
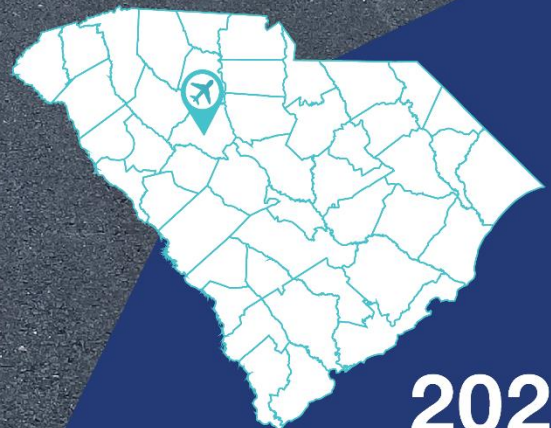




SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

 EOE - Newberry County Airport



Kimley»»Horn

2022



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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 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 Newberry County Airport (EOE).

Figure 1 – Airport Layout



System Inventory

The pavements at Newberry County Airport (EOE) include approximately 0.7 million square feet of airfield pavements consisting of runways, taxiways, and aprons. Per the guidance in the ASTM D5340-20, all pavements were divided and subdivided into pavement management units (Network, Branch, Section, Sample). The divisions are documented in the **Network Definition Exhibit** providing the name and location of each branch, section, and sample.

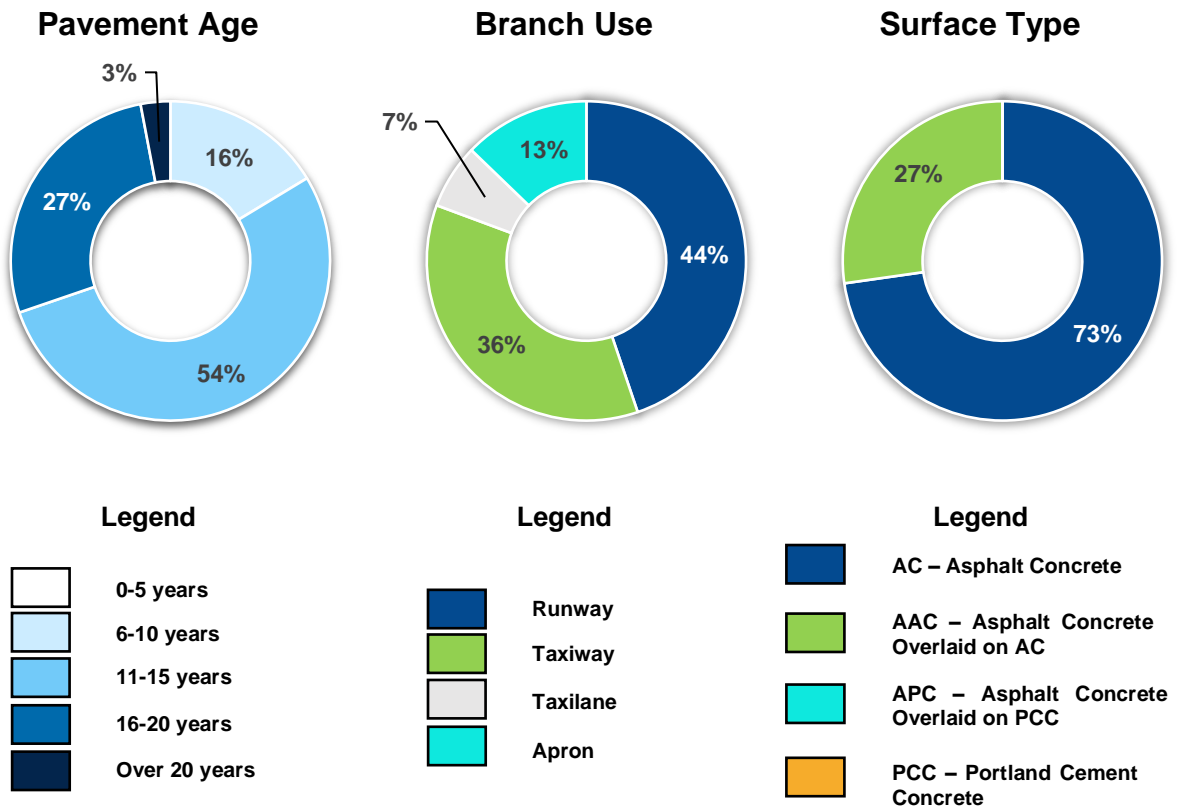
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

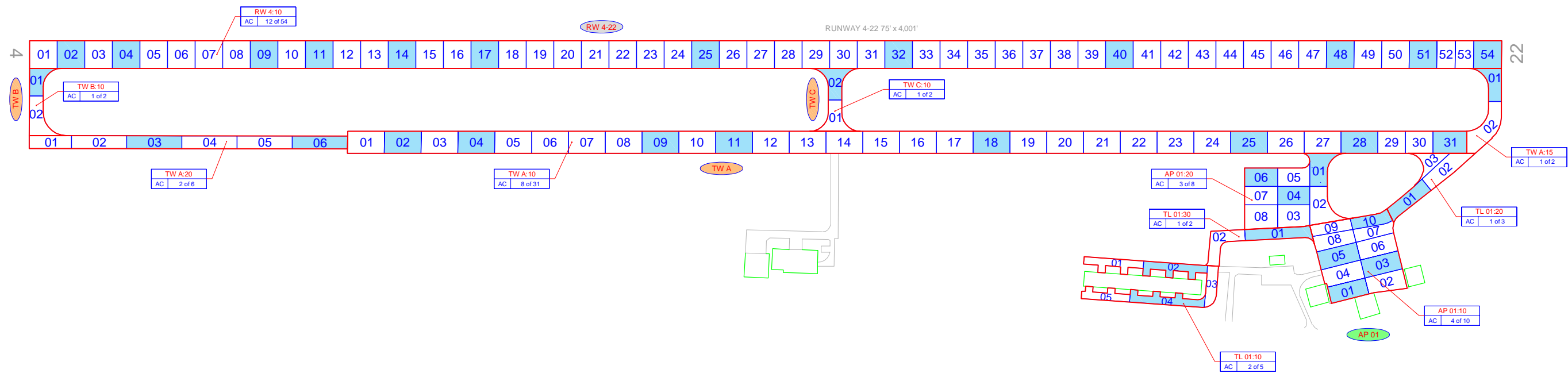
Table 1 - Recent Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2021	AP 01, RW 4, TL 01, TW A, TW B, TW C	Crack Sealing - AC

The following figure summarizes the inventory items at Newberry County Airport (EOE). 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 = 36
AC: 36 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.



Functional Evaluation

Pavement Condition Index

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

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

Figure 3 – Representation of Pavement Condition Index Values



Poor/Failed Pavement

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



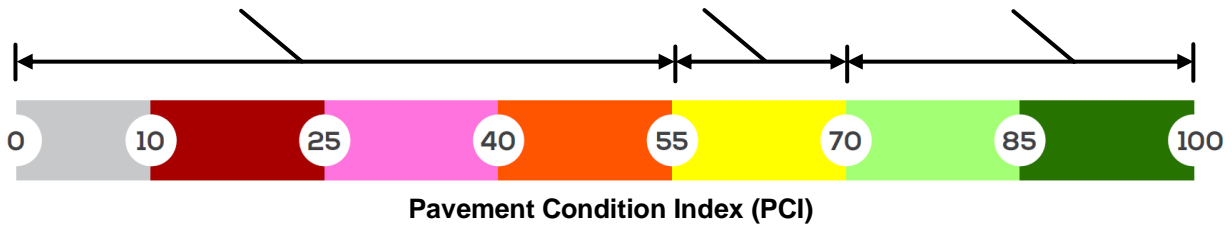
Fair Pavement

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



Good/New Pavement

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



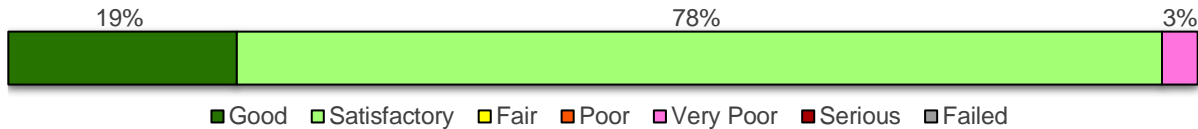
Critical PCI

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

PCI Results Summary

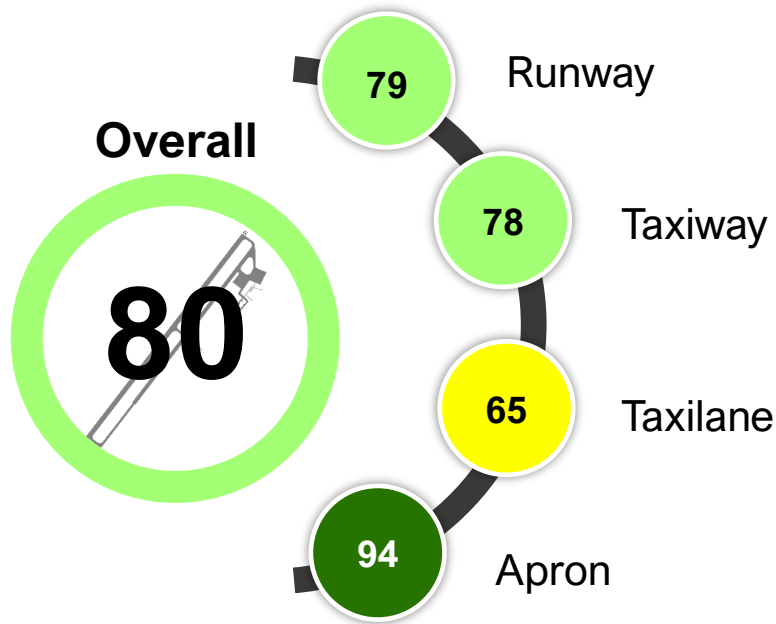
The PCI survey for Newberry County Airport (EOE) was performed in September 2021. **The overall area-weighted average PCI value of the network was 80**, representing a condition rating of **Satisfactory**. Approximately 97% of inspected pavements are in Good or Satisfactory condition, and the remaining 3% 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





EOE - Newberry County Airport

Table 2 – Current Pavement Condition Index Summary - Section

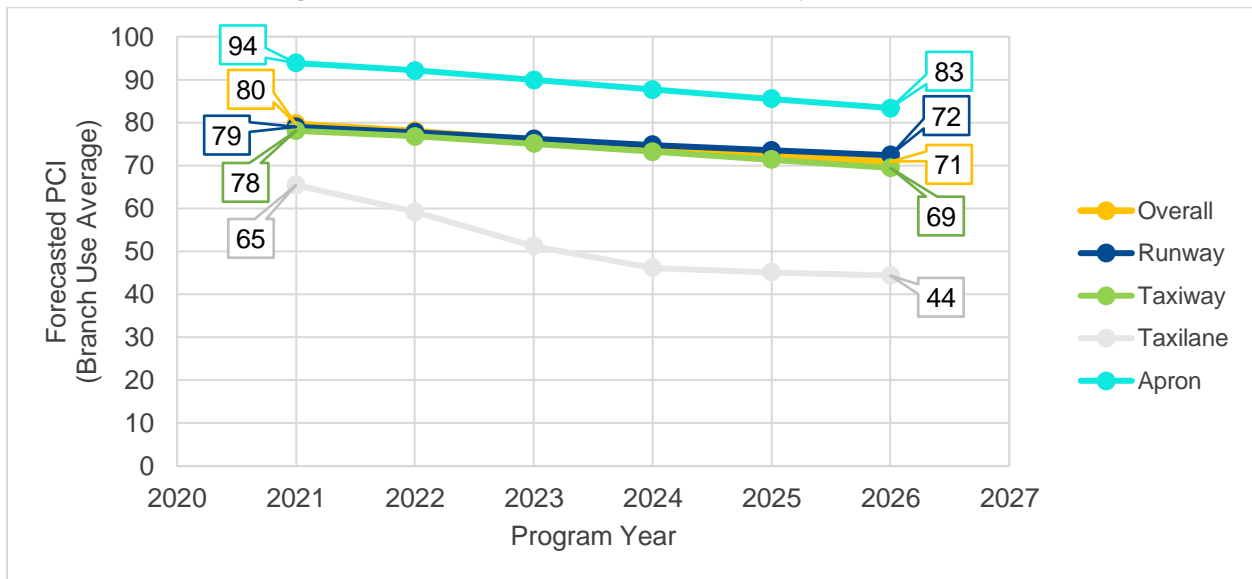
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
EOE	AP 01	Apron	10	45,927	AC	92	Good	87	0	13
EOE	AP 01	Apron	20	39,772	AC	96	Good	100	0	0
EOE	RW 4	Runway	10	300,076	AC	79	Satisfactory	100	0	0
EOE	TL 01	Taxilane	10	20,083	AC	33	Very Poor	100	0	0
EOE	TL 01	Taxilane	20	13,317	AC	92	Good	100	0	0
EOE	TL 01	Taxilane	30	10,443	AC	94	Good	100	0	0
EOE	TW A	Taxiway	10	182,521	AAC	76	Satisfactory	73	27	0
EOE	TW A	Taxiway	15	10,665	AC	88	Good	100	0	0
EOE	TW A	Taxiway	20	30,275	AC	83	Satisfactory	100	0	0
EOE	TW B	Taxiway	10	8,254	AC	84	Satisfactory	100	0	0
EOE	TW C	Taxiway	10	8,565	AC	87	Good	100	0	0

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

Pavement Condition Forecast

A primary objectives 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. 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 EOE.

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.



EOE - Newberry County 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
EOE	AP 01	10	92	90	88	86	84	82
EOE	AP 01	20	96	94	92	90	88	85
EOE	RW 4	10	79	78	76	75	74	72
EOE	TL 01	10	33	22	8	0	0	0
EOE	TL 01	20	92	90	87	85	83	82
EOE	TL 01	30	94	92	89	86	84	82
EOE	TW A	10	76	75	73	71	69	66
EOE	TW A	15	88	86	84	82	81	81
EOE	TW A	20	83	82	81	80	80	80
EOE	TW B	10	84	83	81	81	80	80
EOE	TW C	10	87	85	83	82	81	80

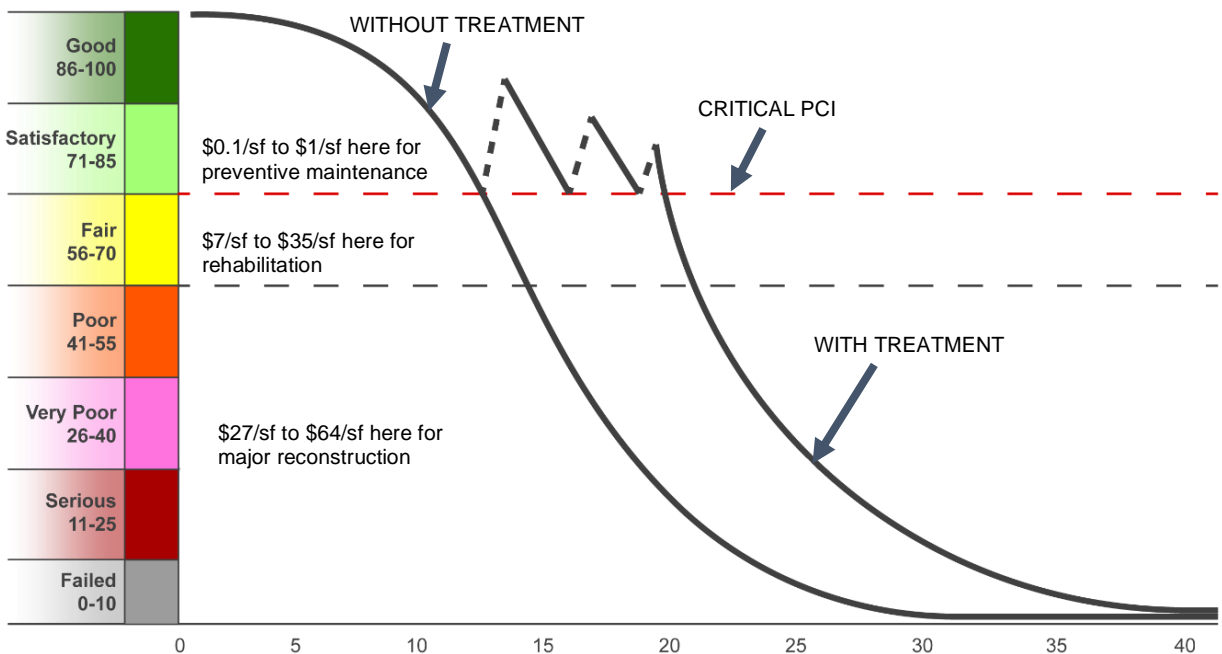
M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at EOE 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	37,220	LF	\$ 148,930
	Surface Seal	2,048	SF	\$ 1,850
	AC Full-Depth Patching	72	SF	\$ 1,570
<i>Localized Preventive Maintenance Total =</i>				\$ 152,350
Localized Stopgap Maintenance	AC Crack Sealing Narrow	241	LF	\$ 980
	Surface Seal	12,570	SF	\$ 11,320
<i>Localized Stopgap Maintenance Total =</i>				\$ 12,300
<i>Total Planning-Level Localized Maintenance Needs =</i>				\$ 164,650

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:

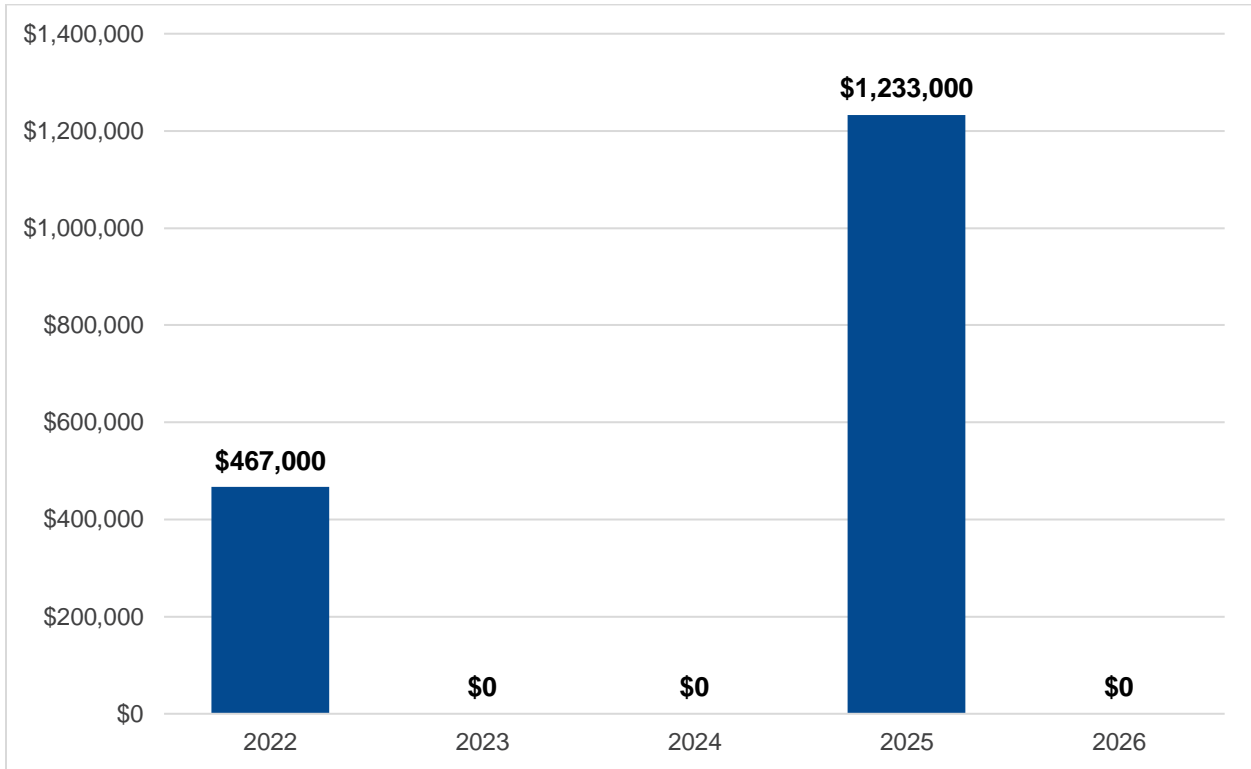
- **Intermediate Major Rehabilitation (PCI 56 to 70)** –
 - **AC:** Milling of the upper surface course and replacing with new AC with isolated areas of full-depth reconstruction
 - **PCC:** Combination of crack sealing, joint seal replacement, limited patching, and slab replacement
- **Full-Depth Reconstruction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

The 5-year major rehabilitation needs analysis at EOE results in a total 5-year cost of \$1.70M. 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
2022	EOE	TL 01	10	AC	20,083	22	AC Reconstruction	\$ 467,000
2025	EOE	TW A	10	AAC	182,521	69	AC Rehabilitation	\$ 1,233,000
<i>Total 5-Year Major Rehabilitation Needs =</i>								\$ 1,700,000

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



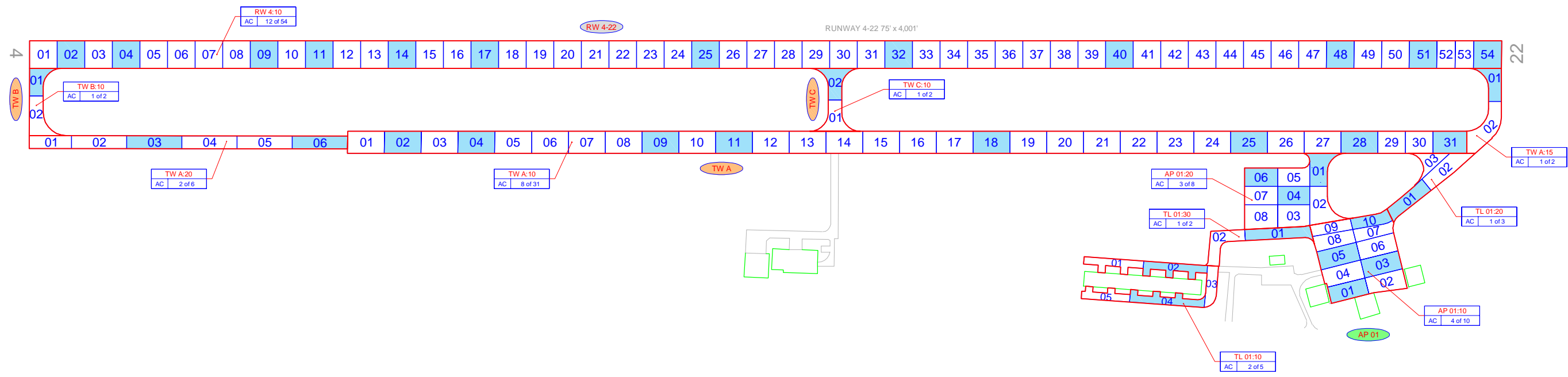
SECTION I

Appendices





Appendix A – Exhibits



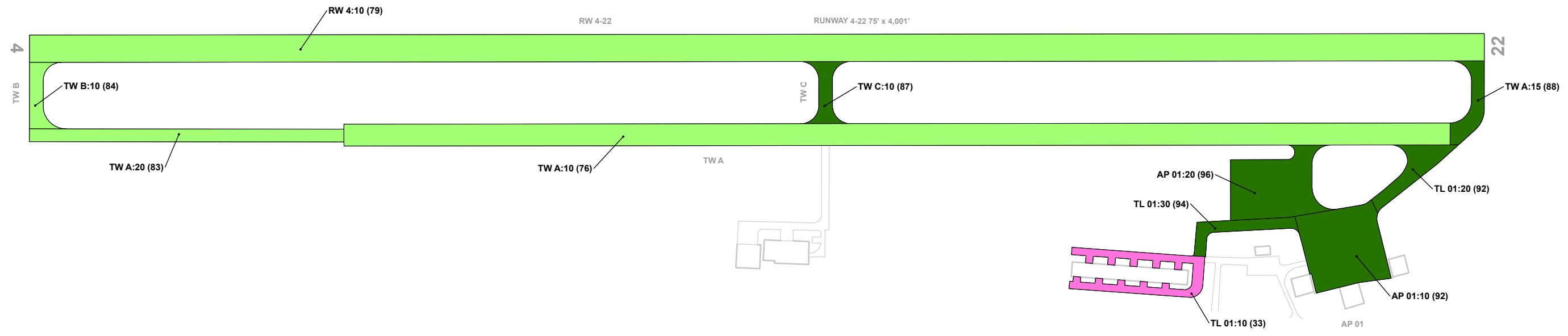
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- RW 13-10 — PAVEMENT BRANCH ID: SECTION ID
- AAC 5 of 15 — NUMBER OF SAMPLE UNITS IN SECTION
- 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 = 36
AC: 36 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.





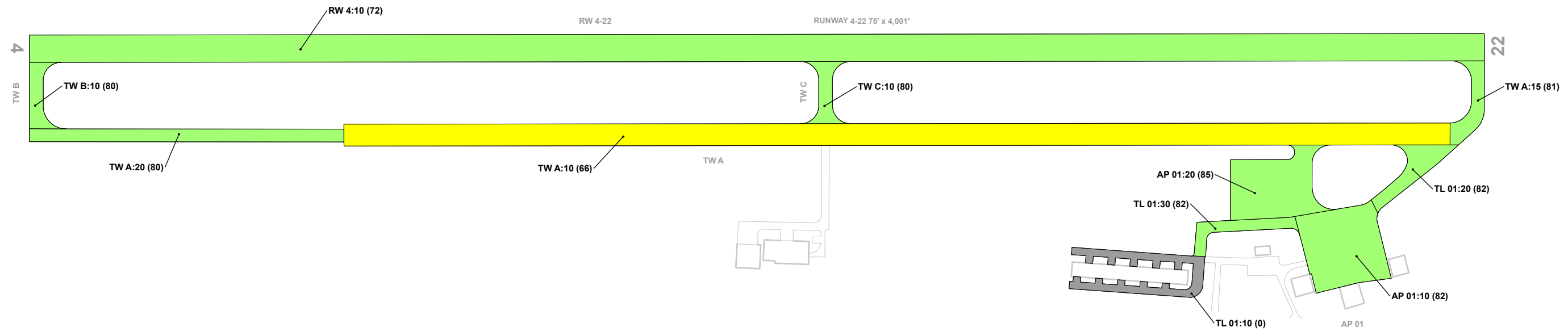
Legend

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

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





Legend

2026 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





Appendix B – Analysis Tables



EOE - Newberry 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
EOE	AP 01	Apron	10	45,927	AC	1/1/2014
EOE	AP 01	Apron	20	39,772	AC	1/1/2014
EOE	RW 4	Runway	10	300,076	AC	3/1/2008
EOE	TL 01	Taxilane	10	20,083	AC	6/1/1980
EOE	TL 01	Taxilane	20	13,317	AC	1/1/2014
EOE	TL 01	Taxilane	30	10,443	AC	1/1/2014
EOE	TW A	Taxiway	10	182,521	AAC	10/1/2002
EOE	TW A	Taxiway	15	10,665	AC	3/1/2008
EOE	TW A	Taxiway	20	30,275	AC	3/1/2008
EOE	TW B	Taxiway	10	8,254	AC	3/1/2008
EOE	TW C	Taxiway	10	8,565	AC	3/1/2008

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	85,699	94	Good
RW 4	Runway	1	300,076	79	Satisfactory
TL 01	Taxilane	3	43,843	65	Fair
TW A	Taxiway	3	223,461	78	Satisfactory
TW B	Taxiway	1	8,254	84	Satisfactory
TW C	Taxiway	1	8,565	87	Good



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
EOE	AP 01	Apron	10	45,927	AC	92	Good	87	0	13	4	10
EOE	AP 01	Apron	20	39,772	AC	96	Good	100	0	0	3	8
EOE	RW 4	Runway	10	300,076	AC	79	Satisfactory	100	0	0	12	54
EOE	TL 01	Taxilane	10	20,083	AC	33	Very Poor	100	0	0	2	5
EOE	TL 01	Taxilane	20	13,317	AC	92	Good	100	0	0	1	3
EOE	TL 01	Taxilane	30	10,443	AC	94	Good	100	0	0	1	2
EOE	TW A	Taxiway	10	182,521	AAC	76	Satisfactory	73	27	0	8	31
EOE	TW A	Taxiway	15	10,665	AC	88	Good	100	0	0	1	2
EOE	TW A	Taxiway	20	30,275	AC	83	Satisfactory	100	0	0	2	6
EOE	TW B	Taxiway	10	8,254	AC	84	Satisfactory	100	0	0	1	2
EOE	TW C	Taxiway	10	8,565	AC	87	Good	100	0	0	1	2



EOE - Newberry County 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
EOE	AP 01	10	92	90	88	86	84	82
EOE	AP 01	20	96	94	92	90	88	85
EOE	RW 4	10	79	78	76	75	74	72
EOE	TL 01	10	33	22	8	0	0	0
EOE	TL 01	20	92	90	87	85	83	82
EOE	TL 01	30	94	92	89	86	84	82
EOE	TW A	10	76	75	73	71	69	66
EOE	TW A	15	88	86	84	82	81	81
EOE	TW A	20	83	82	81	80	80	80
EOE	TW B	10	84	83	81	81	80	80
EOE	TW C	10	87	85	83	82	81	80



Appendix C – Maintenance and Rehabilitation Tables



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	37,220	LF	\$ 148,930
	Surface Seal	2,048	SF	\$ 1,850
	AC Full-Depth Patching	72	SF	\$ 1,570
Localized Preventive Maintenance Total =				\$ 152,350
Localized Stopgap Maintenance	AC Crack Sealing Narrow	241	LF	\$ 980
	Surface Seal	12,570	SF	\$ 11,320
Localized Stopgap Maintenance Total =				\$ 12,300
Total Planning-Level Localized Maintenance Needs =				\$ 164,650

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
EOE	AP 01	10	45,927	92	92	\$ 2,780
EOE	AP 01	20	39,772	96	96	\$ 320
EOE	RW 4	10	300,076	79	79	\$ 81,230
EOE	TL 01	10	20,083	33	34	\$ 12,280
EOE	TL 01	20	13,317	92	92	\$ 890
EOE	TL 01	30	10,443	94	94	\$ 180
EOE	TW A	10	182,521	76	76	\$ 59,650
EOE	TW A	20	30,275	83	83	\$ 4,540
EOE	TW A	15	10,665	88	88	\$ 810
EOE	TW B	10	8,254	84	84	\$ 1,170
EOE	TW C	10	8,565	87	87	\$ 780



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

EOE - Newberry County 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
EOE	AP 01	10	L & T CR	Low	694	LF	1.5%	Preventive	AC Crack Sealing Narrow	694	LF	\$ 4.00	\$ 2,780
EOE	AP 01	20	L & T CR	Low	78	LF	0.2%	Preventive	AC Crack Sealing Narrow	78	LF	\$ 4.00	\$ 320
EOE	RW 4	10	L & T CR	Low	20,307	LF	6.8%	Preventive	AC Crack Sealing Narrow	20,307	LF	\$ 4.00	\$ 81,230
EOE	TL 01	20	L & T CR	Low	221	LF	1.7%	Preventive	AC Crack Sealing Narrow	222	LF	\$ 4.00	\$ 890
EOE	TL 01	30	L & T CR	Low	44	LF	0.4%	Preventive	AC Crack Sealing Narrow	44	LF	\$ 4.00	\$ 180
EOE	TW A	10	ALLIGATOR CR	Medium	42	SF	0.0%	Preventive	AC Full-Depth Patching	72	SF	\$ 21.75	\$ 1,570
EOE	TW A	10	L & T CR	Low	14,057	LF	7.7%	Preventive	AC Crack Sealing Narrow	14,057	LF	\$ 4.00	\$ 56,230
EOE	TW A	10	PATCHING	Low	1,871	SF	1.0%	Preventive	Surface Seal	2,048	SF	\$ 0.90	\$ 1,850
EOE	TW A	20	L & T CR	Low	1,133	LF	3.7%	Preventive	AC Crack Sealing Narrow	1,133	LF	\$ 4.00	\$ 4,540
EOE	TW A	15	L & T CR	Low	201	LF	1.9%	Preventive	AC Crack Sealing Narrow	201	LF	\$ 4.00	\$ 810
EOE	TW B	10	L & T CR	Low	291	LF	3.5%	Preventive	AC Crack Sealing Narrow	291	LF	\$ 4.00	\$ 1,170
EOE	TW C	10	L & T CR	Low	193	LF	2.3%	Preventive	AC Crack Sealing Narrow	193	LF	\$ 4.00	\$ 780
EOE	TL 01	10	BLOCK CR	Medium	484	SF	2.4%	Stopgap	AC Crack Sealing Narrow	148	LF	\$ 4.00	\$ 600
EOE	TL 01	10	L & T CR	Medium	94	LF	0.5%	Stopgap	AC Crack Sealing Narrow	94	LF	\$ 4.00	\$ 380
EOE	TL 01	10	RAVELING	Medium	12,571	SF	62.6%	Stopgap	Surface Seal	12,570	SF	\$ 0.90	\$ 11,320

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	EOE	TL 01	10	AC	20,083	22	AC Reconstruction	\$ 467,000
2025	EOE	TW A	10	AAC	182,521	69	AC Rehabilitation	\$ 1,233,000
Total 5-Year Major Rehabilitation Needs =								\$ 1,700,000



Appendix D – Detailed PCI Results

AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	2	85,699	94	Good

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	45,927	AC	2014	2021	92	Good	87	0	13
20	39,772	AC	2014	2021	96	Good	100	0	0



AP 01-10



AP 01-20

RW 4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 4	RUNWAY	1	300,076	79	Satisfactory

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	300,076	AC	2008	2021	79	Satisfactory	100	0	0



RW 4-10



RW 4-10

TL 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL 01	TAXILANE	3	43,843	65	Fair

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	20,083	AC	1980	2021	33	Very Poor	100	0	0
20	13,317	AC	2014	2021	92	Good	100	0	0
30	10,443	AC	2014	2021	94	Good	100	0	0



TL 01-10



TL 01-20



TL 01-30

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	3	223,461	78	Satisfactory

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	182,521	AAC	2002	2021	76	Satisfactory	73	27	0
15	10,665	AC	2008	2021	88	Good	100	0	0
20	30,275	AC	2008	2021	83	Satisfactory	100	0	0



TW A-10



TW A-10



TW A-20

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	1	8,254	84	Satisfactory

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	8,254	AC	2008	2021	84	Satisfactory	100	0	0



TW B-10



TW B-10

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	1	8,565	87	Good

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	8,565	AC	2008	2021	87	Good	100	0	0



TW C-10



TW C-10



Appendix E – Re-Inspection Report

Re-Inspection Report

SCAC_2021 Page 1 of 13
 Generated Date 5/29/2022

Network: EOE	Name: Newberry County Airport	
Branch: AP 01	Name: MAIN APRON	Use: APRON Area: 85,699 SqFt
Section: 10	of 2	From: - To: - Last Const.: 1/1/2014
Surface: AC	Family: SC III & IV-AP-AC	Zone: Category: G Rank: S
Area: 45,927 SqFt	Length: 210 Ft	Width: 215 Ft
Slabs:	Slab Length: Ft	Slab Width: Ft Joint Length: Ft
Shoulder:	Street Type:	Grade: 0 Lanes: 0

Section Comments:

Work Date: 6/1/1966	Work Type: New Construction - Initial	Code: NU-IN	Is Major M&R: True
Work Date: 6/1/1966	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: False
Work Date: 6/1/1966	Work Type: Surface Course - AC (Layer Construct)	Code: SU-AC	Is Major M&R: False
Work Date: 3/1/1991	Work Type: Surface Seal - Rejuvenating	Code: SS-RE	Is Major M&R: False
Work Date: 1/1/2014	Work Type: Complete Reconstruction - AC	Code: CR-AC	Is Major M&R: True
Work Date: 1/1/2021	Work Type: Surface Seal - Rejuvenating	Code: SS-RE	Is Major M&R: False
Work Date: 1/1/2021	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False

Last Insp. Date: 9/22/2021 **Total Samples:** 10 **Surveyed:** 4

Conditions: PCI: 92

Inspection Comments:

Sample Number: 01	Type: R	Area: 5500.00 SqFt	PCI: 93
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Sample Comments:

48	L & T CR	L	70.00 Ft
57	WEATHERING	L	550.00 SqFt

Sample Number: 03	Type: R	Area: 5250.00 SqFt	PCI: 90
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Sample Comments:

48	L & T CR	L	123.00 Ft
57	WEATHERING	L	525.00 SqFt

Sample Number: 05	Type: R	Area: 5506.00 SqFt	PCI: 93
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Sample Comments:

48	L & T CR	L	72.00 Ft
57	WEATHERING	L	551.00 SqFt

Sample Number: 10	Type: R	Area: 3330.00 SqFt	PCI: 91
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Sample Comments:

48	L & T CR	L	31.00 Ft
56	SWELLING	L	22.00 SqFt
57	WEATHERING	L	333.00 SqFt

Network: EOE **Name:** Newberry County Airport

Branch: AP 01 **Name:** MAIN APRON **Use:** APRON **Area:** 85,699 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 39,772 SqFt **Length:** 150 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 9/22/2021 **TotalSamples:** 8 **Surveyed:** 3

Conditions: PCI: 96

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4933.00 SqFt **PCI:** 95

Sample Comments:

48 L & T CR L 9.00 Ft
57 WEATHERING L 493.00 SqFt

Sample Number: 04 **Type:** R **Area:** 4336.00 SqFt **PCI:** 94

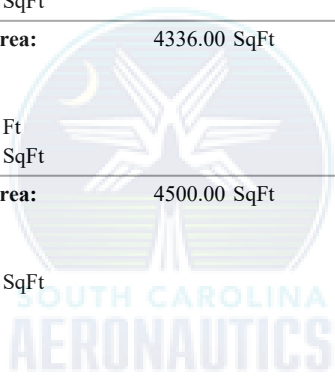
Sample Comments:

48 L & T CR L 18.00 Ft
57 WEATHERING L 434.00 SqFt

Sample Number: 06 **Type:** R **Area:** 4500.00 SqFt **PCI:** 98

Sample Comments:

57 WEATHERING L 450.00 SqFt



Network:	EOE		Name:	Newberry County Airport			
Branch:	RW 4	Name:	RUNWAY 4/22	Use:	RUNWAY	Area:	300,076 SqFt
Section:	10	of 1	From:	-	To:	-	Last Const.: 3/1/2008
Surface:	AC	Family:	SC III & IV-RW-AC	Zone:		Category:	Rank: P
Area:	300,076 SqFt	Length:	4,050 Ft	Width:	75 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	3/1/2008	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True
Work Date:	1/1/2016	Work Type:	Surface Seal - Rejuvenating	Code:	SS-RE	Is Major M&R:	False
Work Date:	1/1/2021	Work Type:	Surface Seal - Rejuvenating	Code:	SS-RE	Is Major M&R:	False
Work Date:	1/1/2021	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False
Last Insp. Date:	9/22/2021	TotalSamples:	54	Surveyed:	12		
Conditions:	PCI: 79						
Inspection Comments:							
Sample Number:	02	Type:	R	Area:	5625.00 SqFt	PCI:	78
Sample Comments:							
48	L & T CR	L	412.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	04	Type:	R	Area:	5625.00 SqFt	PCI:	78
Sample Comments:							
48	L & T CR	L	387.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	09	Type:	R	Area:	5625.00 SqFt	PCI:	81
Sample Comments:							
48	L & T CR	L	313.00 Ft				
57	WEATHERING	L	1481.00 SqFt				
Sample Number:	11	Type:	R	Area:	5625.00 SqFt	PCI:	78
Sample Comments:							
48	L & T CR	L	401.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	14	Type:	R	Area:	5625.00 SqFt	PCI:	79
Sample Comments:							
48	L & T CR	L	375.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	17	Type:	R	Area:	5625.00 SqFt	PCI:	78
Sample Comments:							
48	L & T CR	L	399.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	25	Type:	R	Area:	5625.00 SqFt	PCI:	79
Sample Comments:							
48	L & T CR	L	360.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	32	Type:	R	Area:	5625.00 SqFt	PCI:	76
Sample Comments:							
48	L & T CR	L	451.00 Ft				
57	WEATHERING	L	1406.00 SqFt				
Sample Number:	40	Type:	R	Area:	5625.00 SqFt	PCI:	80
Sample Comments:							
48	L & T CR	L	341.00 Ft				

57 WEATHERING L 1406.00 SqFt

Sample Number: 48 **Type:** R **Area:** 5625.00 SqFt **PCI:** 79

Sample Comments:

48 L & T CR L 375.00 Ft
57 WEATHERING L 1406.00 SqFt

Sample Number: 51 **Type:** R **Area:** 5625.00 SqFt **PCI:** 78

Sample Comments:

48 L & T CR L 405.00 Ft
57 WEATHERING L 1406.00 SqFt

Sample Number: 54 **Type:** R **Area:** 5700.00 SqFt **PCI:** 80

Sample Comments:

48 L & T CR L 354.00 Ft
57 WEATHERING L 1425.00 SqFt



Network: EOE **Name:** Newberry County Airport

Branch: TL 01 **Name:** T-HANGER TAXILANE **Use:** TAXILANE **Area:** 43,843 SqFt

Section: 10 of 3 **From:** - **To:** - **Last Const.:** 6/1/1980

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

Area: 20,083 SqFt **Length:** 1,100 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 6/1/1980 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1980 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 1/1/2021 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Last Insp. Date: 9/22/2021 **TotalSamples:** 5 **Surveyed:** 2

Conditions: PCI: 33

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4667.00 SqFt **PCI:** 36

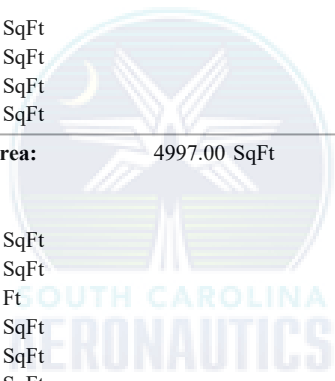
Sample Comments:

43 BLOCK CR L 4434.00 SqFt
43 BLOCK CR M 233.00 SqFt
52 RAVELING L 2333.00 SqFt
52 RAVELING M 2334.00 SqFt

Sample Number: 04 **Type:** R **Area:** 4997.00 SqFt **PCI:** 30

Sample Comments:

43 BLOCK CR L 2972.00 SqFt
45 DEPRESSION L 16.00 SqFt
48 L & T CR M 45.00 Ft
50 PATCHING M 44.00 SqFt
52 RAVELING L 1238.00 SqFt
52 RAVELING M 3715.00 SqFt



Network: EOE **Name:** Newberry County Airport

Branch: TL 01 **Name:** T-HANGER TAXILANE **Use:** TAXILANE **Area:** 43,843 SqFt

Section: 20 of 3 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 13,317 SqFt **Length:** 250 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 6/1/1966 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/1966 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1966 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 9/22/2021 **Total Samples:** 3 **Surveyed:** 1

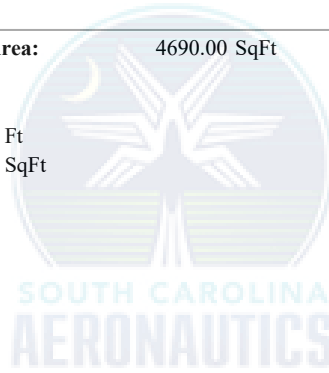
Conditions: PCI: 92

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4690.00 SqFt **PCI:** 92

Sample Comments:

48 L & T CR L 78.00 Ft
57 WEATHERING L 469.00 SqFt



Network: EOE **Name:** Newberry County Airport

Branch: TL 01 **Name:** T-HANGER TAXILANE **Use:** TAXILANE **Area:** 43,843 SqFt

Section: 30 of 3 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 10,443 SqFt **Length:** 500 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: 6/1/1980 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1980 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 9/22/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: PCI: 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5520.00 SqFt **PCI:** 94

Sample Comments:

48 L & T CR L 23.00 Ft
57 WEATHERING L 552.00 SqFt



Network:	EOE		Name:	Newberry County Airport					
Branch:	TW A	Name:	TAXIWAY A	Use:	TAXIWAY	Area:	223,461 SqFt		
Section:	10	of 3	From:	-	To:	-	Last Const.:	10/1/2002	
Surface:	AAC	Family:	SC III & IV-TW-TL-AC	Zone:		Category:	G	Rank:	P
Area:	182,521 SqFt	Length:	3,498 Ft	Width:	60 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	6/1/1966	Work Type: Surface Course - AC (Layer Construct)			Code:	SU-AC	Is Major M&R: False		
Work Date:	6/1/1966	Work Type: Base Course - Aggregate			Code:	BA-AG	Is Major M&R: False		
Work Date:	6/1/1966	Work Type: New Construction - Initial			Code:	NU-IN	Is Major M&R: True		
Work Date:	3/1/1991	Work Type: Surface Seal - Rejuvenating			Code:	SS-RE	Is Major M&R: False		
Work Date:	3/1/1991	Work Type: Crack Sealing - AC			Code:	CS-AC	Is Major M&R: False		
Work Date:	10/1/2002	Work Type: Overlay - AC Structural			Code:	OL-AS	Is Major M&R: True		
Work Date:	1/1/2021	Work Type: Surface Seal - Rejuvenating			Code:	SS-RE	Is Major M&R: False		
Work Date:	1/1/2021	Work Type: Crack Sealing - AC			Code:	CS-AC	Is Major M&R: False		
Last Insp. Date:	9/22/2021	TotalSamples:	31	Surveyed:	8				
Conditions:	PCI: 76								
Inspection Comments:									
Sample Number:	02	Type:	R	Area:	6000.00 SqFt	PCI:	74		
Sample Comments:									
48	L & T CR	L	593.00	Ft					
57	WEATHERING	L	1500.00	SqFt					
Sample Number:	04	Type:	R	Area:	6000.00 SqFt	PCI:	74		
Sample Comments:									
48	L & T CR	L	558.00	Ft					
57	WEATHERING	L	1500.00	SqFt					
Sample Number:	09	Type:	R	Area:	6000.00 SqFt	PCI:	78		
Sample Comments:									
48	L & T CR	L	423.00	Ft					
57	WEATHERING	L	1500.00	SqFt					
Sample Number:	11	Type:	R	Area:	6000.00 SqFt	PCI:	71		
Sample Comments:									
48	L & T CR	L	516.00	Ft					
50	PATCHING	L	440.00	SqFt					
57	WEATHERING	L	1390.00	SqFt					
Sample Number:	18	Type:	R	Area:	6000.00 SqFt	PCI:	78		
Sample Comments:									
48	L & T CR	L	411.00	Ft					
57	WEATHERING	L	1500.00	SqFt					
Sample Number:	25	Type:	R	Area:	6000.00 SqFt	PCI:	80		
Sample Comments:									
48	L & T CR	L	367.00	Ft					
57	WEATHERING	L	1500.00	SqFt					
Sample Number:	28	Type:	A	Area:	6000.00 SqFt	PCI:	66		
Sample Comments:									
41	ALLIGATOR CR	M	42.00	SqFt					
48	L & T CR	L	508.00	Ft					
57	WEATHERING	L	1500.00	SqFt					

Sample Number: 31

Type: R

Area: 5520.00 SqFt

PCI: 79

Sample Comments:

48	L & T CR	L	319.00 Ft
57	WEATHERING	L	2760.00 SqFt



Network:	EOE		Name:	Newberry County Airport					
Branch:	TW A	Name:	TAXIWAY A	Use:	TAXIWAY	Area:	223,461 SqFt		
Section:	15	of 3	From:	-	To:	-	Last Const.:	3/1/2008	
Surface:	AC	Family:	SC III & IV-TW-TL-AC	Zone:		Category:		Rank:	P
Area:	10,665 SqFt	Length:	250 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:	3/1/2008	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True		
Work Date:	1/1/2021	Work Type:	Surface Seal - Rejuvenating	Code:	SS-RE	Is Major M&R:	False		
Work Date:	1/1/2021	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Last Insp. Date:	9/22/2021	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI:	88							
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	3823.00 SqFt	PCI:	88		
Sample Comments:									
48	L & T CR	L	72.00	Ft					
57	WEATHERING	L	3823.00	SqFt					



Network: EOE **Name:** Newberry County Airport

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 223,461 SqFt

Section: 20 of 3 **From:** - **To:** - **Last Const.:** 3/1/2008

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

Area: 30,275 SqFt **Length:** 865 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: 3/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 9/22/2021 **TotalSamples:** 6 **Surveyed:** 2

Conditions: PCI: 83

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5250.00 SqFt **PCI:** 86

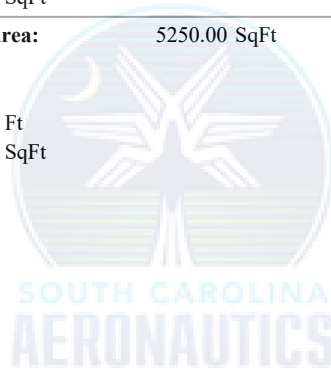
Sample Comments:

48 L & T CR L 150.00 Ft
57 WEATHERING L 2625.00 SqFt

Sample Number: 06 **Type:** R **Area:** 5250.00 SqFt **PCI:** 81

Sample Comments:

48 L & T CR L 243.00 Ft
57 WEATHERING L 2625.00 SqFt



Network:	EOE		Name:	Newberry County Airport					
Branch:	TW B	Name:	TAXIWAY B	Use:	TAXIWAY	Area:	8,254 SqFt		
Section:	10	of	1	From:	-	To:	-	Last Const.:	3/1/2008
Surface:	AC	Family:	SC III & IV-TW-TL-AC	Zone:		Category:		Rank:	P
Area:	8,254 SqFt	Length:	183 Ft	Width:	37 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	3/1/2008	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/1/2021	Work Type:	Surface Seal - Rejuvenating		Code:	SS-RE	Is Major M&R:	False	
Work Date:	1/1/2021	Work Type:	Crack Sealing - AC		Code:	CS-AC	Is Major M&R:	False	
Last Insp. Date:	9/22/2021	TotalSamples:	2		Surveyed:	1			
Conditions:	PCI:	84							
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	3347.00 SqFt	PCI:	84		
Sample Comments:									
48	L & T CR	L	118.00 Ft						
57	WEATHERING	L	1339.00 SqFt						



Network: EOE **Name:** Newberry County Airport

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 8,565 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 3/1/2008

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

Area: 8,565 SqFt **Length:** 200 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 3/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 1/1/2021 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Last Insp. Date: 9/22/2021 **TotalSamples:** 2 **Surveyed:** 1

Conditions: PCI: 87

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4304.00 SqFt **PCI:** 87

Sample Comments:

48 L & T CR L 97.00 Ft
57 WEATHERING L 2152.00 SqFt





Kimley»»Horn