SOUTH CAROLINA AERONAUTICS COMMISSION

# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GRD - Greenwood County 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 updated include 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 Greenwood County Airport (GRD).

Figure 1 – Airport Layout

## System Inventory

The pavements at Greenwood County Airport (GRD) include approximately 1.5 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.

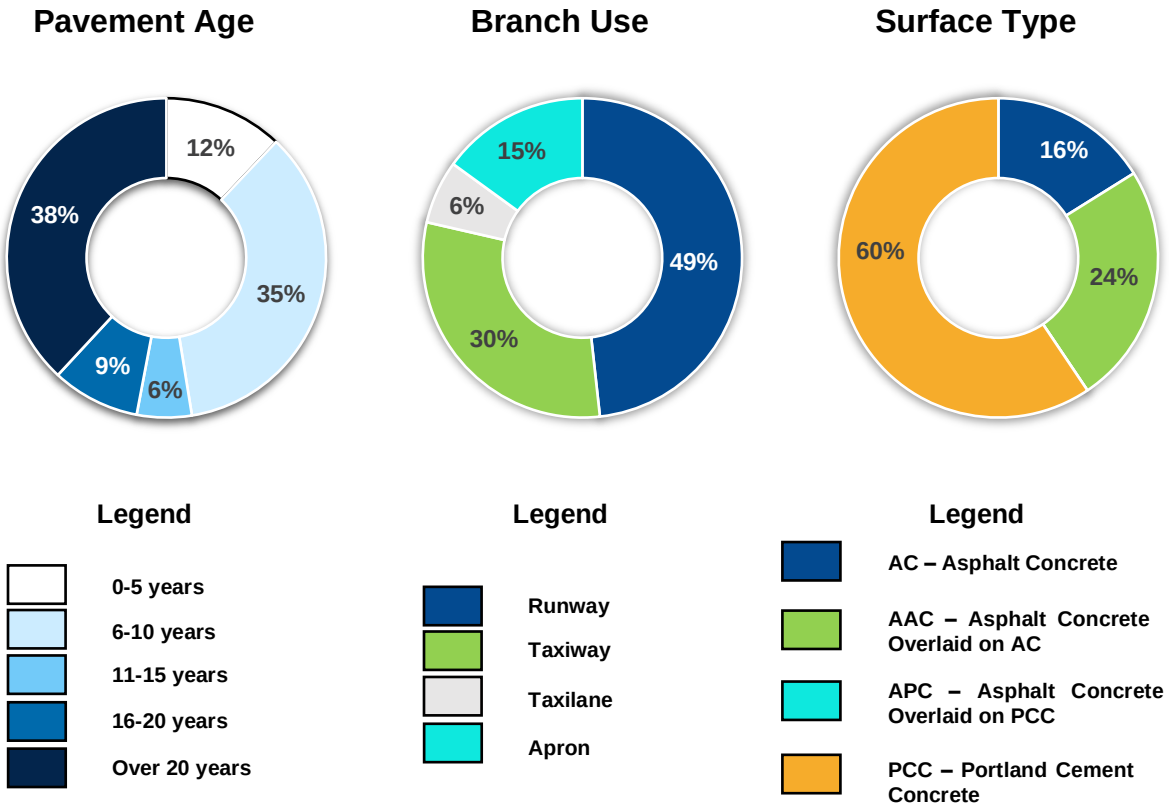
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

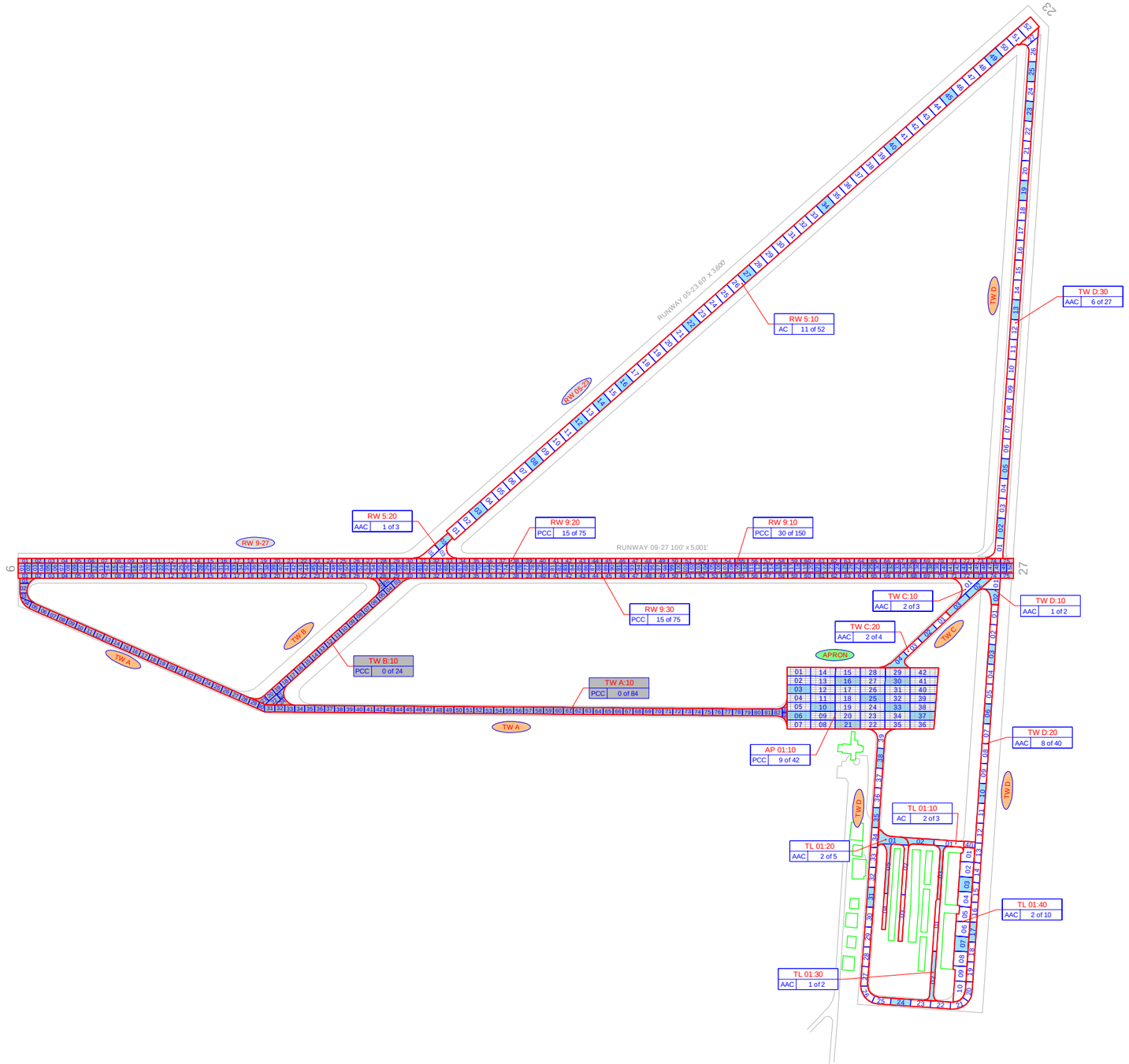
Table 1 - Recent Airfield Pavement Construction

| Construction Year | Location | Work Type / Pavement Section |
|---|---|---|
| 2021 | TW A, TW B | Overlay-PCC \| 5" P-501 Overlay |

The following figure summarizes the inventory items at Greenwood County Airport (GRD). 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 = 107**
**AC: 38 PCC: 69**

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

# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GREENWOOD COUNTY AIRPORT (GRD)

*AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT*

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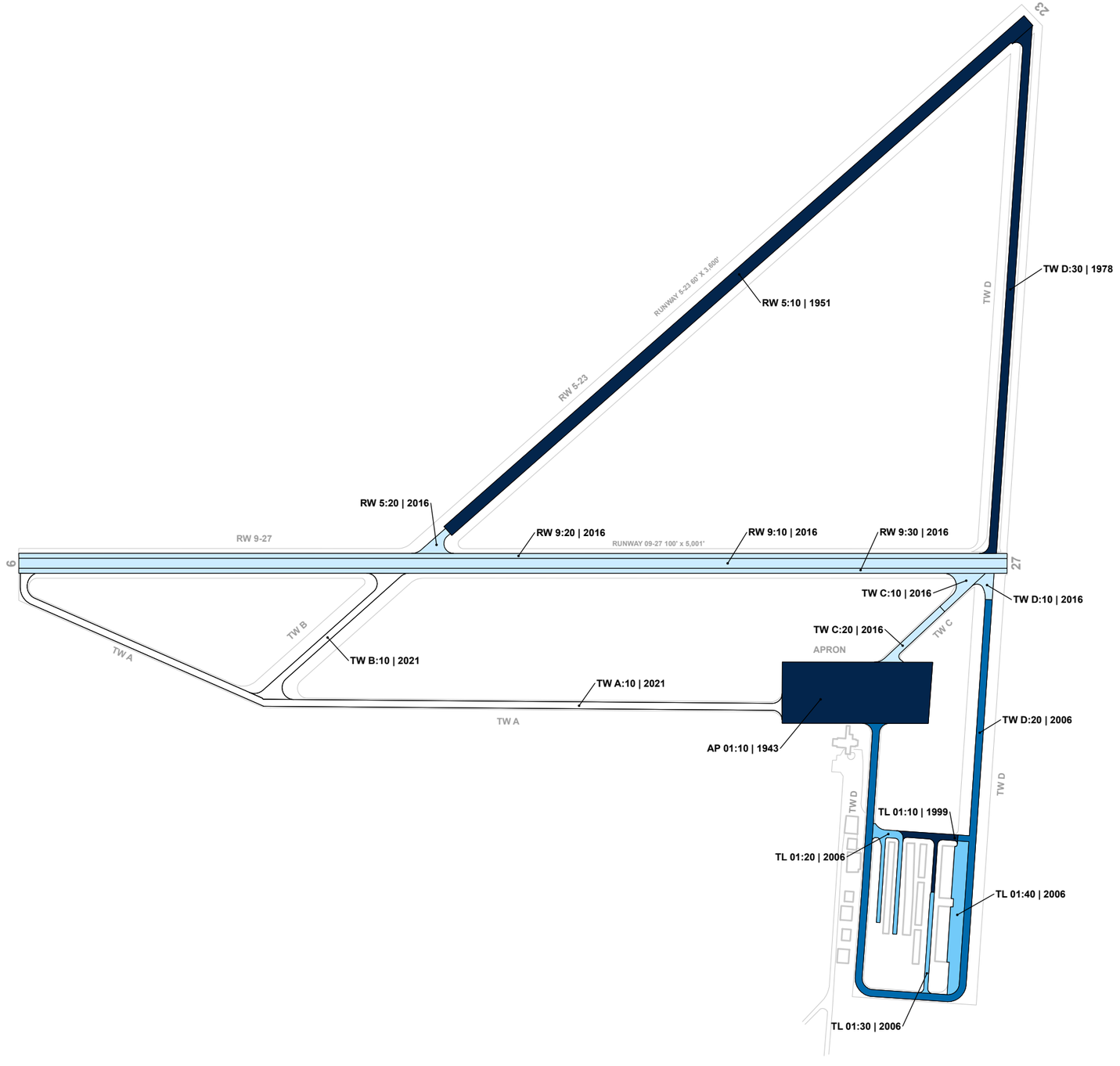
SOUTH CAROLINA AERONAUTICS




## Legend

**Estimated Age at Inspection**

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

**TWA:20 | 1985**

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- LAST MAJOR WORK DATE

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# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GREENWOOD COUNTY AIRPORT (GRD)

*AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT*

SOUTH CAROLINA AERONAUTICS

# 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**

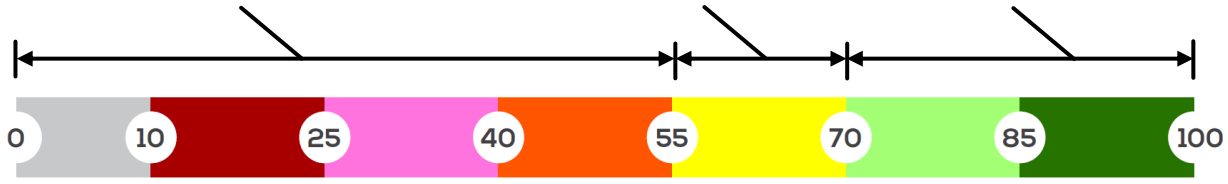
Pavements that are Poor to Failed require significant and costly interventions such as reconstruction to restore the pavement to operational service.

**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)**

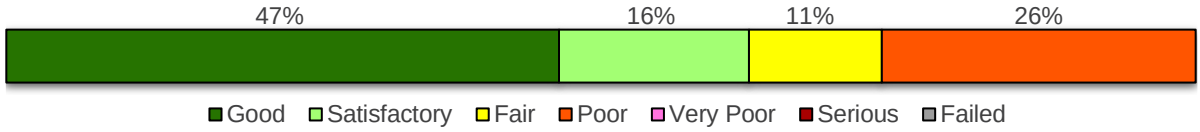
## Critical PCI

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

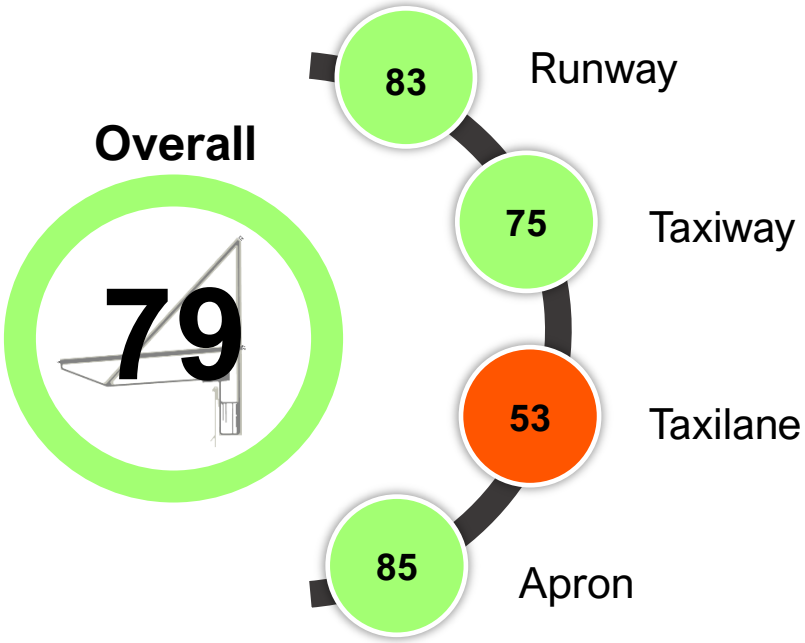
The PCI survey for Greenwood County Airport (GRD) was performed in September 2021. **The overall area-weighted average PCI value of the network was 79**, representing a condition rating of **Satisfactory**. Approximately 63% of inspected pavements are in Good or Satisfactory condition, 11% of inspected pavements are in Fair condition, and the remaining 26% 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



## GRD - Greenwood County Airport

Table 2 – Current Pavement Condition Index Summary - Section

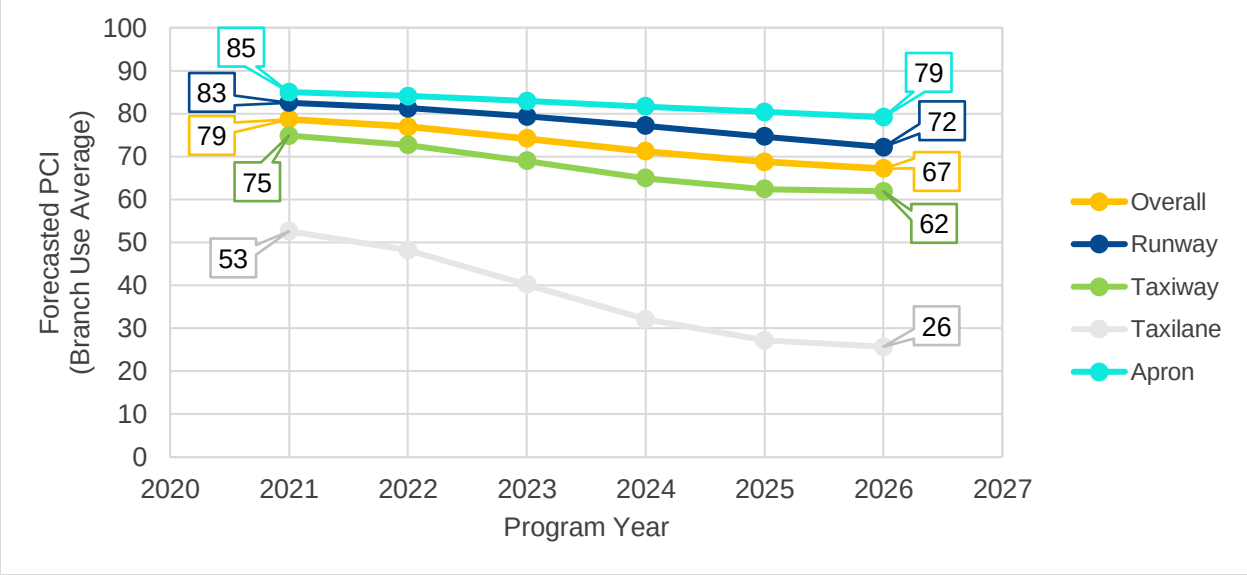
| Network ID | Branch ID | Branch Use | Section ID | Area (SF) | Surface | PCI | Condition Rating | PCI % Climate | PCI % Load | PCI % Other |
|---|---|---|---|---|---|---|---|---|---|---|
| GRD | AP 01 | Apron | 10 | 231,749 | PCC | 85 | Satisfactory | 9 | 50 | 41 |
| GRD | RW 5 | Runway | 10 | 235,664 | AC | 46 | Poor | 69 | 31 | 0 |
| GRD | RW 5 | Runway | 20 | 9,758 | AAC | 94 | Good | 100 | 0 | 0 |
| GRD | RW 9 | Runway | 10 | 249,900 | PCC | 99 | Good | 65 | 0 | 35 |
| GRD | RW 9 | Runway | 20 | 125,050 | PCC | 100 | Good | 89 | 0 | 11 |
| GRD | RW 9 | Runway | 30 | 125,050 | PCC | 100 | Good | 89 | 0 | 11 |
| GRD | TL 01 | Taxilane | 10 | 13,288 | AC | 55 | Poor | 98 | 0 | 2 |
| GRD | TL 01 | Taxilane | 20 | 24,525 | AAC | 67 | Fair | 96 | 0 | 4 |
| GRD | TL 01 | Taxilane | 30 | 10,486 | AAC | 67 | Fair | 88 | 0 | 12 |
| GRD | TL 01 | Taxilane | 40 | 50,695 | AAC | 42 | Poor | 100 | 0 | 0 |
| GRD | TW A | Taxiway | 10 | 143,981 | PCC | 100 | Good | 0 | 0 | 0 |
| GRD | TW B | Taxiway | 10 | 42,242 | PCC | 100 | Good | 0 | 0 | 0 |
| GRD | TW C | Taxiway | 10 | 14,593 | AAC | 87 | Good | 99 | 0 | 1 |
| GRD | TW C | Taxiway | 20 | 15,021 | AAC | 83 | Satisfactory | 100 | 0 | 0 |
| GRD | TW D | Taxiway | 10 | 7,350 | AAC | 89 | Good | 100 | 0 | 0 |
| GRD | TW D | Taxiway | 20 | 137,593 | AAC | 63 | Fair | 100 | 0 | 0 |
| GRD | TW D | Taxiway | 30 | 108,021 | AAC | 43 | Poor | 100 | 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 GRD.

Figure 6 – Forecasted 5-Year PCI by Branch Use

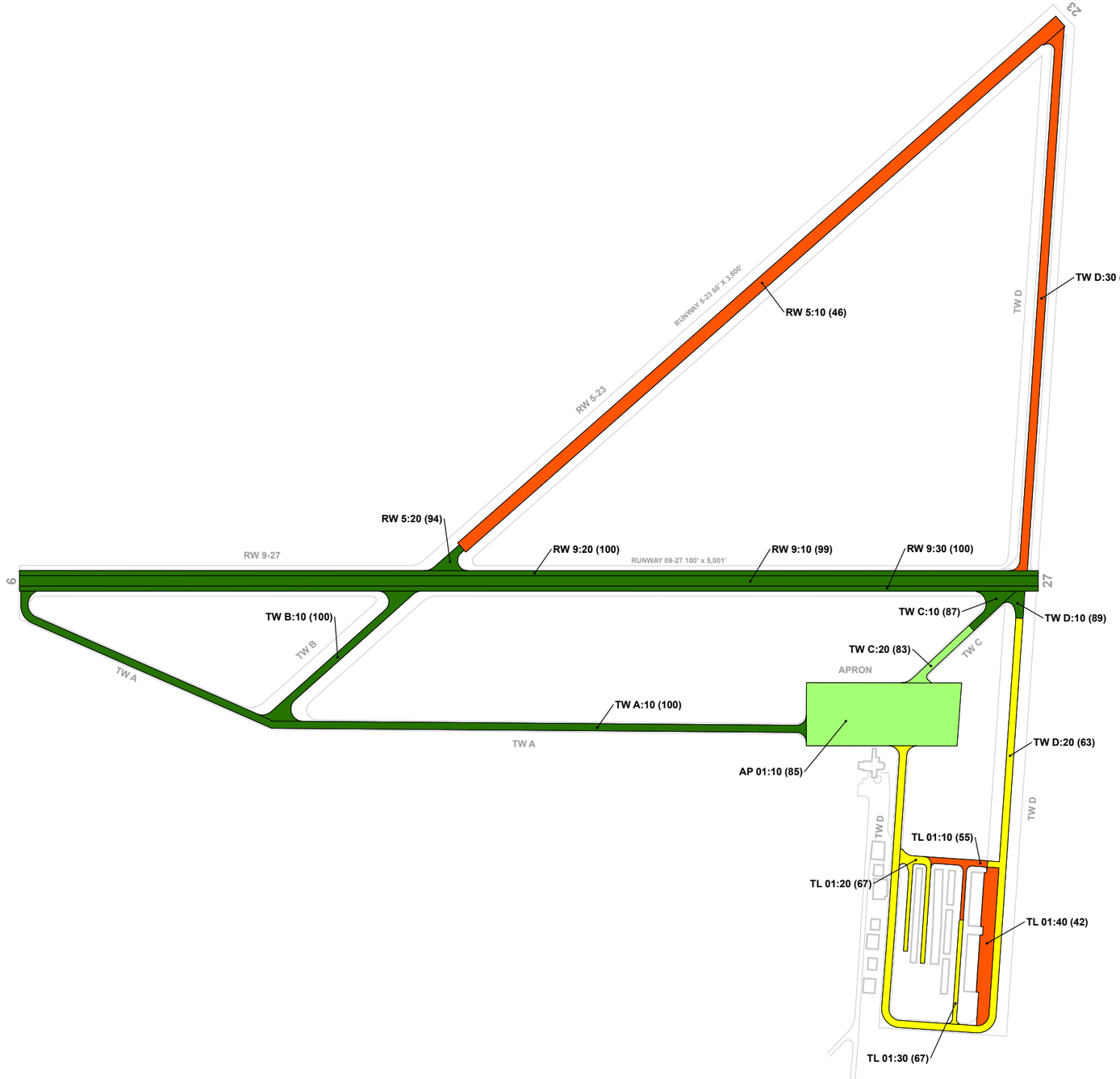



All condition forecasts are based on historical observations and analysis of South Carolina airfield pavements. The forecasts are not a guarantee of future PCI:- rather, they are a planning tool to aid in the timing of maintenance and rehabilitation activities.

## GRD - Greenwood 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 |
| GRD | AP 01 | 10 | 85 | 84 | 83 | 82 | 80 | 79 |
| GRD | RW 5 | 10 | 46 | 42 | 37 | 31 | 24 | 18 |
| GRD | RW 5 | 20 | 94 | 92 | 90 | 88 | 86 | 84 |
| GRD | RW 9 | 10 | 99 | 99 | 98 | 98 | 97 | 96 |
| GRD | RW 9 | 20 | 100 | 100 | 100 | 100 | 99 | 99 |
| GRD | RW 9 | 30 | 100 | 100 | 100 | 100 | 99 | 99 |
| GRD | TL 01 | 10 | 55 | 54 | 53 | 51 | 47 | 40 |
| GRD | TL 01 | 20 | 67 | 65 | 63 | 61 | 59 | 58 |
| GRD | TL 01 | 30 | 67 | 65 | 63 | 61 | 59 | 58 |
| GRD | TL 01 | 40 | 42 | 35 | 21 | 7 | 0 | 0 |
| GRD | TW A | 10 | 100 | 100 | 100 | 99 | 99 | 99 |
| GRD | TW B | 10 | 100 | 100 | 100 | 99 | 99 | 99 |
| GRD | TW C | 10 | 87 | 85 | 83 | 82 | 81 | 80 |
| GRD | TW C | 20 | 83 | 82 | 81 | 80 | 80 | 80 |
| GRD | TW D | 10 | 89 | 87 | 85 | 83 | 82 | 81 |
| GRD | TW D | 20 | 63 | 61 | 59 | 58 | 57 | 56 |
| GRD | TW D | 30 | 43 | 36 | 23 | 9 | 0 | 0 |




## 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

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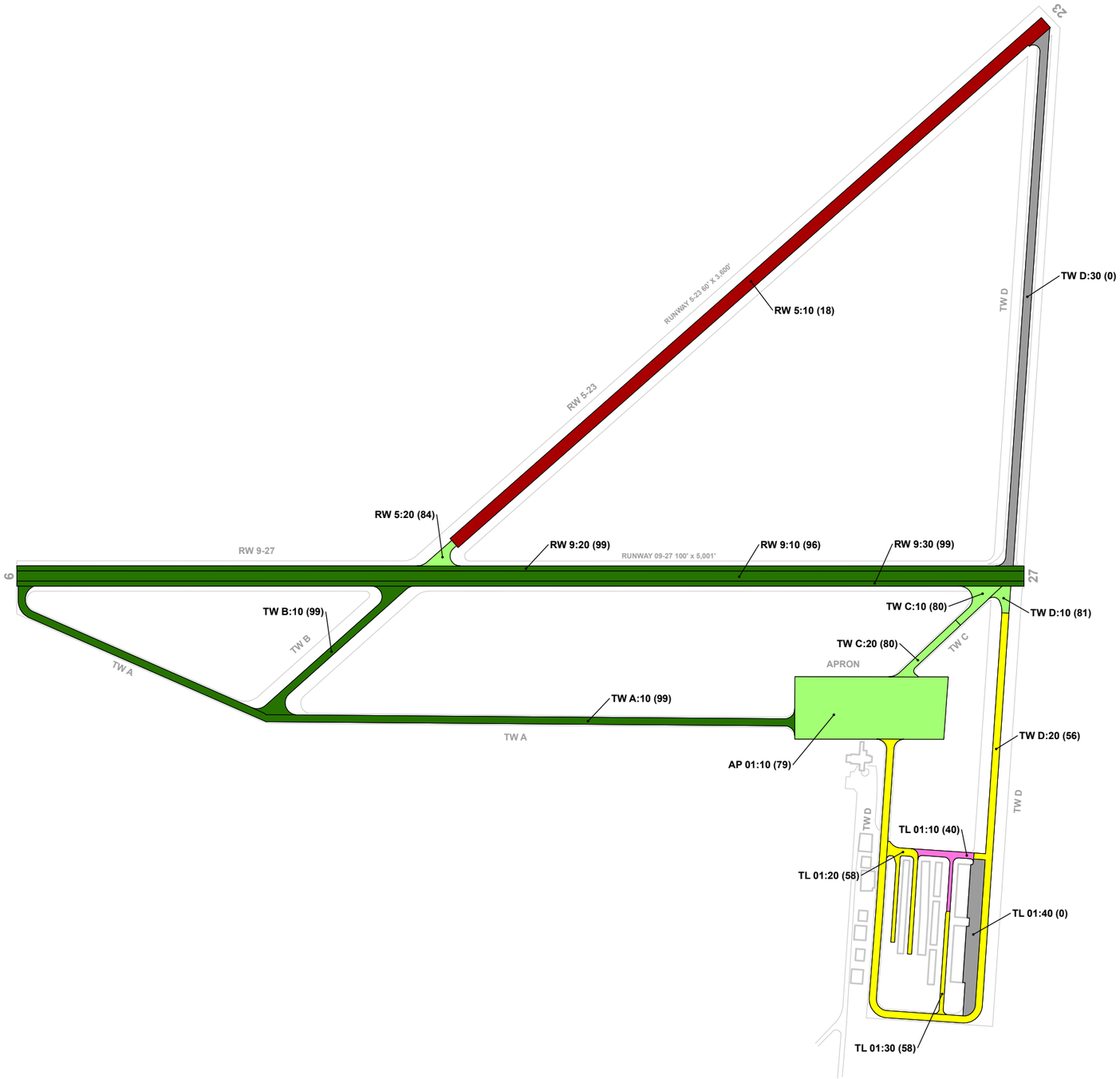
# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GREENWOOD COUNTY AIRPORT (GRD)

*2021 PAVEMENT CONDITION INDEX (PCI) EXHIBIT*

SOUTH CAROLINA AERONAUTICS




## Legend

### 2026 Forecasted Pavement Condition Index

- PCI 86-100 Good
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BRANCH IDENTIFIER
SECTION IDENTIFIER
**TWA:20 (84)**
FORECASTED PCI

# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GREENWOOD COUNTY AIRPORT (GRD)

*2026 FORECASTED PAVEMENT CONDITION INDEX (PCI) EXHIBIT*

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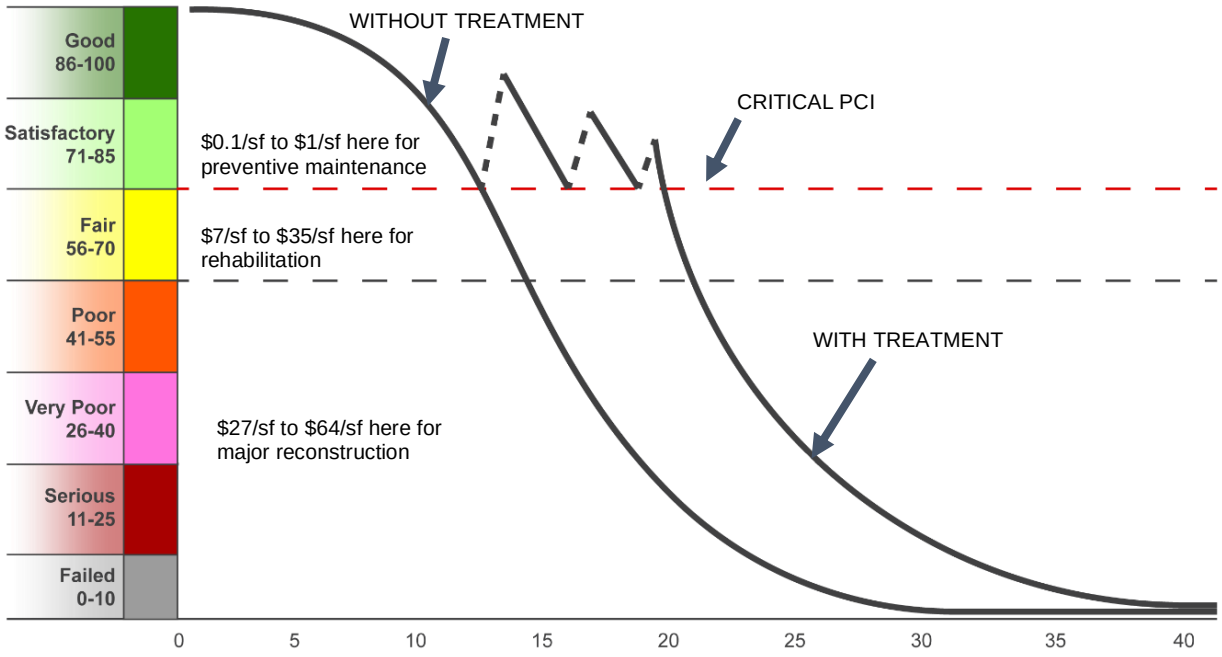
# M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at GRD over a 5-year period. The analysis compared the forecasted condition of each pavement section to 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 | 909 | LF | $ 3,650 |
| | Surface Seal | 45 | SF | $ 50 |
| | AC Partial-Depth Patching | 19 | SF | $ 190 |
| | PCC Full-Depth Patching | 1,165 | SF | $ 54,780 |
| | | | ***Localized Preventive Maintenance Total =*** | *$ 58,670* |
| Localized Stopgap Maintenance | AC Crack Sealing Narrow | 56,707 | LF | $ 226,840 |
| | Surface Seal | 12,740 | SF | $ 11,470 |
| | AC Partial-Depth Patching | 19 | SF | $ 200 |
| | AC Full-Depth Patching | 826 | SF | $ 17,960 |
| | | | ***Localized Stopgap Maintenance Total =*** | *$ 256,470* |
| | | | ***Total Planning-Level Localized Maintenance Needs =*** | ***$ 315,140*** |

## 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

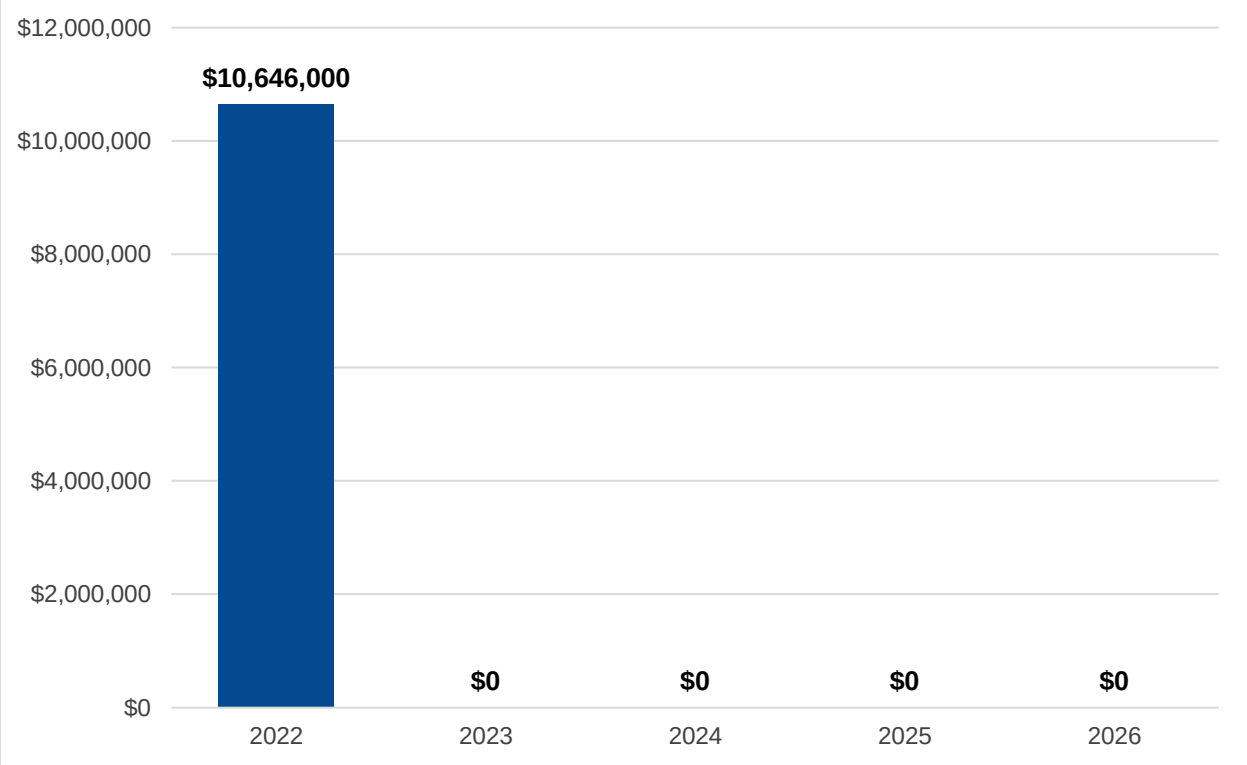
The 5-year major rehabilitation needs analysis at GRD results in a total 5-year cost of $10.65M. The **5-Year Major Rehabilitation Needs Exhibit** graphically depicts the major

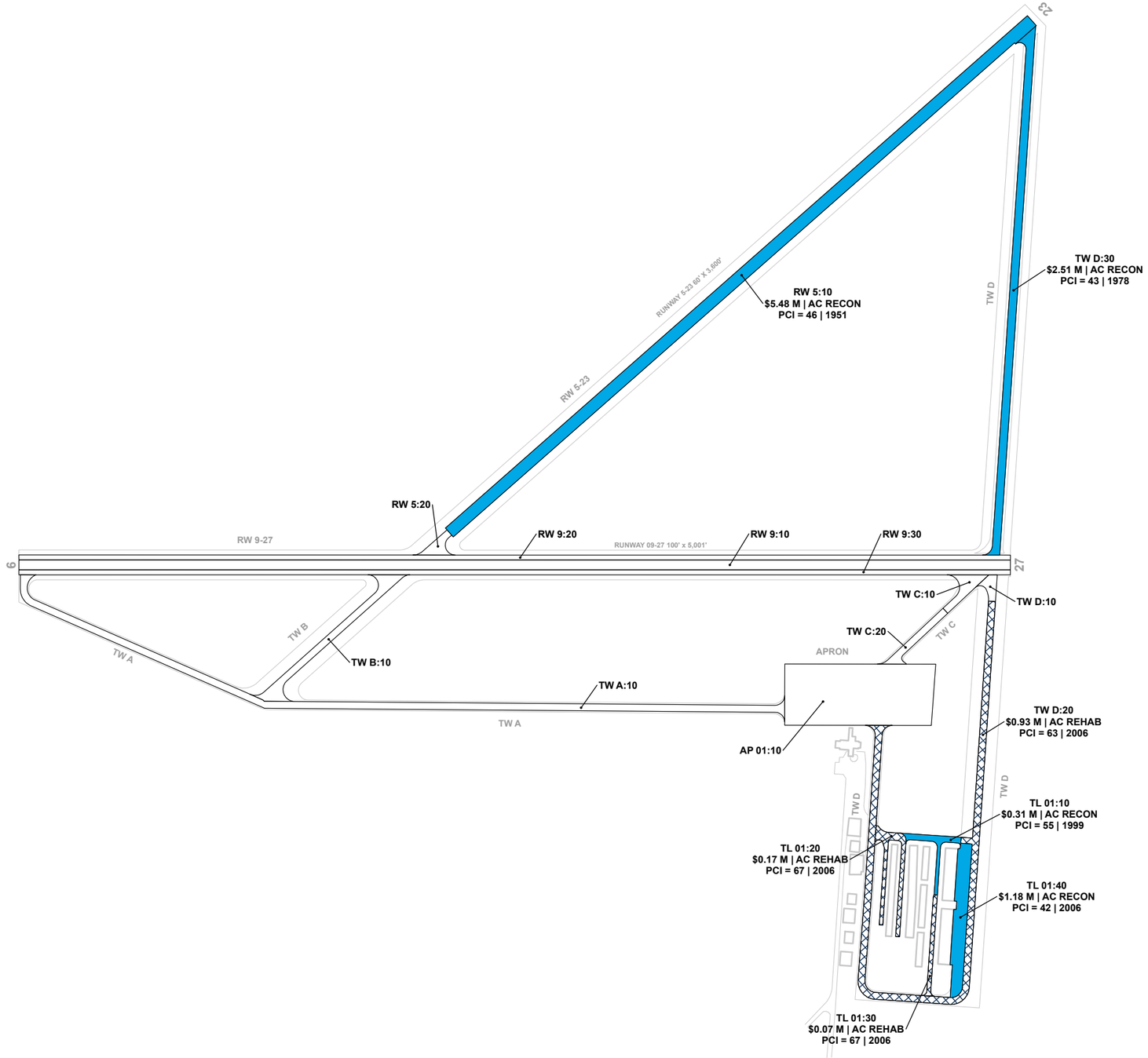
rehabilitation needs at a section-level which are also summarized in **Table 5** with rounded costs. Annual needs are displayed graphically in **Figure 8**.

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** | **GRD** | RW 5 | 10 | AC | 235,664 | 42 | AC Reconstruction | $ 5,480,000 |
| **2022** | **GRD** | TL 01 | 10 | AC | 13,288 | 54 | AC Reconstruction | $ 309,000 |
| **2022** | **GRD** | TL 01 | 20 | AAC | 24,525 | 65 | AC Rehabilitation | $ 166,000 |
| **2022** | **GRD** | TL 01 | 30 | AAC | 10,486 | 65 | AC Rehabilitation | $ 71,000 |
| **2022** | **GRD** | TL 01 | 40 | AAC | 50,695 | 35 | AC Reconstruction | $ 1,179,000 |
| **2022** | **GRD** | TW D | 20 | AAC | 137,593 | 61 | AC Rehabilitation | $ 929,000 |
| **2022** | **GRD** | TW D | 30 | AAC | 108,021 | 36 | AC Reconstruction | $ 2,512,000 |
| | | | | | | | ***Total 5-Year Major Rehabilitation Needs =*** | **$ 10,646,000** |

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.

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# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GREENWOOD COUNTY AIRPORT (GRD)

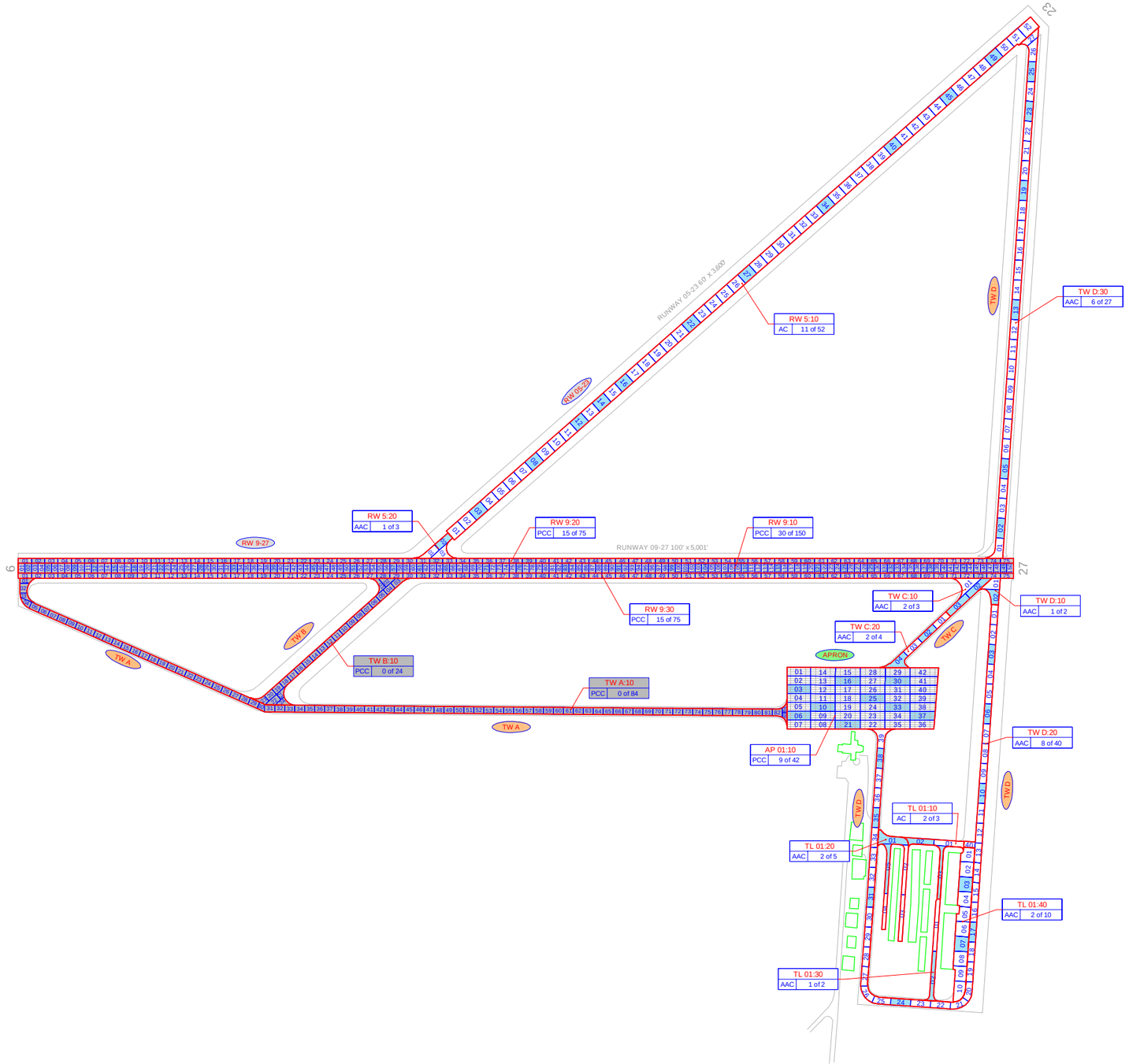
*5-YEAR MAJOR REHABILITATION NEEDS EXHIBIT*

SOUTH CAROLINA AERONAUTICS

SECTION I

# Appendices

# Appendix A – Exhibits

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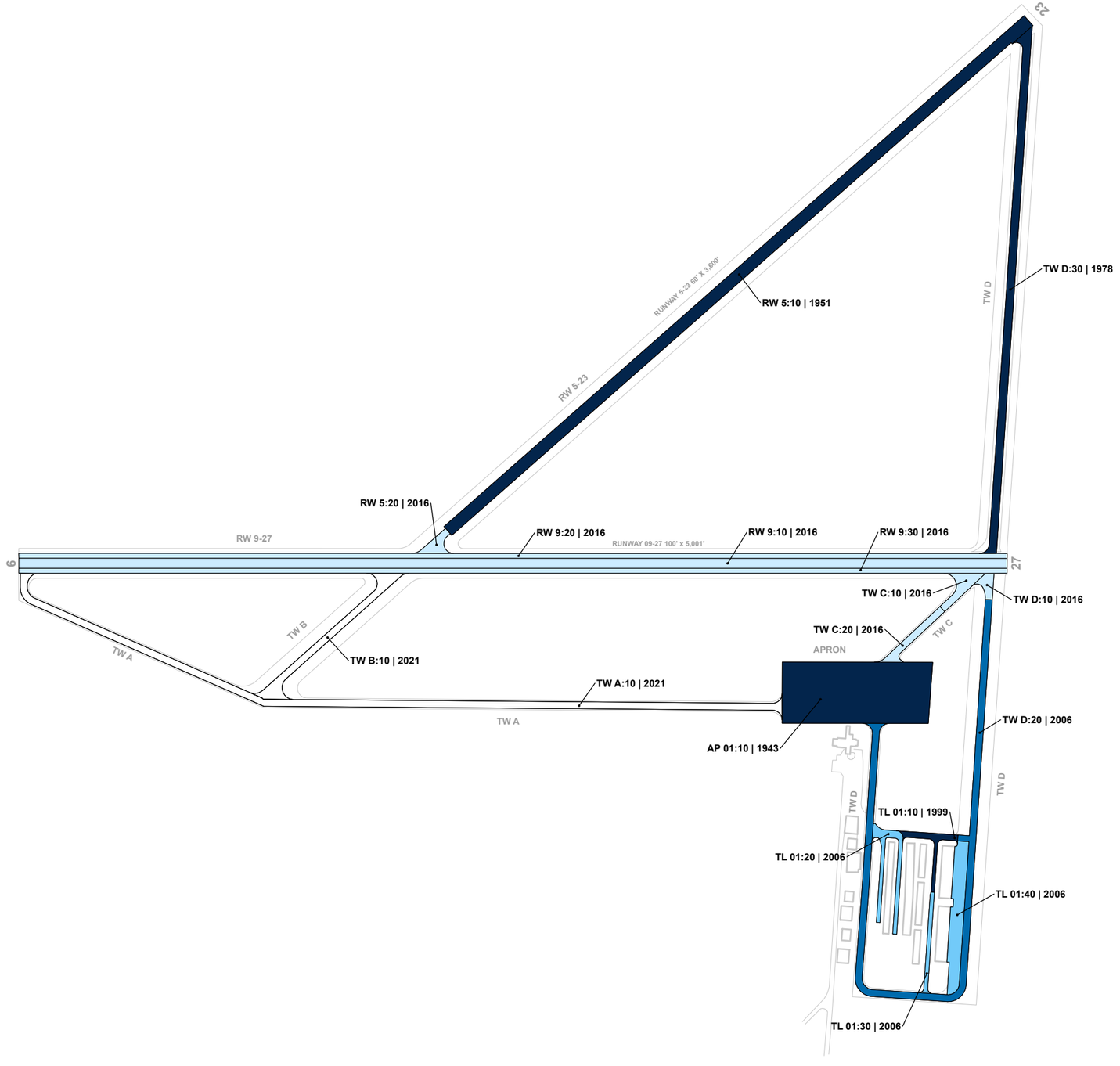


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- > 20 Years

**TWA:20 | 1985**

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- LAST MAJOR WORK DATE

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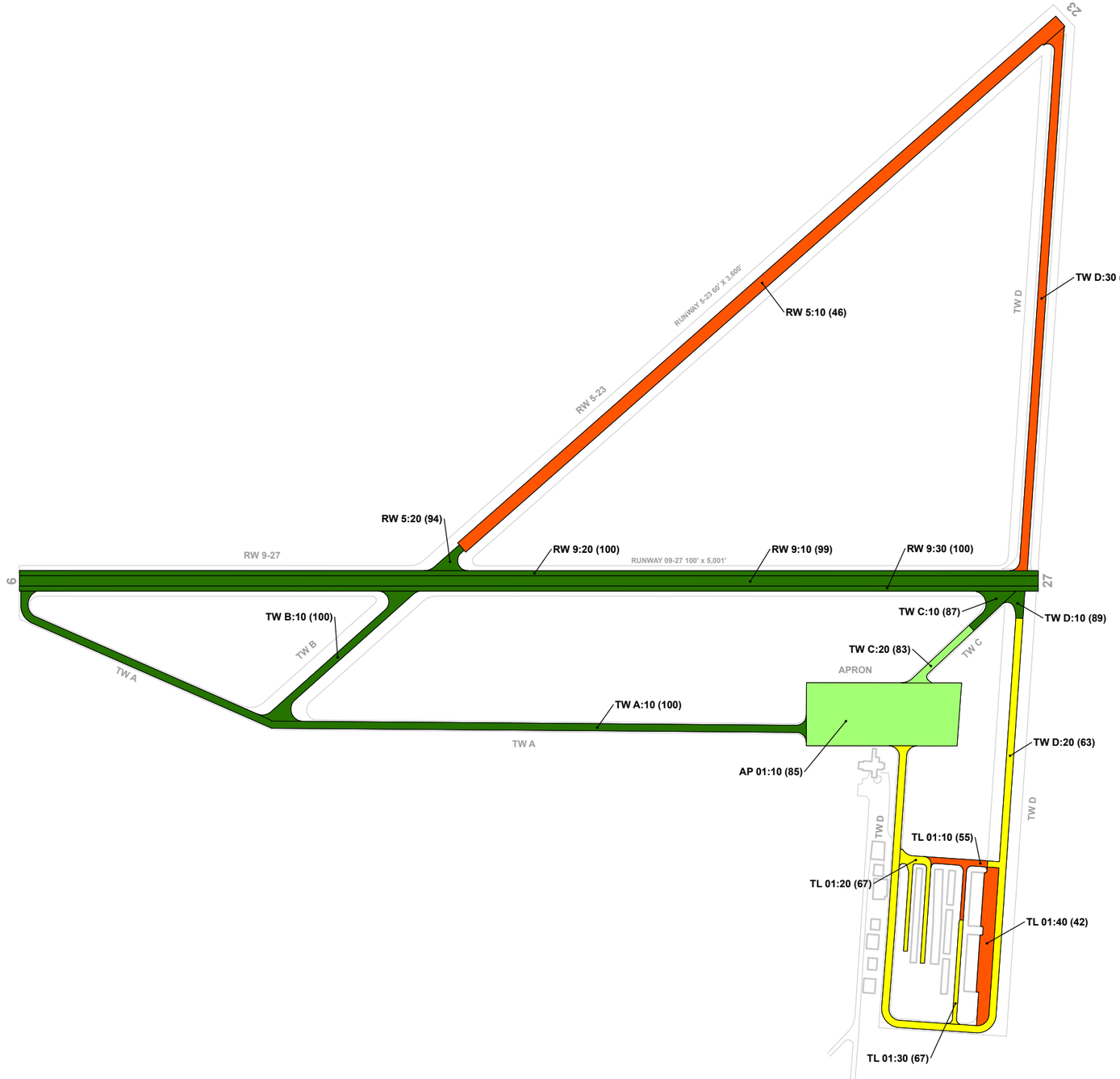


## Legend

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

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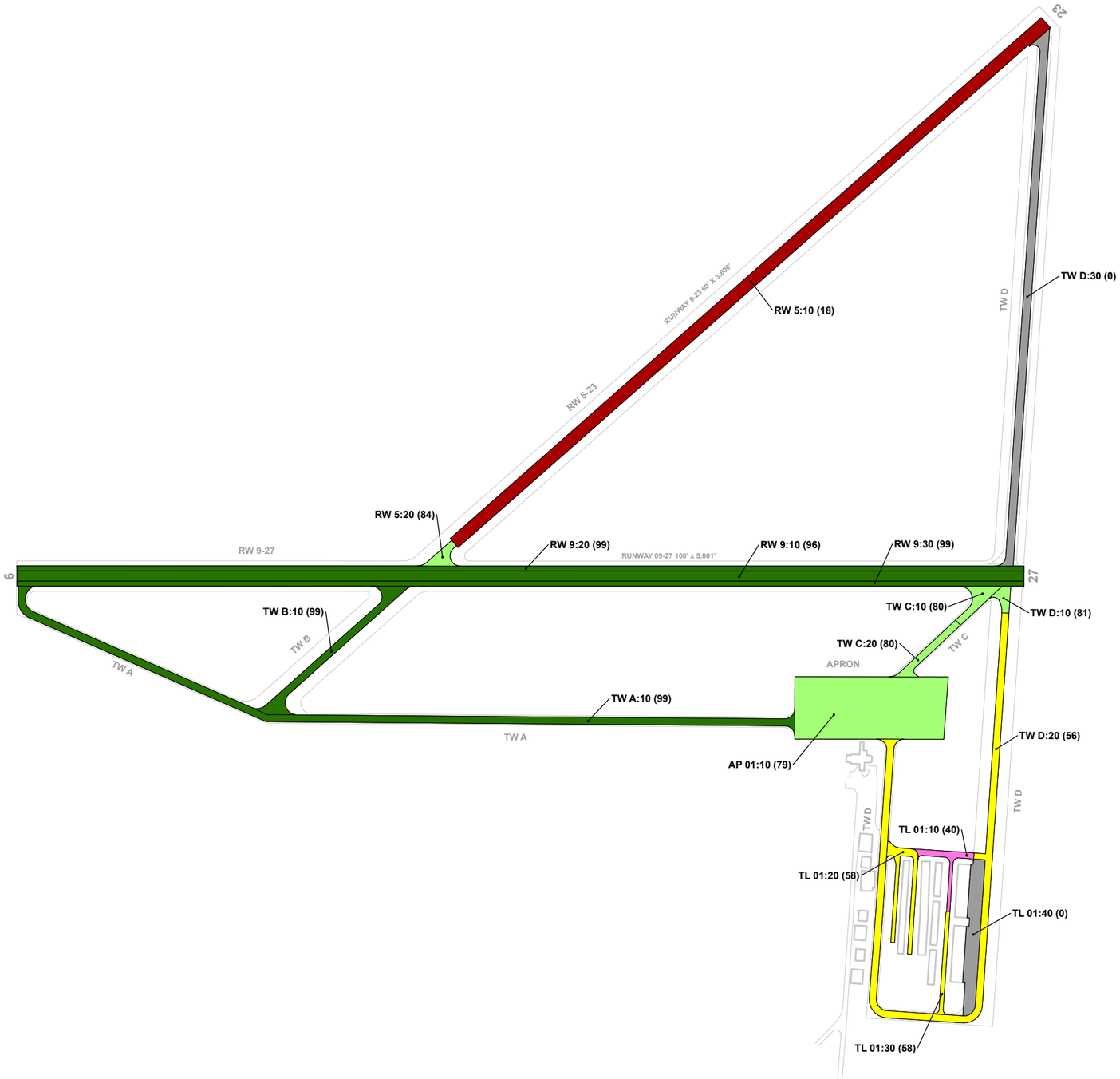


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BRANCH IDENTIFIER
SECTION IDENTIFIER
**TWA:20 (84)**
FORECASTED PCI

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## GREENWOOD COUNTY AIRPORT (GRD)

*2026 FORECASTED PAVEMENT CONDITION INDEX (PCI) EXHIBIT*

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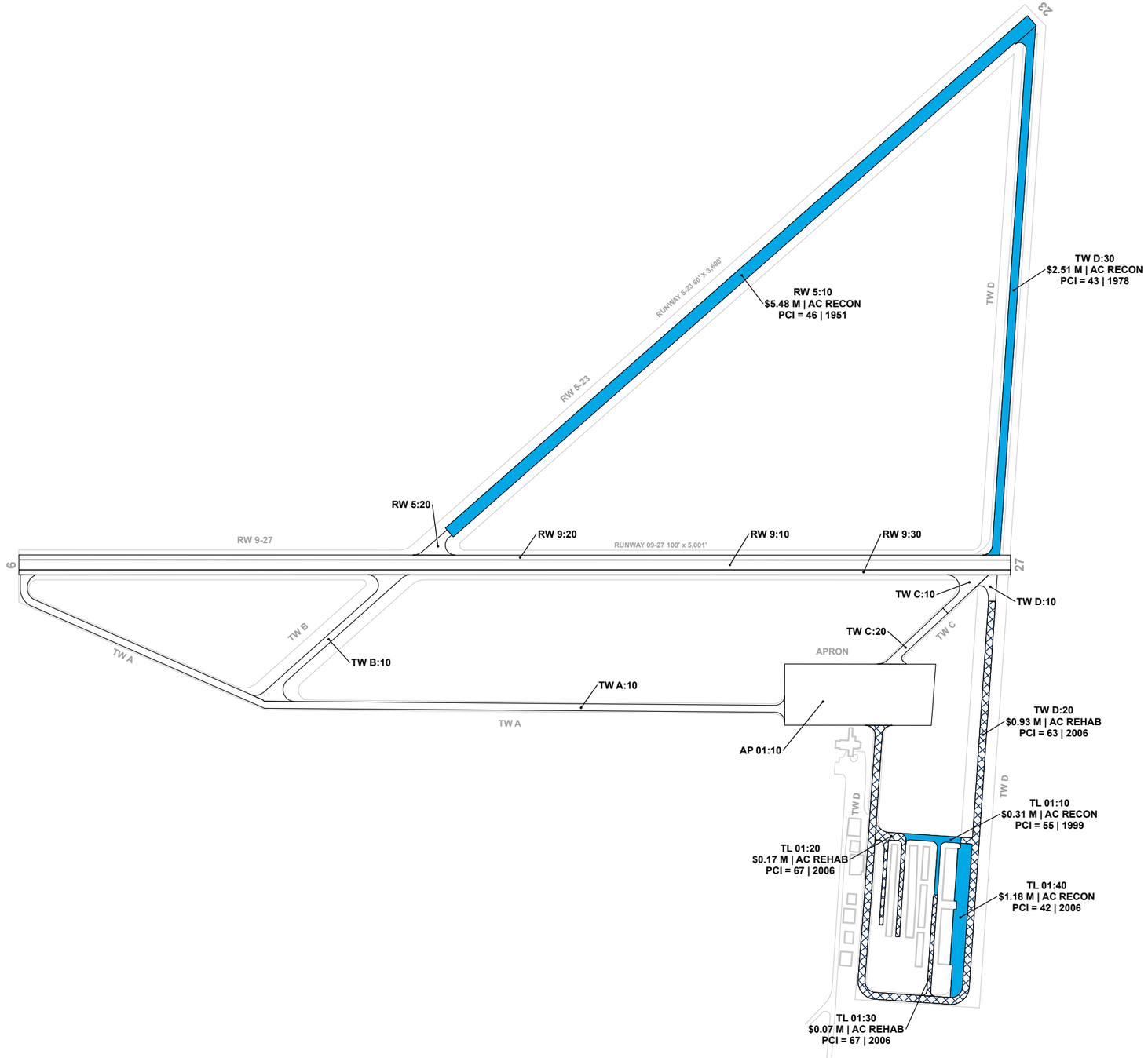


## Legend

### 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.

Kimley»Horn

# STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

## GREENWOOD COUNTY AIRPORT (GRD)

*5-YEAR MAJOR REHABILITATION NEEDS EXHIBIT*

SOUTH CAROLINA AERONAUTICS

# Appendix B – Analysis Tables

## GRD - Greenwood 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 |
|---|---|---|---|---|---|---|
| GRD | AP 01 | Apron | 10 | 231,749 | PCC | 6/1/1943 |
| GRD | RW 5 | Runway | 10 | 235,664 | AC | 6/1/1951 |
| GRD | RW 5 | Runway | 20 | 9,758 | AAC | 3/1/2016 |
| GRD | RW 9 | Runway | 10 | 249,900 | PCC | 3/1/2016 |
| GRD | RW 9 | Runway | 20 | 125,050 | PCC | 3/1/2016 |
| GRD | RW 9 | Runway | 30 | 125,050 | PCC | 3/1/2016 |
| GRD | TL 01 | Taxilane | 10 | 13,288 | AC | 6/1/1999 |
| GRD | TL 01 | Taxilane | 20 | 24,525 | AAC | 6/1/2006 |
| GRD | TL 01 | Taxilane | 30 | 10,486 | AAC | 6/1/2006 |
| GRD | TL 01 | Taxilane | 40 | 50,695 | AAC | 6/1/2006 |
| GRD | TW A | Taxiway | 10 | 143,981 | PCC | 1/1/2021 |
| GRD | TW B | Taxiway | 10 | 42,242 | PCC | 1/1/2021 |
| GRD | TW C | Taxiway | 10 | 14,593 | AAC | 3/1/2016 |
| GRD | TW C | Taxiway | 20 | 15,021 | AAC | 3/1/2016 |
| GRD | TW D | Taxiway | 10 | 7,350 | AAC | 3/1/2016 |
| GRD | TW D | Taxiway | 20 | 137,593 | AAC | 1/1/2006 |
| GRD | TW D | Taxiway | 30 | 108,021 | AAC | 6/1/1978 |

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 | 231,749 | 85 | Satisfactory |
| RW 5 | Runway | 2 | 245,422 | 48 | Poor |
| RW 9 | Runway | 3 | 500,000 | 100 | Good |
| TL 01 | Taxilane | 4 | 98,994 | 53 | Poor |
| TW A | Taxiway | 1 | 143,981 | 100 | Good |
| TW B | Taxiway | 1 | 42,242 | 100 | Good |
| TW C | Taxiway | 2 | 29,614 | 85 | Satisfactory |
| TW D | Taxiway | 3 | 252,964 | 55 | Poor |

## GRD - Greenwood County 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRD | AP 01 | Apron | 10 | 231,749 | PCC | 85 | Satisfactory | 9 | 50 | 41 | 9 | 42 |
| GRD | RW 5 | Runway | 10 | 235,664 | AC | 46 | Poor | 69 | 31 | 0 | 11 | 52 |
| GRD | RW 5 | Runway | 20 | 9,758 | AAC | 94 | Good | 100 | 0 | 0 | 1 | 3 |
| GRD | RW 9 | Runway | 10 | 249,900 | PCC | 99 | Good | 65 | 0 | 35 | 30 | 150 |
| GRD | RW 9 | Runway | 20 | 125,050 | PCC | 100 | Good | 89 | 0 | 11 | 15 | 75 |
| GRD | RW 9 | Runway | 30 | 125,050 | PCC | 100 | Good | 89 | 0 | 11 | 15 | 75 |
| GRD | TL 01 | Taxilane | 10 | 13,288 | AC | 55 | Poor | 98 | 0 | 2 | 2 | 3 |
| GRD | TL 01 | Taxilane | 20 | 24,525 | AAC | 67 | Fair | 96 | 0 | 4 | 2 | 5 |
| GRD | TL 01 | Taxilane | 30 | 10,486 | AAC | 67 | Fair | 88 | 0 | 12 | 1 | 2 |
| GRD | TL 01 | Taxilane | 40 | 50,695 | AAC | 42 | Poor | 100 | 0 | 0 | 2 | 10 |
| GRD | TW A | Taxiway | 10 | 143,981 | PCC | 100 | Good | 0 | 0 | 0 | 0 | 0 |
| GRD | TW B | Taxiway | 10 | 42,242 | PCC | 100 | Good | 0 | 0 | 0 | 0 | 0 |
| GRD | TW C | Taxiway | 10 | 14,593 | AAC | 87 | Good | 99 | 0 | 1 | 2 | 3 |
| GRD | TW C | Taxiway | 20 | 15,021 | AAC | 83 | Satisfactory | 100 | 0 | 0 | 2 | 4 |
| GRD | TW D | Taxiway | 10 | 7,350 | AAC | 89 | Good | 100 | 0 | 0 | 1 | 2 |
| GRD | TW D | Taxiway | 20 | 137,593 | AAC | 63 | Fair | 100 | 0 | 0 | 8 | 40 |
| GRD | TW D | Taxiway | 30 | 108,021 | AAC | 43 | Poor | 100 | 0 | 0 | 6 | 27 |

## GRD - Greenwood 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 |
| GRD | AP 01 | 10 | 85 | 84 | 83 | 82 | 80 | 79 |
| GRD | RW 5 | 10 | 46 | 42 | 37 | 31 | 24 | 18 |
| GRD | RW 5 | 20 | 94 | 92 | 90 | 88 | 86 | 84 |
| GRD | RW 9 | 10 | 99 | 99 | 98 | 98 | 97 | 96 |
| GRD | RW 9 | 20 | 100 | 100 | 100 | 100 | 99 | 99 |
| GRD | RW 9 | 30 | 100 | 100 | 100 | 100 | 99 | 99 |
| GRD | TL 01 | 10 | 55 | 54 | 53 | 51 | 47 | 40 |
| GRD | TL 01 | 20 | 67 | 65 | 63 | 61 | 59 | 58 |
| GRD | TL 01 | 30 | 67 | 65 | 63 | 61 | 59 | 58 |
| GRD | TL 01 | 40 | 42 | 35 | 21 | 7 | 0 | 0 |
| GRD | TW A | 10 | 100 | 100 | 100 | 99 | 99 | 99 |
| GRD | TW B | 10 | 100 | 100 | 100 | 99 | 99 | 99 |
| GRD | TW C | 10 | 87 | 85 | 83 | 82 | 81 | 80 |
| GRD | TW C | 20 | 83 | 82 | 81 | 80 | 80 | 80 |
| GRD | TW D | 10 | 89 | 87 | 85 | 83 | 82 | 81 |
| GRD | TW D | 20 | 63 | 61 | 59 | 58 | 57 | 56 |
| GRD | TW D | 30 | 43 | 36 | 23 | 9 | 0 | 0 |

# Appendix C – Maintenance and Rehabilitation Tables

## GRD - Greenwood 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 | AC Crack Sealing Narrow | 909 | LF | $ 3,650 |
| | Surface Seal | 45 | SF | $ 50 |
| | AC Partial-Depth Patching | 19 | SF | $ 190 |
| | PCC Full-Depth Patching | 1,165 | SF | $ 54,780 |
| | | | ***Localized Preventive Maintenance Total =*** | *$ 58,670* |
| Localized Stopgap Maintenance | AC Crack Sealing Narrow | 56,707 | LF | $ 226,840 |
| | Surface Seal | 12,740 | SF | $ 11,470 |
| | AC Partial-Depth Patching | 19 | SF | $ 200 |
| | AC Full-Depth Patching | 826 | SF | $ 17,960 |
| | | | ***Localized Stopgap Maintenance Total =*** | *$ 256,470* |
| | | | ***Total Planning-Level Localized Maintenance Needs =*** | ***$ 315,140*** |

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

| Network ID | Branch ID | Section ID | Area (SF) | Start PCI | End PCI | Cost |
|---|---|---|---|---|---|---|
| GRD | AP 01 | 10 | 231,749 | 85 | 86 | $ 54,780 |
| GRD | RW 5 | 10 | 235,664 | 46 | 57 | $ 112,670 |
| GRD | RW 5 | 20 | 9,758 | 94 | 94 | $ - |
| GRD | RW 9 | 10 | 249,900 | 99 | 99 | $ - |
| GRD | RW 9 | 20 | 125,050 | 100 | 100 | $ - |
| GRD | RW 9 | 30 | 125,050 | 100 | 100 | $ - |
| GRD | TL 01 | 10 | 13,288 | 55 | 55 | $ - |
| GRD | TL 01 | 20 | 24,525 | 67 | 67 | $ - |
| GRD | TL 01 | 30 | 10,486 | 67 | 67 | $ - |
| GRD | TL 01 | 40 | 50,695 | 42 | 55 | $ 9,320 |
| GRD | TW A | 10 | 143,981 | 100 | 100 | $ - |
| GRD | TW B | 10 | 42,242 | 100 | 100 | $ - |
| GRD | TW C | 10 | 14,593 | 87 | 87 | $ 1,410 |
| GRD | TW C | 20 | 15,021 | 83 | 83 | $ 2,020 |
| GRD | TW D | 10 | 7,350 | 89 | 89 | $ 460 |
| GRD | TW D | 20 | 137,593 | 63 | 64 | $ 11,560 |
| GRD | TW D | 30 | 108,021 | 43 | 59 | $ 122,920 |

## GRD - Greenwood 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRD | AP 01 | 10 | CORNER BREAK | Low | 5 | Slabs | 0.6% | Preventive | PCC Full-Depth Patching | 151 | SF | $ 47.00 | $ 7,110 |
| GRD | AP 01 | 10 | LARGE PATCH | Medium | 19 | Slabs | 2.2% | Preventive | PCC Full-Depth Patching | 1,014 | SF | $ 47.00 | $ 47,670 |
| GRD | TW C | 10 | BLEEDING | N/A | 19 | SF | 0.1% | Preventive | AC Partial-Depth Patching | 19 | SF | $ 10.00 | $ 190 |
| GRD | TW C | 10 | L & T CR | Low | 304 | LF | 2.1% | Preventive | AC Crack Sealing Narrow | 304 | LF | $ 4.00 | $ 1,220 |
| GRD | TW C | 20 | L & T CR | Low | 492 | LF | 3.3% | Preventive | AC Crack Sealing Narrow | 493 | LF | $ 4.00 | $ 1,970 |
| GRD | TW C | 20 | WEATHERING | Medium | 45 | SF | 0.3% | Preventive | Surface Seal | 45 | SF | $ 0.90 | $ 50 |
| GRD | TW D | 10 | L & T CR | Low | 113 | LF | 1.5% | Preventive | AC Crack Sealing Narrow | 113 | LF | $ 4.00 | $ 460 |
| GRD | RW 5 | 10 | ALLIGATOR CR | Medium | 590 | SF | 0.3% | Stopgap | AC Full-Depth Patching | 692 | SF | $ 21.75 | $ 15,060 |
| GRD | RW 5 | 10 | BLOCK CR | Medium | 74,622 | SF | 31.7% | Stopgap | AC Crack Sealing Narrow | 22,745 | LF | $ 4.00 | $ 90,980 |
| GRD | RW 5 | 10 | RAVELING | Medium | 4,142 | SF | 1.8% | Stopgap | Surface Seal | 4,142 | SF | $ 0.90 | $ 3,730 |
| GRD | RW 5 | 10 | RUTTING | Medium | 133 | SF | 0.1% | Stopgap | AC Full-Depth Patching | 134 | SF | $ 21.75 | $ 2,900 |
| GRD | TL 01 | 40 | BLOCK CR | Medium | 6,536 | SF | 12.9% | Stopgap | AC Crack Sealing Narrow | 1,992 | LF | $ 4.00 | $ 7,970 |
| GRD | TL 01 | 40 | L & T CR | Medium | 287 | LF | 0.6% | Stopgap | AC Crack Sealing Narrow | 287 | LF | $ 4.00 | $ 1,150 |
| GRD | TL 01 | 40 | RAVELING | High | 19 | SF | 0.0% | Stopgap | AC Partial-Depth Patching | 19 | SF | $ 10.00 | $ 200 |
| GRD | TW D | 20 | L & T CR | Medium | 953 | LF | 0.7% | Stopgap | AC Crack Sealing Narrow | 953 | LF | $ 4.00 | $ 3,820 |
| GRD | TW D | 20 | RAVELING | Medium | 8,598 | SF | 6.3% | Stopgap | Surface Seal | 8,598 | SF | $ 0.90 | $ 7,740 |
| GRD | TW D | 30 | BLOCK CR | Medium | 100,820 | SF | 93.3% | Stopgap | AC Crack Sealing Narrow | 30,730 | LF | $ 4.00 | $ 122,920 |

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 | GRD | RW 5 | 10 | AC | 235,664 | 42 | AC Reconstruction | $ 5,480,000 |
| 2022 | GRD | TL 01 | 10 | AC | 13,288 | 54 | AC Reconstruction | $ 309,000 |
| 2022 | GRD | TL 01 | 20 | AAC | 24,525 | 65 | AC Rehabilitation | $ 166,000 |
| 2022 | GRD | TL 01 | 30 | AAC | 10,486 | 65 | AC Rehabilitation | $ 71,000 |
| 2022 | GRD | TL 01 | 40 | AAC | 50,695 | 35 | AC Reconstruction | $ 1,179,000 |
| 2022 | GRD | TW D | 20 | AAC | 137,593 | 61 | AC Rehabilitation | $ 929,000 |
| 2022 | GRD | TW D | 30 | AAC | 108,021 | 36 | AC Reconstruction | $ 2,512,000 |
| | | | | | | | ***Total 5-Year Major Rehabilitation Needs =*** | **$ 10,646,000** |

# Appendix D – Detailed PCI Results

# GRD - Greenwood County Airport

## AP 01

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| AP 01 | APRON | 1 | 231,749 | 85 | 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** | 231,749 | PCC | 1943 | - | 85 | Satisfactory | 9 | 50 | 41 |

*AP 01-10*

*AP 01-10*

## RW 5

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| RW 5 | RUNWAY | 2 | 245,422 | 48 | 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** | 235,664 | AC | 1951 | 2011 | 46 | Poor | 69 | 31 | 0 |
| **20** | 9,758 | AAC | 2016 | - | 94 | Good | 100 | 0 | 0 |

*RW 5-10*

*RW 5-10*

# GRD - Greenwood County Airport

## RW 9

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| RW 9 | RUNWAY | 3 | 500,000 | 100 | 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** | 249,900 | PCC | 2016 | - | 99 | Good | 65 | 0 | 35 |
| **20** | 125,050 | PCC | 2016 | - | 100 | Good | 89 | 0 | 11 |
| **30** | 125,050 | PCC | 2016 | - | 100 | Good | 89 | 0 | 11 |

*RW 9-10*

*RW 9-30*

## GRD - Greenwood County Airport

### TL 01

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| TL 01 | TAXILANE | 4 | 98,994 | 53 | 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** | 13,288 | AC | 1999 | 2011 | 55 | Poor | 98 | 0 | 2 |
| **20** | 24,525 | AAC | 2006 | 2011 | 67 | Fair | 96 | 0 | 4 |
| **30** | 10,486 | AAC | 2006 | - | 67 | Fair | 88 | 0 | 12 |
| **40** | 50,695 | AAC | 2006 | 2011 | 42 | Poor | 100 | 0 | 0 |

*TL 01-10*

*TL 01-20*

*TL 01-40*

*TL 01-40*

# GRD - Greenwood County Airport

## TW A

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| TW A | TAXIWAY | 1 | 143,981 | 100 | 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** | 143,981 | PCC | 2021 | - | 100 | Good | 0 | 0 | 0 |

## TW B

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| TW B | TAXIWAY | 1 | 42,242 | 100 | 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** | 42,242 | PCC | 2021 | - | 100 | Good | 0 | 0 | 0 |

## TW C

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| TW C | TAXIWAY | 2 | 29,614 | 85 | 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** | 14,593 | AAC | 2016 | - | 87 | Good | 99 | 0 | 1 |
| **20** | 15,021 | AAC | 2016 | - | 83 | Satisfactory | 100 | 0 | 0 |

*TW C-10*

*TW C-20*

# GRD - Greenwood County Airport

## TW D

| Branch ID | Branch Use | Number of Sections | Branch Area (SF) | Branch Area-Weighted Avg PCI | Branch Condition Rating |
|---|---|---|---|---|---|
| TW D | TAXIWAY | 3 | 252,964 | 55 | 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** | 7,350 | AAC | 2016 | - | 89 | Good | 100 | 0 | 0 |
| **20** | 137,593 | AAC | 2006 | - | 63 | Fair | 100 | 0 | 0 |
| **30** | 108,021 | AAC | 1978 | 2014 | 43 | Poor | 100 | 0 | 0 |

*TW D-20*

*TW D-30*

*TW D-30*

# Appendix E – Re-Inspection Report

# Re-Inspection Report

**SCAC_2021**
**Generated Date** 5/29/2022



**Network:** GRD **Name:** Greenwood County Airport

**Branch:** AP 01 **Name:** MAIN APRON **Use:** APRON **Area:** 231,749 SqFt

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

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

**Area:** 231,749 SqFt **Length:** 309 Ft **Width:** 750 Ft

**Slabs:** 843 **Slab Length:** 25 Ft **Slab Width:** 11 Ft **Joint Length:** 29,279 Ft

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

**Section Comments:**

| | | | |
|---|---|---|---|
| **Work Date:** 6/1/1943 | **Work Type:** Surface Course - PCC (Layer Construct) | **Code:** SU-PC | **Is Major M&R:** False |
| **Work Date:** 6/1/1943 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 1/1/2016 | **Work Type:** Joint Resealing - PCC | **Code:** JR-PC | **Is Major M&R:** False |
| **Work Date:** 1/1/2016 | **Work Type:** Patching - PCC | **Code:** PA-PCC | **Is Major M&R:** False |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 42 **Surveyed:** 9

**Conditions:** **PCI:** 85

**Inspection Comments:**

**Sample Number:** 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 87

**Sample Comments:**

| | | | |
|---|---|---|---|
| 63 | LINEAR CR | L | 2.00 Slabs |
| 66 | SMALL PATCH | L | 1.00 Slabs |
| 73 | SHRINKAGE CR | N | 2.00 Slabs |
| 74 | JOINT SPALL | L | 1.00 Slabs |

**Sample Number:** 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 64

**Sample Comments:**

| | | | |
|---|---|---|---|
| 62 | CORNER BREAK | L | 1.00 Slabs |
| 63 | LINEAR CR | L | 5.00 Slabs |
| 67 | LARGE PATCH | M | 4.00 Slabs |

**Sample Number:** 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

**Sample Comments:**

| | | | |
|---|---|---|---|
| 63 | LINEAR CR | L | 3.00 Slabs |
| 66 | SMALL PATCH | L | 1.00 Slabs |
| 75 | CORNER SPALL | L | 1.00 Slabs |

**Sample Number:** 16 **Type:** R **Area:** 20.00 Slabs **PCI:** 91

**Sample Comments:**

| | | | |
|---|---|---|---|
| 63 | LINEAR CR | L | 2.00 Slabs |
| 66 | SMALL PATCH | L | 1.00 Slabs |

**Sample Number:** 21 **Type:** R **Area:** 20.00 Slabs **PCI:** 85

**Sample Comments:**

| | | | |
|---|---|---|---|
| 63 | LINEAR CR | L | 3.00 Slabs |
| 66 | SMALL PATCH | L | 3.00 Slabs |
| 73 | SHRINKAGE CR | N | 1.00 Slabs |

**Sample Number:** 25 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

**Sample Comments:**

| | | | |
|---|---|---|---|
| 66 | SMALL PATCH | L | 4.00 Slabs |

**Sample Number:** 30 **Type:** R **Area:** 20.00 Slabs **PCI:** 84

**Sample Comments:**

| | | | |
|---|---|---|---|
| 63 | LINEAR CR | L | 3.00 Slabs |
| 66 | SMALL PATCH | L | 1.00 Slabs |
| 67 | LARGE PATCH | L | 1.00 Slabs |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Sample Number:** | 33 | **Type:** | R | **Area:** | 20.00 Slabs | **PCI:** | 82 |

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 63 | LINEAR CR | L | 4.00 | Slabs |
| 66 | SMALL PATCH | L | 1.00 | Slabs |
| 74 | JOINT SPALL | L | 2.00 | Slabs |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Sample Number:** | 37 | **Type:** | R | **Area:** | 20.00 Slabs | **PCI:** | 92 |

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 63 | LINEAR CR | L | 1.00 | Slabs |
| 65 | JT SEAL DMG | L | 20.00 | Slabs |
| 74 | JOINT SPALL | L | 1.00 | Slabs |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** RW 5 **Name:** RUNWAY 5/23 **Use:** RUNWAY **Area:** 245,422 SqFt

**Section:** 10 of 2 **From:** - **To:** - **Last Const.:** 6/1/1951

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

**Area:** 235,664 SqFt **Length:** 3,910 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:** 6/1/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

**Work Date:** 6/1/2011 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 52 **Surveyed:** 11

**Conditions:** **PCI:** 46

**Inspection Comments:**

**Sample Number:** 03 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 08 **Type:** R **Area:** 4500.00 SqFt **PCI:** 42

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |
| 53 | RUTTING | L | 129.00 | SqFt |

**Sample Number:** 12 **Type:** R **Area:** 4500.00 SqFt **PCI:** 31

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 41 | ALLIGATOR CR | M | 28.00 | SqFt |
| 43 | BLOCK CR | L | 3129.00 | SqFt |
| 43 | BLOCK CR | M | 1343.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |
| 53 | RUTTING | L | 96.00 | SqFt |
| 53 | RUTTING | M | 28.00 | SqFt |

**Sample Number:** 14 **Type:** R **Area:** 4500.00 SqFt **PCI:** 28

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 41 | ALLIGATOR CR | M | 96.00 | SqFt |
| 43 | BLOCK CR | L | 2931.00 | SqFt |
| 43 | BLOCK CR | M | 1281.00 | SqFt |
| 50 | PATCHING | M | 192.00 | SqFt |
| 52 | RAVELING | M | 870.00 | SqFt |

**Sample Number:** 16 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 22 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 27 **Type:** R **Area:** 4500.00 SqFt **PCI:** 48

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 2250.00 | SqFt |
| 43 | BLOCK CR | M | 2250.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 34 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 40 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 45 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Sample Number:** 49 **Type:** R **Area:** 4500.00 SqFt **PCI:** 50

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3150.00 | SqFt |
| 43 | BLOCK CR | M | 1350.00 | SqFt |
| 52 | RAVELING | L | 900.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** RW 5 **Name:** RUNWAY 5/23 **Use:** RUNWAY **Area:** 245,422 SqFt

**Section:** 20 of 2 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 9,758 SqFt **Length:** 175 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:** 6/1/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

**Work Date:** 3/1/2016 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 3 **Surveyed:** 1

**Conditions:** **PCI:** 94

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 3160.00 SqFt **PCI:** 94

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 57 | WEATHERING | L | 3160.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** RW 9 **Name:** RUNWAY 9/27 **Use:** RUNWAY **Area:** 500,000 SqFt

**Section:** 10 of 3 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 249,900 SqFt **Length:** 5,000 Ft **Width:** 50 Ft

**Slabs:** 3,628 **Slab Length:** 8 Ft **Slab Width:** 8 Ft **Joint Length:** 55,191 Ft

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

**Section Comments:**

| | | | |
|---|---|---|---|
| **Work Date:** 5/1/1988 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 1/1/2005 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay-PCC | **Code:** OL-PCC | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 150 **Surveyed:** 30

**Conditions:** **PCI:** 99

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Sample Number:** 05 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 09 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 3.00 Slabs

**Sample Number:** 104 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 110 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 115 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 12 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 3.00 Slabs

**Sample Number:** 121 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 125 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 2.00 Slabs

**Sample Number:** 129 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 2.00 Slabs

**Sample Number:** 132 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 138 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 143 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 149 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 15 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

75 CORNER SPALL L 1.00 Slabs

**Sample Number:** 18 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 2.00 Slabs

**Sample Number:** 22 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs
73 SHRINKAGE CR N 1.00 Slabs

**Sample Number:** 28 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 2.00 Slabs

**Sample Number:** 33 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 39 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 45 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

75 CORNER SPALL L 1.00 Slabs

**Sample Number:** 51 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 57 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

**Sample Comments:**

73 SHRINKAGE CR N 1.00 Slabs

**Sample Number:** 61 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 65 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

73 SHRINKAGE CR N 2.00 Slabs

**Sample Number:** 71 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 76 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 83 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

75 CORNER SPALL L 1.00 Slabs

**Sample Number:** 91 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

75 CORNER SPALL L 1.00 Slabs

**Sample Number:** 99 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** RW 9 **Name:** RUNWAY 9/27 **Use:** RUNWAY **Area:** 500,000 SqFt

**Section:** 20 of 3 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 125,050 SqFt **Length:** 5,000 Ft **Width:** 25 Ft

**Slabs:** 1,815 **Slab Length:** 8 Ft **Slab Width:** 8 Ft **Joint Length:** 25,095 Ft

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

**Section Comments:**

| | | | |
|---|---|---|---|
| **Work Date:** 5/1/1988 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 1/1/2005 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay-PCC | **Code:** OL-PCC | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 75 **Surveyed:** 15

**Conditions:** **PCI:** 100

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Sample Number:** 06 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 11 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 16 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Sample Number:** 22 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 28 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 32 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 39 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

**Sample Comments:**

73 SHRINKAGE CR N 1.00 Slabs

**Sample Number:** 44 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 49 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 55 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 60 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 65 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 68 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 74 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** RW 9 **Name:** RUNWAY 9/27 **Use:** RUNWAY **Area:** 500,000 SqFt

**Section:** 30 of 3 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 125,050 SqFt **Length:** 5,000 Ft **Width:** 25 Ft

**Slabs:** 1,815 **Slab Length:** 8 Ft **Slab Width:** 8 Ft **Joint Length:** 25,095 Ft

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

**Section Comments:**

| | | | |
|---|---|---|---|
| **Work Date:** 7/1/1994 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 5/1/1998 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 1/1/2005 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay-PCC | **Code:** OL-PCC | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 75 **Surveyed:** 15

**Conditions:** **PCI:** 100

**Inspection Comments:**

**Sample Number:** 04 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 09 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 13 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 19 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Sample Number:** 25 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 28 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Sample Number:** 31 **Type:** R **Area:** 24.00 Slabs **PCI:** 98

**Sample Comments:**

65 JT SEAL DMG L 24.00 Slabs

**Sample Number:** 34 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 40 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 43 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 48 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 73 | SHRINKAGE CR | N | 1.00 | Slabs |

**Sample Number:** 54 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 61 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 68 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Sample Number:** 73 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

**Sample Comments:**

<No Distress>

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 98,994 SqFt

**Section:** 10 of 4 **From:** - **To:** - **Last Const.:** 6/1/1999

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

**Area:** 13,288 SqFt **Length:** 360 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:** 6/1/1999 | **Work Type:** Surface Course - AC (Layer Construct) | **Code:** SU-AC | **Is Major M&R:** False |
| **Work Date:** 6/1/1999 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 1/1/2011 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 3 **Surveyed:** 2

**Conditions:** **PCI:** 55

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 4124.00 SqFt **PCI:** 54

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 3299.00 | SqFt |
| 48 | L & T CR | L | 89.00 | Ft |
| 52 | RAVELING | L | 3299.00 | SqFt |
| 57 | WEATHERING | L | 825.00 | SqFt |

**Sample Number:** 03 **Type:** R **Area:** 4615.00 SqFt **PCI:** 56

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 4615.00 | SqFt |
| 45 | DEPRESSION | L | 24.00 | SqFt |
| 52 | RAVELING | L | 4615.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 98,994 SqFt

**Section:** 20 of 4 **From:** - **To:** - **Last Const.:** 6/1/2006

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

**Area:** 24,525 SqFt **Length:** 2,317 Ft **Width:** 15 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:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 6/1/1999 | **Work Type:** Surface Course - AC (Layer Construct) | **Code:** SU-AC | **Is Major M&R:** False |
| **Work Date:** 6/1/2006 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |
| **Work Date:** 6/1/2011 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 5 **Surveyed:** 2

**Conditions:** **PCI:** 67

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 6663.00 SqFt **PCI:** 60

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 45 | DEPRESSION | L | 22.00 | SqFt |
| 48 | L & T CR | L | 836.00 | Ft |
| 52 | RAVELING | L | 666.00 | SqFt |
| 56 | SWELLING | L | 10.00 | SqFt |
| 57 | WEATHERING | L | 5997.00 | SqFt |

**Sample Number:** 05 **Type:** R **Area:** 4839.00 SqFt **PCI:** 76

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 217.00 | Ft |
| 52 | RAVELING | L | 484.00 | SqFt |
| 57 | WEATHERING | L | 4355.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 98,994 SqFt

**Section:** 30 of 4 **From:** - **To:** - **Last Const.:** 6/1/2006

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

**Area:** 10,486 SqFt **Length:** 104 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:** 6/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

**Work Date:** 6/1/2006 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 2 **Surveyed:** 1

**Conditions:** **PCI:** 67

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 5268.00 SqFt **PCI:** 67

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 45 | DEPRESSION | L | 36.00 | SqFt |
| 48 | L & T CR | L | 348.00 | Ft |
| 52 | RAVELING | L | 527.00 | SqFt |
| 57 | WEATHERING | L | 4741.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 98,994 SqFt

**Section:** 40 of 4 **From:** - **To:** - **Last Const.:** 6/1/2006

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

**Area:** 50,695 SqFt **Length:** 750 Ft **Width:** 70 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:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 5/1/1990 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 6/1/2006 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |
| **Work Date:** 1/1/2011 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 10 **Surveyed:** 2

**Conditions:** **PCI:** 42

**Inspection Comments:**

**Sample Number:** 03 **Type:** R **Area:** 5212.00 SqFt **PCI:** 40

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 2668.00 | SqFt |
| 43 | BLOCK CR | M | 696.00 | SqFt |
| 48 | L & T CR | L | 234.00 | Ft |
| 48 | L & T CR | M | 41.00 | Ft |
| 52 | RAVELING | L | 5208.00 | SqFt |
| 52 | RAVELING | H | 4.00 | SqFt |

**Sample Number:** 07 **Type:** R **Area:** 5212.00 SqFt **PCI:** 45

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 1944.00 | SqFt |
| 43 | BLOCK CR | M | 648.00 | SqFt |
| 48 | L & T CR | L | 293.00 | Ft |
| 48 | L & T CR | M | 18.00 | Ft |
| 52 | RAVELING | L | 5212.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 143,981 SqFt

**Section:** 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2021

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

**Area:** 143,981 SqFt **Length:** 4,055 Ft **Width:** 35 Ft

**Slabs:** 1,636 **Slab Length:** 10 Ft **Slab Width:** 9 Ft **Joint Length:** 26,230 Ft

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

**Section Comments:**

| | | | | |
|---|---|---|---|---|
| **Work Date:** 6/1/1978 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **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:** 5/1/1990 | **Work Type:** Joint Resealing - PCC | **Code:** JR-PC | **Is Major M&R:** False |
| **Work Date:** 8/1/2002 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |
| **Work Date:** 1/1/2021 | **Work Type:** Overlay-PCC | **Code:** OL-PCC | **Is Major M&R:** True |

**Last Insp. Date:** 4/12/2016 **TotalSamples:** 40 **Surveyed:** 8

**Conditions:** **PCI:** 64 **NOTE: *** Pre-Construction PCI ***

**Inspection Comments:**

**Sample Number:** 03 **Type:** R **Area:** 3500.00 SqFt **PCI:** 63

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 561.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 05 **Type:** R **Area:** 3500.00 SqFt **PCI:** 63

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 534.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 09 **Type:** R **Area:** 3500.00 SqFt **PCI:** 63

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 548.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 15 **Type:** R **Area:** 3500.00 SqFt **PCI:** 66

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 405.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 21 **Type:** R **Area:** 3500.00 SqFt **PCI:** 62

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 606.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 27 **Type:** R **Area:** 3500.00 SqFt **PCI:** 64

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 473.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 33 **Type:** R **Area:** 3500.00 SqFt **PCI:** 64

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 483.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 39 **Type:** A **Area:** 4787.00 SqFt **PCI:** 67

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 480.00 | Ft |
| 52 | RAVELING | L | 4787.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 42,242 SqFt

**Section:** 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2021

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

**Area:** 42,242 SqFt **Length:** 930 Ft **Width:** 35 Ft

**Slabs:** 480 **Slab Length:** 10 Ft **Slab Width:** 9 Ft **Joint Length:** 5,989 Ft

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

**Section Comments:**

| | | | | | |
|---|---|---|---|---|---|
| **Work Date:** 5/1/1988 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 12/14/2001 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |
| **Work Date:** 1/1/2021 | **Work Type:** Overlay-PCC | **Code:** OL-PCC | **Is Major M&R:** True |

**Last Insp. Date:** 4/12/2016 **TotalSamples:** 8 **Surveyed:** 3

**Conditions:** **PCI:** 63 **NOTE: *** Pre-Construction PCI *****

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 3500.00 SqFt **PCI:** 56

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CRACKING | L | 875.00 | SqFt |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 339.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 04 **Type:** R **Area:** 3500.00 SqFt **PCI:** 68

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 342.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 06 **Type:** R **Area:** 3500.00 SqFt **PCI:** 67

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 357.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 29,614 SqFt

**Section:** 10 of 2 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 14,593 SqFt **Length:** 265 Ft **Width:** 50 Ft

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

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

**Section Comments:**

| | | | | | |
|---|---|---|---|---|---|
| **Work Date:** 5/1/1988 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 12/14/2001 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 3 **Surveyed:** 2

**Conditions:** **PCI:** 87

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 4595.00 SqFt **PCI:** 80

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 42 | BLEEDING | N | 12.00 | SqFt |
| 48 | L & T CR | L | 193.00 | Ft |
| 57 | WEATHERING | L | 4595.00 | SqFt |

**Sample Number:** 03 **Type:** R **Area:** 4681.00 SqFt **PCI:** 94

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | .00 | Ft |
| 57 | WEATHERING | L | 4681.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 29,614 SqFt

**Section:** 20 of 2 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 15,021 SqFt **Length:** 394 Ft **Width:** 50 Ft

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

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

**Section Comments:**

| | | | | | |
|---|---|---|---|---|---|
| **Work Date:** 6/1/1978 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **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:** 5/1/1990 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 8/1/2002 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 4 **Surveyed:** 2

**Conditions:** **PCI:** 83

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 3500.00 SqFt **PCI:** 84

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 119.00 | Ft |
| 57 | WEATHERING | L | 3500.00 | SqFt |

**Sample Number:** 04 **Type:** R **Area:** 4766.00 SqFt **PCI:** 83

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 152.00 | Ft |
| 57 | WEATHERING | L | 4741.00 | SqFt |
| 57 | WEATHERING | M | 25.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 252,964 SqFt

**Section:** 10 of 3 **From:** - **To:** - **Last Const.:** 3/1/2016

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

**Area:** 7,350 SqFt **Length:** 138 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:** 5/1/1988 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **Is Major M&R:** False |
| **Work Date:** 7/1/1994 | **Work Type:** New Construction - Initial | **Code:** NU-IN | **Is Major M&R:** True |
| **Work Date:** 3/1/2016 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 2 **Surveyed:** 1

**Conditions:** **PCI:** 89

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 3326.00 SqFt **PCI:** 89

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 51.00 | Ft |
| 57 | WEATHERING | L | 3326.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 252,964 SqFt

**Section:** 20 of 3 **From:** - **To:** - **Last Const.:** 1/1/2006

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

**Area:** 137,593 SqFt **Length:** 4,000 Ft **Width:** 45 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:** OVERLAY-AC GLOBAL | **Code:** OL-AT | **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:** 5/1/1990 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 1/1/2006 | **Work Type:** Overlay - AC Structural | **Code:** OL-AS | **Is Major M&R:** True |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 40 **Surveyed:** 8

**Conditions:** **PCI:** 63

**Inspection Comments:**

**Sample Number:** 03 **Type:** R **Area:** 3500.00 SqFt **PCI:** 57

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 76.00 | Ft |
| 48 | L & T CR | M | 94.00 | Ft |
| 52 | RAVELING | L | 3150.00 | SqFt |
| 52 | RAVELING | M | 350.00 | SqFt |

**Sample Number:** 06 **Type:** R **Area:** 3500.00 SqFt **PCI:** 57

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 42 | BLEEDING | N | 1.00 | SqFt |
| 48 | L & T CR | L | 193.00 | Ft |
| 48 | L & T CR | M | 100.00 | Ft |
| 52 | RAVELING | L | 3150.00 | SqFt |
| 52 | RAVELING | M | 350.00 | SqFt |

**Sample Number:** 10 **Type:** R **Area:** 3500.00 SqFt **PCI:** 58

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 345.00 | Ft |
| 52 | RAVELING | L | 3150.00 | SqFt |
| 52 | RAVELING | M | 350.00 | SqFt |

**Sample Number:** 17 **Type:** R **Area:** 3500.00 SqFt **PCI:** 65

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 100.00 | Ft |
| 52 | RAVELING | L | 3150.00 | SqFt |
| 52 | RAVELING | M | 350.00 | SqFt |

**Sample Number:** 24 **Type:** R **Area:** 3500.00 SqFt **PCI:** 63

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 175.00 | Ft |
| 52 | RAVELING | L | 3150.00 | SqFt |
| 52 | RAVELING | M | 350.00 | SqFt |

**Sample Number:** 31 **Type:** R **Area:** 3505.00 SqFt **PCI:** 69

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 260.00 | Ft |
| 52 | RAVELING | L | 3505.00 | SqFt |

**Sample Number:** 35 **Type:** R **Area:** 3500.00 SqFt **PCI:** 69

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 288.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Sample Number:** 38 **Type:** R **Area:** 3500.00 SqFt **PCI:** 69

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 48 | L & T CR | L | 167.00 | Ft |
| 52 | RAVELING | L | 3500.00 | SqFt |

**Network:** GRD **Name:** Greenwood County Airport

**Branch:** TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 252,964 SqFt

**Section:** 30 of 3 **From:** - **To:** - **Last Const.:** 6/1/1978

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

**Area:** 108,021 SqFt **Length:** 2,700 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:** 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:** 5/1/1990 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 6/1/2014 | **Work Type:** Surface Seal - Rejuvenating | **Code:** SS-RE | **Is Major M&R:** False |

**Last Insp. Date:** 9/20/2021 **TotalSamples:** 27 **Surveyed:** 6

**Conditions:** **PCI:** 43

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 46

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | L | 1600.00 | SqFt |
| 43 | BLOCK CR | M | 2400.00 | SqFt |
| 57 | WEATHERING | L | 4000.00 | SqFt |

**Sample Number:** 05 **Type:** R **Area:** 4000.00 SqFt **PCI:** 42

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | M | 4000.00 | SqFt |
| 57 | WEATHERING | L | 4000.00 | SqFt |

**Sample Number:** 13 **Type:** R **Area:** 4000.00 SqFt **PCI:** 42

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | M | 4000.00 | SqFt |
| 57 | WEATHERING | L | 4000.00 | SqFt |

**Sample Number:** 19 **Type:** R **Area:** 4000.00 SqFt **PCI:** 42

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | M | 4000.00 | SqFt |
| 57 | WEATHERING | L | 4000.00 | SqFt |

**Sample Number:** 23 **Type:** R **Area:** 4000.00 SqFt **PCI:** 42

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | M | 4000.00 | SqFt |
| 57 | WEATHERING | L | 4000.00 | SqFt |

**Sample Number:** 25 **Type:** R **Area:** 4000.00 SqFt **PCI:** 42

**Sample Comments:**

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CR | M | 4000.00 | SqFt |
| 57 | WEATHERING | L | 4000.00 | SqFt |

Kimley»Horn