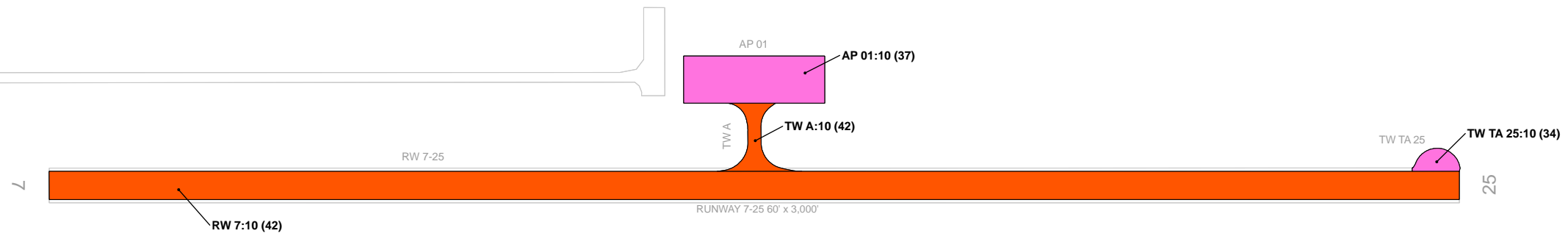


## DLC - Dillon County Airport

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
DLC	AP 01	Apron	10	30,000	AC	37	Very Poor	100	0	0
DLC	RW 7	Runway	10	180,000	AC	42	Poor	100	0	0
DLC	TW A	Taxiway	10	6,864	AC	42	Poor	100	0	0
DLC	TW TA25	Taxiway	10	3,807	AC	34	Very Poor	68	32	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

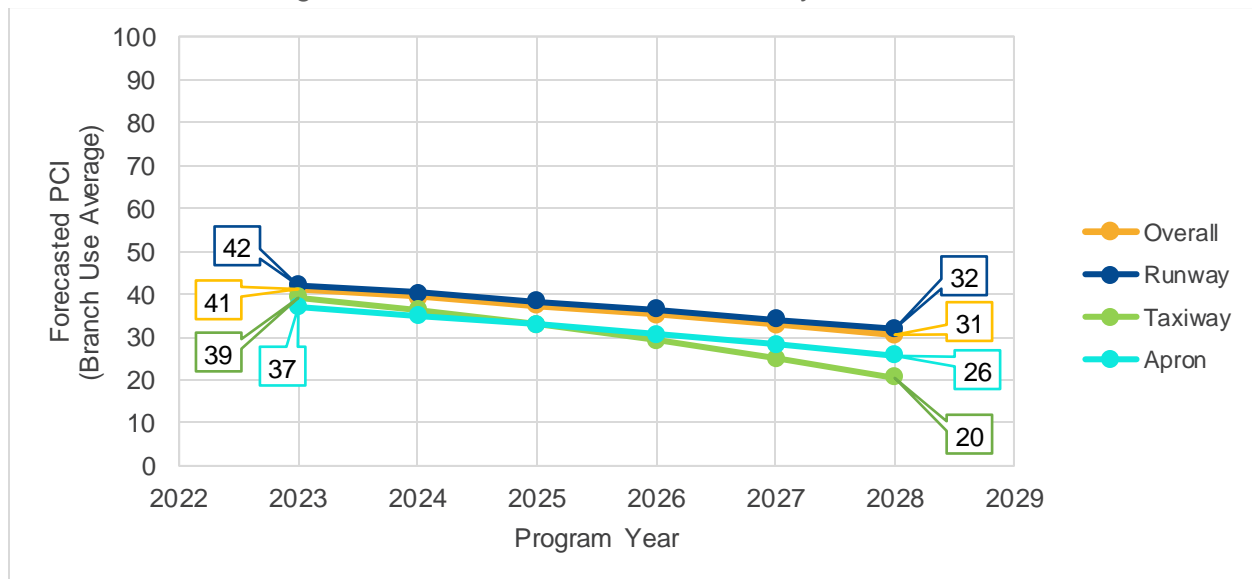
— BRANCH IDENTIFIER  
— SECTION IDENTIFIER  
**TWA:20 (84)**  
— PCI



### 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 DLC.

Figure 6 – Forecasted 5-Year PCI by Branch Use



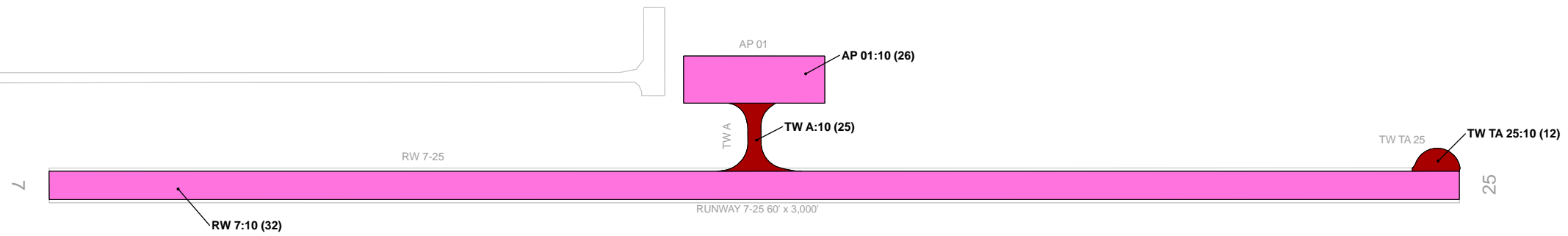
All condition forecasts are based on historical observations and analysis of South Carolina airfield pavements. The forecasts are not a guarantee of future PCI: - rather, they are a planning tool to aid in the timing of maintenance and rehabilitation activities.



## **DLC - Dillon County Airport**

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
DLC	AP 01	10	37	35	33	31	28	26
DLC	RW 7	10	42	40	38	36	34	32
DLC	TW A	10	42	40	36	33	29	25
DLC	TW TA25	10	34	31	26	22	17	12



**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



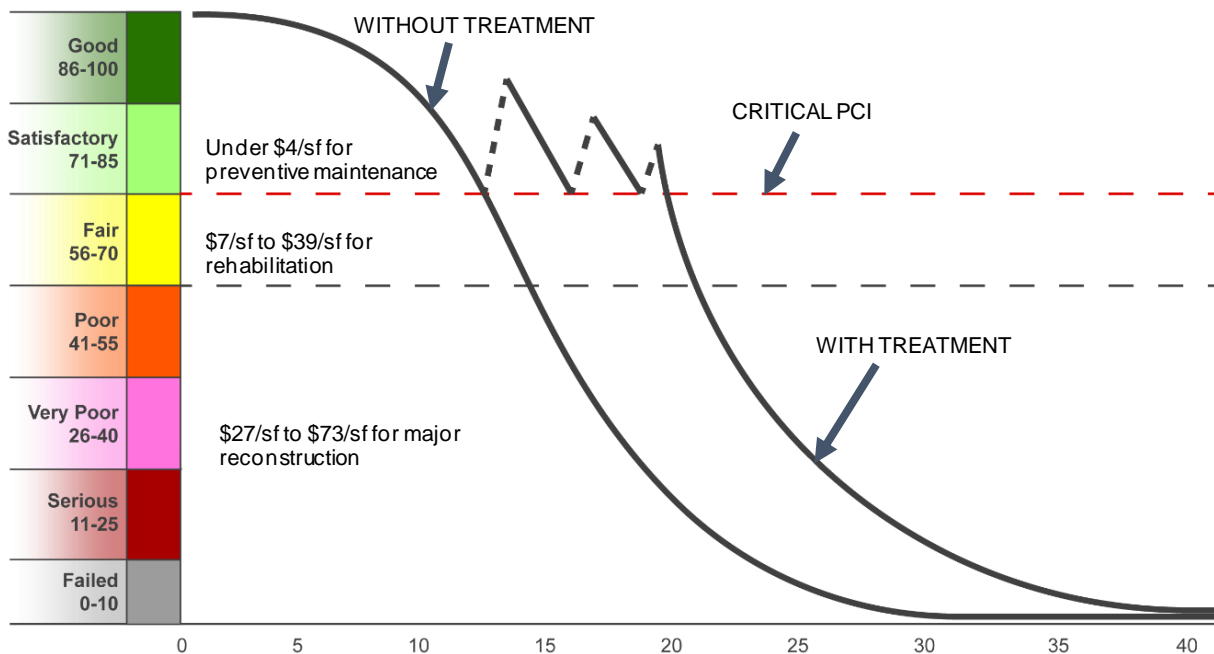
### M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at DLC 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	N/A			\$ -
<i>Localized Preventive Maintenance Total =</i>				\$ -
Localized Stopgap Maintenance	AC Crack Sealing Narrow	67,246	LF	\$ 235,380
	Surface Seal	190,653	SF	\$ 314,590
	AC Full-Depth Patching	56	SF	\$ 1,000
<i>Localized Stopgap Maintenance Total =</i>				\$ 550,970
<i>Planning-Level Localized M&amp;R Needs =</i>				\$ 550,970

### 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

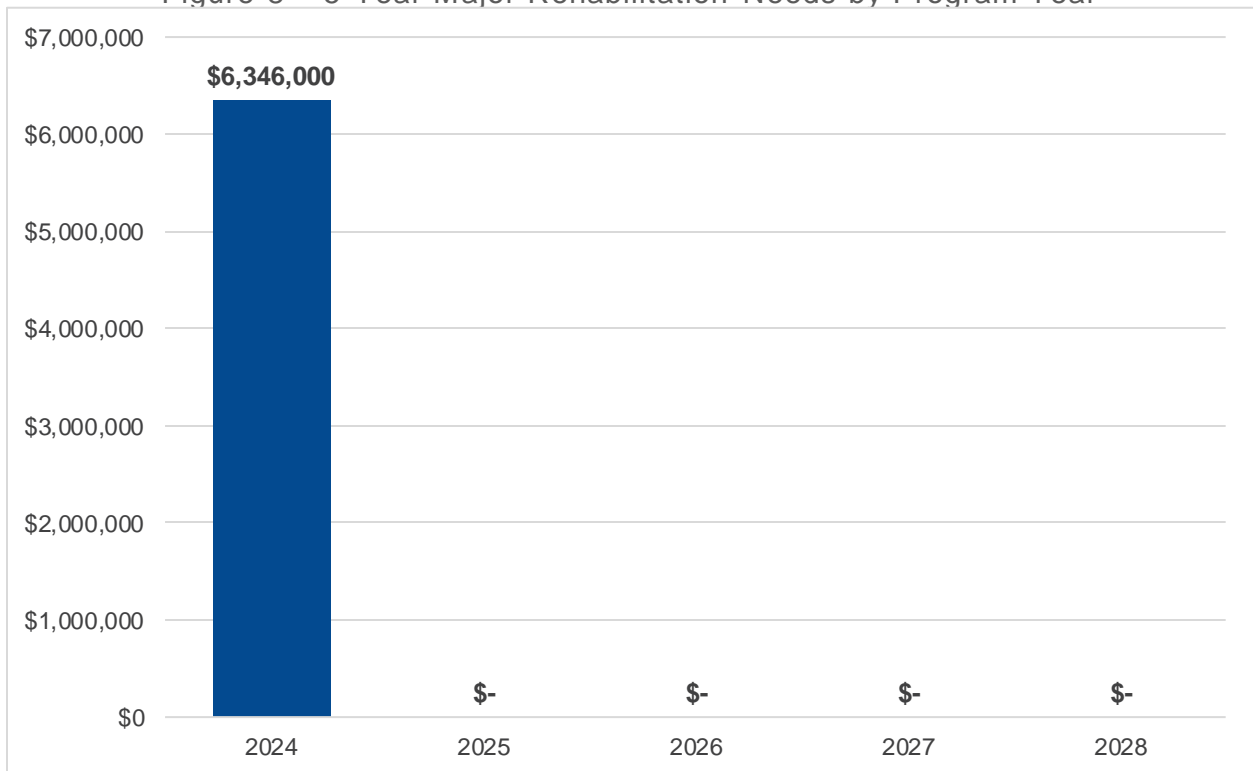
The 5-year major rehabilitation needs analysis at DLC results in a total 5-year cost of \$6.35M. The **5-Year Major Rehabilitation Needs Exhibit** graphically depicts the major rehabilitation needs at a section-level which are also summarized in **Table 5** with rounded costs. Annual needs are displayed graphically in **Figure 8**.



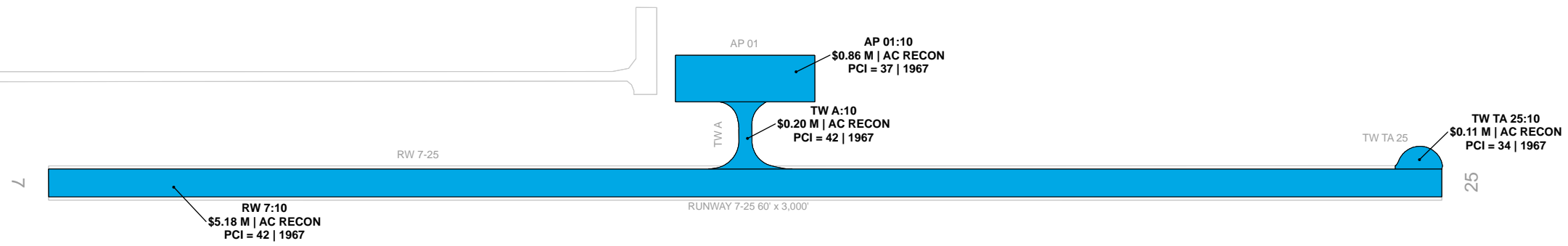
Table 5 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	DLC	AP 01	10	AC	30,000	35	AC Reconstruction	\$ 863,000
2024	DLC	RW 7	10	AC	180,000	40	AC Reconstruction	\$ 5,175,000
2024	DLC	TW A	10	AC	6,864	40	AC Reconstruction	\$ 198,000
2024	DLC	TW TA 25	10	AC	3,807	31	AC Reconstruction	\$ 110,000
<b>Total 5-Year Major Rehabilitation Needs =</b>								<b>\$ 6,346,000</b>

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  
 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.



SECTION I

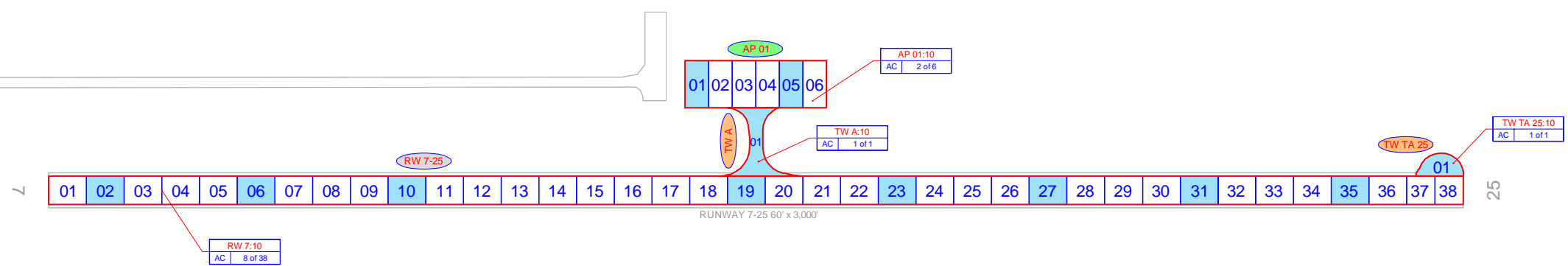
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# Appendices





## Appendix A – Exhibits

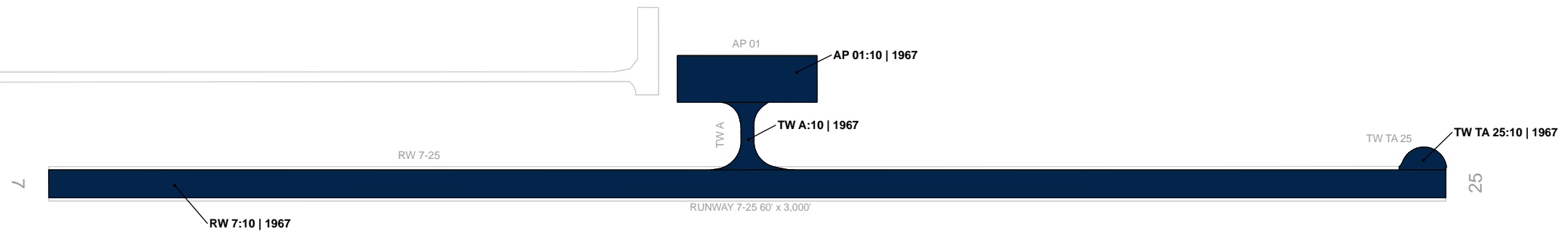


**LEGEND**

- 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
- AAC 0 of 5 NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 PAVEMENT SURFACE TYPE
- RW 13-20 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- 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 = 12**  
**AC: 12 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.



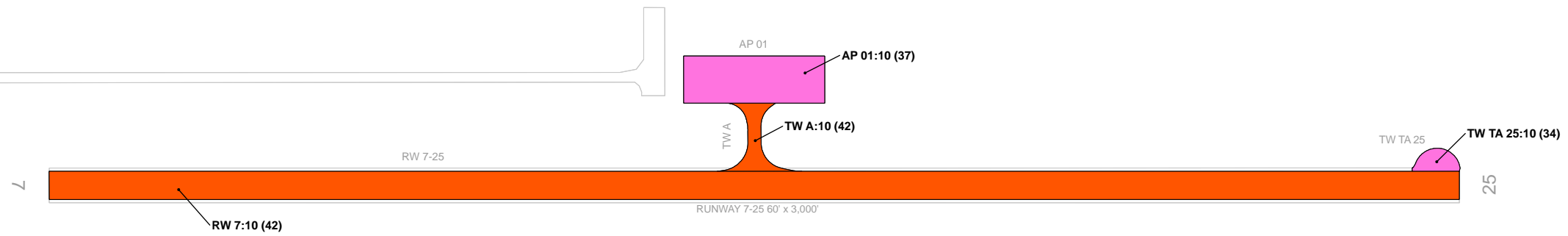
**Legend**

**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





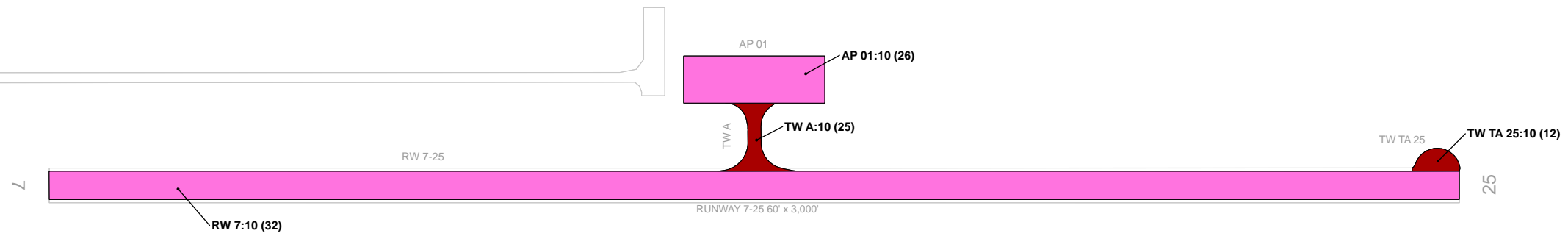
**Legend**

**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



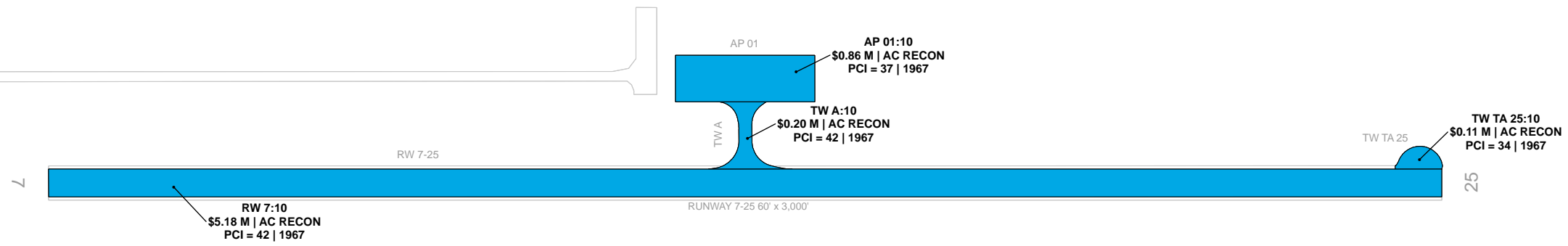


**Legend**  
**2028 Forecasted Pavement Condition Index**

	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  
 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.







## Appendix B – Analysis Tables



# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## DLC - Dillon County Airport

Table B1 – System Inventory Data - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
DLC	AP 01	Apron	10	30,000	AC	6/1/1967
DLC	RW 7	Runway	10	180,000	AC	6/1/1967
DLC	TW A	Taxiway	10	6,864	AC	6/1/1967
DLC	TW TA25	Taxiway	10	3,807	AC	6/1/1967

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	1	30,000	37	Very Poor
RW 7	Runway	1	180,000	42	Poor
TW A	Taxiway	1	6,864	42	Poor
TW TA25	Taxiway	1	3,807	34	Very Poor



## DLC - Dillon County Airport

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
DLC	AP 01	Apron	10	30,000	AC	37	Very Poor	100	0	0	2	6
DLC	RW 7	Runway	10	180,000	AC	42	Poor	100	0	0	8	38
DLC	TW A	Taxiway	10	6,864	AC	42	Poor	100	0	0	1	1
DLC	TW TA 25	Taxiway	10	3,807	AC	34	Very Poor	68	32	0	1	1



## **DLC - Dillon County Airport**

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
DLC	AP 01	10	37	35	33	31	28	26
DLC	RW 7	10	42	40	38	36	34	32
DLC	TW A	10	42	40	36	33	29	25
DLC	TW TA25	10	34	31	26	22	17	12



# Appendix C – Maintenance and Rehabilitation Tables



# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## DLC - Dillon County 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		N/A		\$ -
<b>Localized Preventive Maintenance Total =</b>				<b>\$ -</b>
Localized Stopgap Maintenance	AC Crack Sealing Narrow	67,246	LF	\$ 235,380
	Surface Seal	190,653	SF	\$ 314,590
	AC Full-Depth Patching	56	SF	\$ 1,000
<b>Localized Stopgap Maintenance Total =</b>				<b>\$ 550,970</b>
<b>Planning-Level Localized M&amp;R Needs =</b>				<b>\$ 550,970</b>

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
DLC	AP 01	10	30,000	37	54	\$ 32,010
DLC	RW 7	10	180,000	42	64	\$ 488,980
DLC	TW A	10	6,864	42	64	\$ 18,650
DLC	TW TA 25	10	3,807	34	61	\$ 11,310

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
DLC	AP 01	10	BLOCKCR	Medium	30,000	SF	100.0%	Stopgap	AC Crack Sealing Narrow	9,144	LF	\$ 3.50	\$ 32,010
DLC	RW 7	10	BLOCKCR	Medium	179,981	SF	100.0%	Stopgap	AC Crack Sealing Narrow	54,858	LF	\$ 3.50	\$ 192,010
DLC	RW 7	10	WEATHERING	Medium	179,981	SF	100.0%	Stopgap	Surface Seal	179,981	SF	\$ 1.65	\$ 296,970
DLC	TW A	10	BLOCKCR	Medium	6,864	SF	100.0%	Stopgap	AC Crack Sealing Narrow	2,092	LF	\$ 3.50	\$ 7,330
DLC	TW A	10	WEATHERING	Medium	6,864	SF	100.0%	Stopgap	Surface Seal	6,864	SF	\$ 1.65	\$ 11,330
DLC	TW TA 25	10	ALLIGATOR CR	High	30	SF	0.8%	Stopgap	AC Full-Depth Patching	56	SF	\$ 17.75	\$ 1,000
DLC	TW TA 25	10	BLOCKCR	Medium	3,777	SF	99.2%	Stopgap	AC Crack Sealing Narrow	1,151	LF	\$ 3.50	\$ 4,030
DLC	TW TA 25	10	WEATHERING	Medium	3,807	SF	100.0%	Stopgap	Surface Seal	3,807	SF	\$ 1.65	\$ 6,290



## DLC - Dillon County Airport

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
2024	DLC	AP 01	10	AC	30,000	35	AC Reconstruction	\$ 863,000
2024	DLC	RW 7	10	AC	180,000	40	AC Reconstruction	\$ 5,175,000
2024	DLC	TW A	10	AC	6,864	40	AC Reconstruction	\$ 198,000
2024	DLC	TW TA 25	10	AC	3,807	31	AC Reconstruction	\$ 110,000
<b>Total 5-Year Major Rehabilitation Needs =</b>								<b>\$ 6,346,000</b>



## Appendix D – PCI Results Summary



### RW 7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 7	RUNWAY	1	180,000	42	Poor

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	180,000	AC	1967	2015	42	Poor	100	0	0



RW 7-10



RW 7-10

### TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	1	6,864	42	Poor

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	6,864	AC	1967	2015	42	Poor	100	0	0



TW A-10

### TW TA 25

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW TA25	TAXIWAY	1	3,807	34	Very Poor

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	3,807	AC	1967	2015	34	Very Poor	68	32	0



TW TA 25-10

### AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	1	30,000	37	Very Poor

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	30,000	AC	1967	-	37	Very Poor	100	0	0



AP 01-10



## Appendix E – Re-Inspection Report

# Re-Inspection Report

SCAC\_2023

Generated Date

5/31/2023

Page 1 of 4

**Network:** DLC **Name:** Dillon County Airport

**Branch:** AP 01 **Name:** APRON 01 **Use:** APRON **Area:** 30,000 SqFt

**Section:** 10 of 1 **From:** - **To:** - **Last Const.:** 6/1/1967

**Surface:** AC **Family:** SC34\_AP\_AC **Zone:** **Category:** G **Rank:** P

**Area:** 30,000 SqFt **Length:** 300 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:** 6/1/1967 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

**Work Date:** 6/1/1967 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

**Work Date:** 1/1/1990 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

**Work Date:** 6/1/1996 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

**Work Date:** 6/1/1996 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

**Last Insp. Date:** 1/29/2023 **TotalSamples:** 6 **Surveyed:** 2

**Conditions:** PCI: 37

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

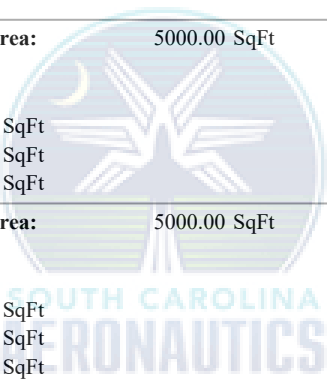
**Sample Comments:**

43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

**Sample Number:** 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

**Sample Comments:**

43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt



<b>Network:</b>	DLC		<b>Name:</b>	Dillon County Airport			
<b>Branch:</b>	RW 7	<b>Name:</b>	RUNWAY 7-25	<b>Use:</b>	RUNWAY	<b>Area:</b>	180,000 SqFt
<b>Section:</b>	10	of 1	<b>From:</b>	-	<b>To:</b>	-	<b>Last Const.:</b> 6/1/1967
<b>Surface:</b>	AC	<b>Family:</b>	SC34_RW_AC	<b>Zone:</b>		<b>Category:</b>	G
<b>Area:</b>	180,000 SqFt	<b>Length:</b>	3,000 Ft	<b>Width:</b>	60 Ft	<b>Rank:</b>	P
<b>Slabs:</b>		<b>Slab Length:</b>	Ft	<b>Slab Width:</b>	Ft	<b>Joint Length:</b>	Ft
<b>Shoulder:</b>		<b>Street Type:</b>		<b>Grade:</b>	0	<b>Lanes:</b>	0
<b>Section Comments:</b>							
<b>Work Date:</b>	6/1/1967	<b>Work Type:</b>	Surface Course - AC (Layer Construct)	<b>Code:</b>	SU-AC	<b>Is Major M&amp;R:</b>	False
<b>Work Date:</b>	6/1/1967	<b>Work Type:</b>	New Construction - AC	<b>Code:</b>	NC-AC	<b>Is Major M&amp;R:</b>	True
<b>Work Date:</b>	1/1/1990	<b>Work Type:</b>	Surface Seal - Rejuvenating	<b>Code:</b>	SS-RE	<b>Is Major M&amp;R:</b>	False
<b>Work Date:</b>	1/1/2015	<b>Work Type:</b>	Crack Sealing - AC	<b>Code:</b>	CS-AC	<b>Is Major M&amp;R:</b>	False
<b>Work Date:</b>	1/1/2015	<b>Work Type:</b>	Surface Seal - Rejuvenating	<b>Code:</b>	SS-RE	<b>Is Major M&amp;R:</b>	False
<b>Last Insp. Date:</b>	1/29/2023	<b>TotalSamples:</b>	38	<b>Surveyed:</b>	8		
<b>Conditions:</b>	PCI:	42					
<b>Inspection Comments:</b>							
<b>Sample Number:</b>	02	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			
<b>Sample Number:</b>	06	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			
<b>Sample Number:</b>	10	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			
<b>Sample Number:</b>	19	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			
<b>Sample Number:</b>	23	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			
<b>Sample Number:</b>	27	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			
<b>Sample Number:</b>	31	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	40
<b>Sample Comments:</b>							
43	BLOCK CR	M	4796.00	SqFt			
50	PATCHING	L	4.00	SqFt			
57	WEATHERING	M	4796.00	SqFt			
<b>Sample Number:</b>	35	<b>Type:</b>	R	<b>Area:</b>	4800.00 SqFt	<b>PCI:</b>	42
<b>Sample Comments:</b>							
43	BLOCK CR	M	4800.00	SqFt			
57	WEATHERING	M	4800.00	SqFt			

**Network:** DLC **Name:** Dillon County Airport

**Branch:** TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 6,864 SqFt

**Section:** 10 of 1 **From:** - **To:** - **Last Const.:** 6/1/1967

**Surface:** AC **Family:** SC34\_TWTL\_AC **Zone:** **Category:** G **Rank:** P

**Area:** 6,864 SqFt **Length:** 145 Ft **Width:** 28 Ft

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

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

**Section Comments:**

**Work Date:** 6/1/1967 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

**Work Date:** 6/1/1967 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

**Work Date:** 1/1/1990 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

**Work Date:** 1/1/2015 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

**Work Date:** 1/1/2015 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

**Last Insp. Date:** 1/29/2023 **TotalSamples:** 1 **Surveyed:** 1

**Conditions:** PCI: 42

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 6864.00 SqFt **PCI:** 42

**Sample Comments:**

43 BLOCK CR M 6587.00 SqFt  
43 BLOCK CR M 277.00 SqFt  
57 WEATHERING M 6587.00 SqFt  
57 WEATHERING M 277.00 SqFt



<b>Network:</b>	DLC		<b>Name:</b>	Dillon County Airport					
<b>Branch:</b>	TW TA 25	<b>Name:</b>	TAXIWAY TURNAROUND 25	<b>Use:</b>	TAXIWAY	<b>Area:</b>	3,807 SqFt		
<b>Section:</b>	10	of	1	<b>From:</b>	-	<b>To:</b>	-	<b>Last Const.:</b>	6/1/1967
<b>Surface:</b>	AC	<b>Family:</b>	SC34_TWTL_AC	<b>Zone:</b>		<b>Category:</b>	G	<b>Rank:</b>	P
<b>Area:</b>	3,807 SqFt	<b>Length:</b>	100 Ft	<b>Width:</b>	50 Ft				
<b>Slabs:</b>		<b>Slab Length:</b>	Ft	<b>Slab Width:</b>	Ft	<b>Joint Length:</b>	Ft		
<b>Shoulder:</b>		<b>Street Type:</b>		<b>Grade:</b>	0	<b>Lanes:</b>	0		
<b>Section Comments:</b>									
<b>Work Date:</b>	6/1/1967	<b>Work Type:</b>	Surface Course - AC (Layer Construct)		<b>Code:</b>	SU-AC	<b>Is Major M&amp;R:</b>	False	
<b>Work Date:</b>	6/1/1967	<b>Work Type:</b>	New Construction - AC		<b>Code:</b>	NC-AC	<b>Is Major M&amp;R:</b>	True	
<b>Work Date:</b>	1/1/1990	<b>Work Type:</b>	Surface Seal - Rejuvenating		<b>Code:</b>	SS-RE	<b>Is Major M&amp;R:</b>	False	
<b>Work Date:</b>	1/1/2015	<b>Work Type:</b>	Crack Sealing - AC		<b>Code:</b>	CS-AC	<b>Is Major M&amp;R:</b>	False	
<b>Work Date:</b>	1/1/2015	<b>Work Type:</b>	Surface Seal - Rejuvenating		<b>Code:</b>	SS-RE	<b>Is Major M&amp;R:</b>	False	
<b>Last Insp. Date:</b>	1/29/2023	<b>TotalSamples:</b>	1		<b>Surveyed:</b>	1			
<b>Conditions:</b>	PCI:	34							
<b>Inspection Comments:</b>									
<b>Sample Number:</b>	01	<b>Type:</b>	R	<b>Area:</b>	3807.00 SqFt	<b>PCI:</b>	34		
<b>Sample Comments:</b>									

41	ALLIGATOR CR	H	30.00	SqFt
43	BLOCK CR	M	3777.00	SqFt
57	WEATHERING	M	3807.00	SqFt





Kimley»»Horn