



SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

 MAO - Marion County Airport



Kimley»Horn

2023



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Overview

Introduction

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

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

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

Figure 1 – Airport Layout



System Inventory

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

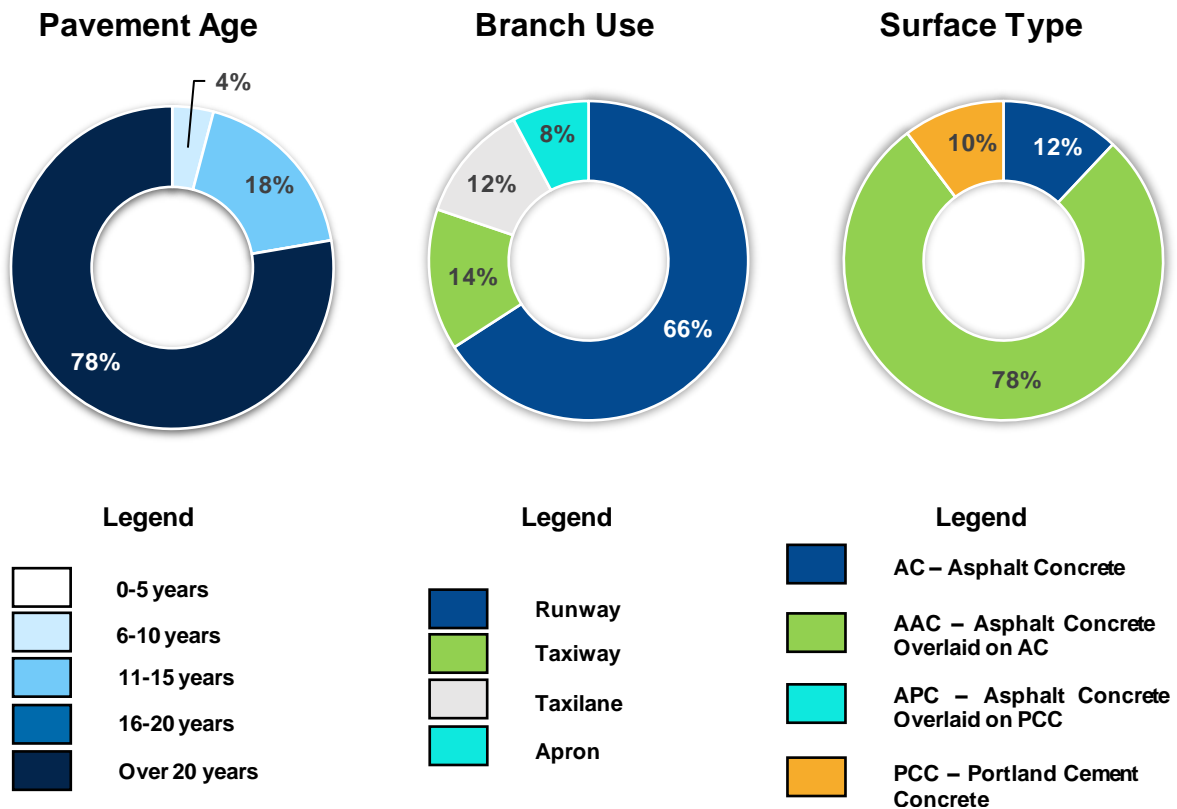
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. No documented or identified projects occurred since the previous inspection.

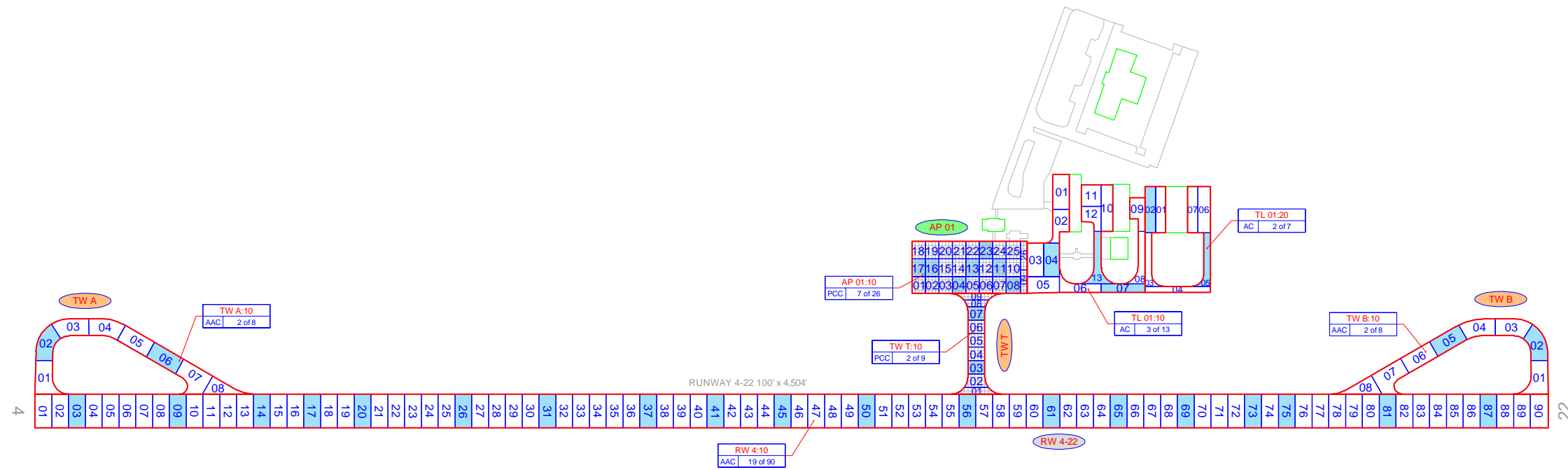
Table 1 - Recent Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
No Information Provided		

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

Figure 2 – System Inventory Summary





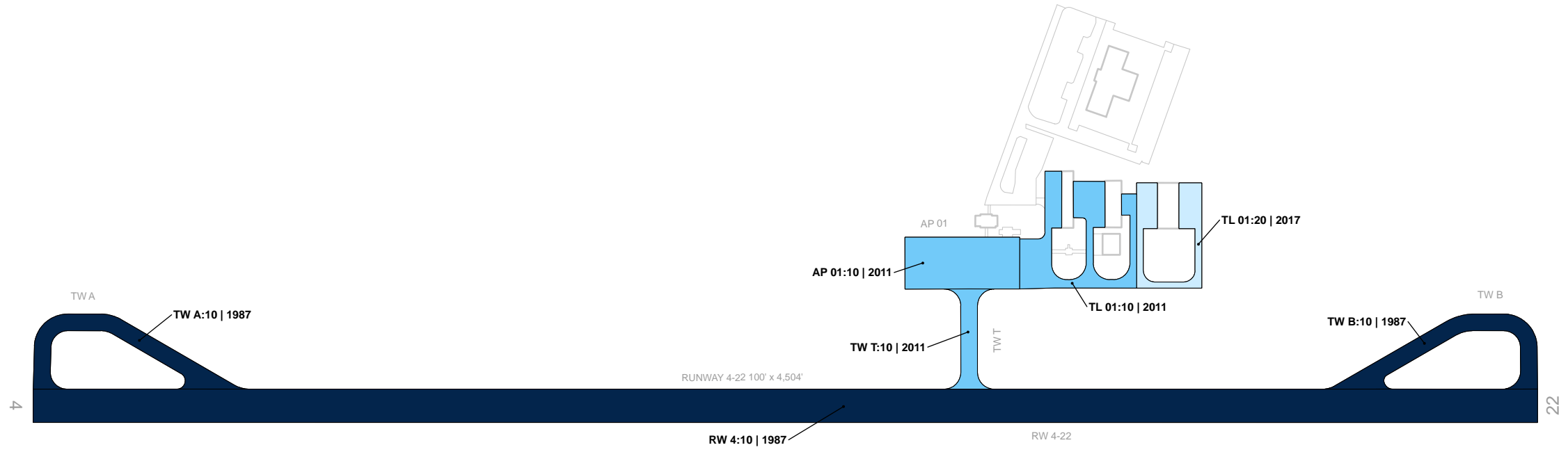
LEGEND

- 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
- PCC — PAVEMENT SURFACE TYPE
- RW 13-20 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- AAC 0 of 5 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 37
AC: 28 PCC: 9

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





Legend

Estimated Age at Inspection

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

— BRANCH IDENTIFIER
— SECTION IDENTIFIER
TWA:20 | 1985
— LAST MAJOR WORK DATE



Functional Evaluation

Pavement Condition Index

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

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

Figure 3 – Representation of Pavement Condition Index Values



Poor/Failed Pavement

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



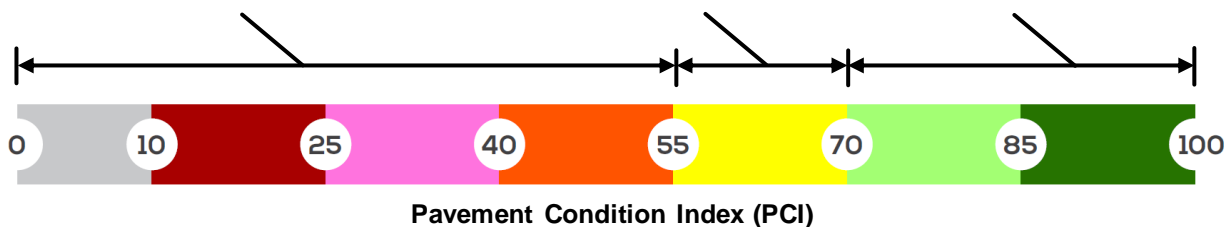
Fair Pavement

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



Good/New Pavement

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



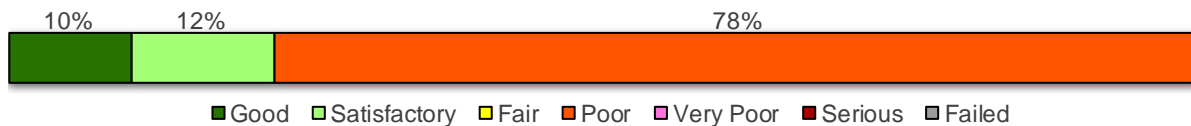
Critical PCI

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

PCI Results

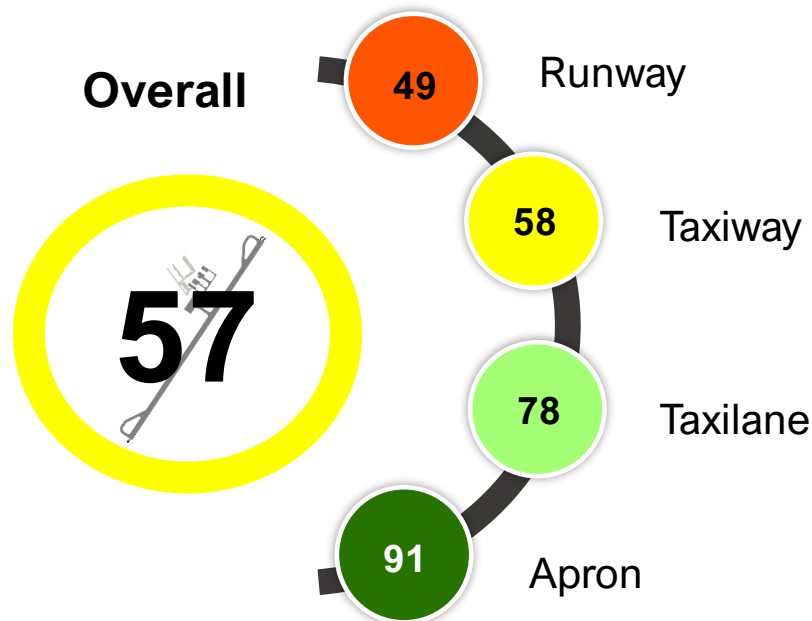
The PCI survey for Marion County Airport (MAO) was performed in January 2023. **The overall area-weighted average PCI value of the network was 57**, representing a condition rating of **Fair**. Approximately 22% of inspected pavements are in Good or Satisfactory condition, none of inspected pavements are in Fair condition, and the remaining 78% are in Poor or worse condition as summarized in **Figure 4**.

Figure 4 – Overall Network PCI Results



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

Figure 5 – Area Weighted Average Pavement Condition





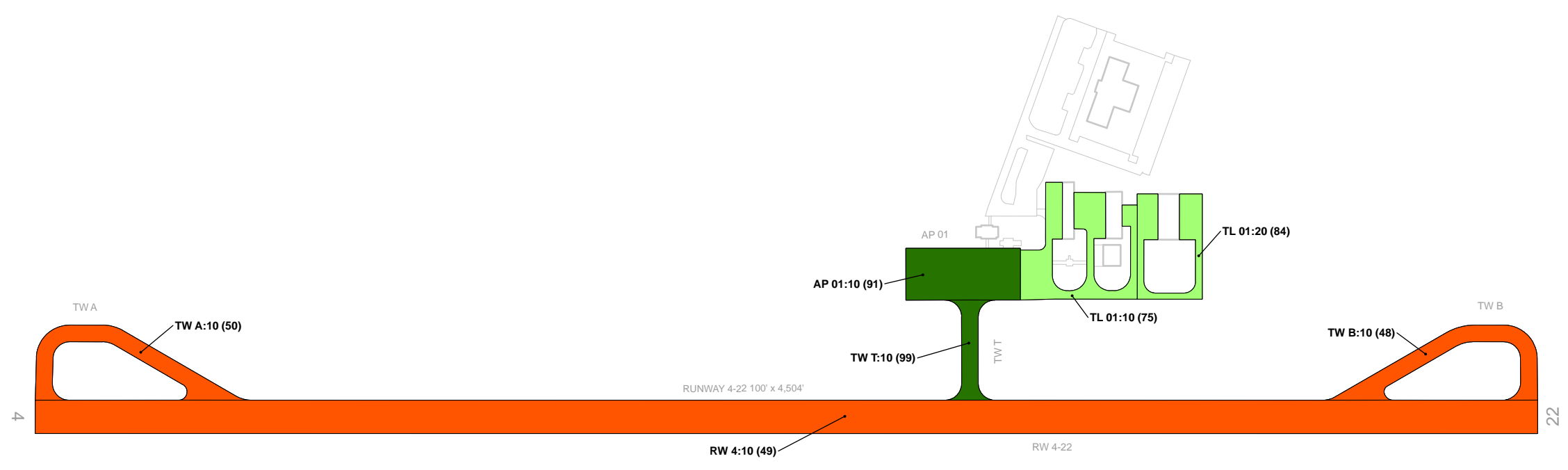
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

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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
MAO	AP 01	Apron	10	53,165	PCC	91	Good	39	50	11
MAO	RW 4	Runway	10	450,300	AAC	49	Poor	90	10	0
MAO	TL01	Taxilane	10	53,845	AC	75	Satisfactory	100	0	0
MAO	TL01	Taxilane	20	28,246	AC	84	Satisfactory	88	0	12
MAO	TW A	Taxiway	10	40,375	AAC	50	Poor	100	0	0
MAO	TW B	Taxiway	10	40,386	AAC	48	Poor	100	0	0
MAO	TW T	Taxiway	10	17,146	PCC	99	Good	100	0	0

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



Legend

2023 Pavement Condition Index

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

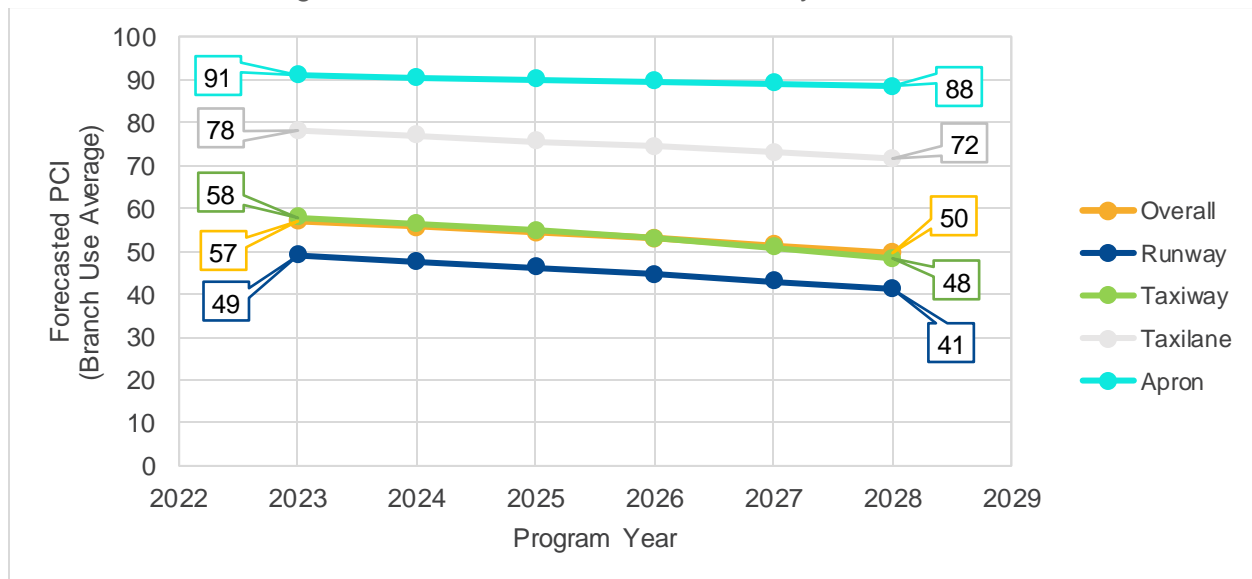
— BRANCH IDENTIFIER
— SECTION IDENTIFIER
TWA:20 (84)
— PCI



Pavement Condition Forecast

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

Figure 6 – Forecasted 5-Year PCI by Branch Use



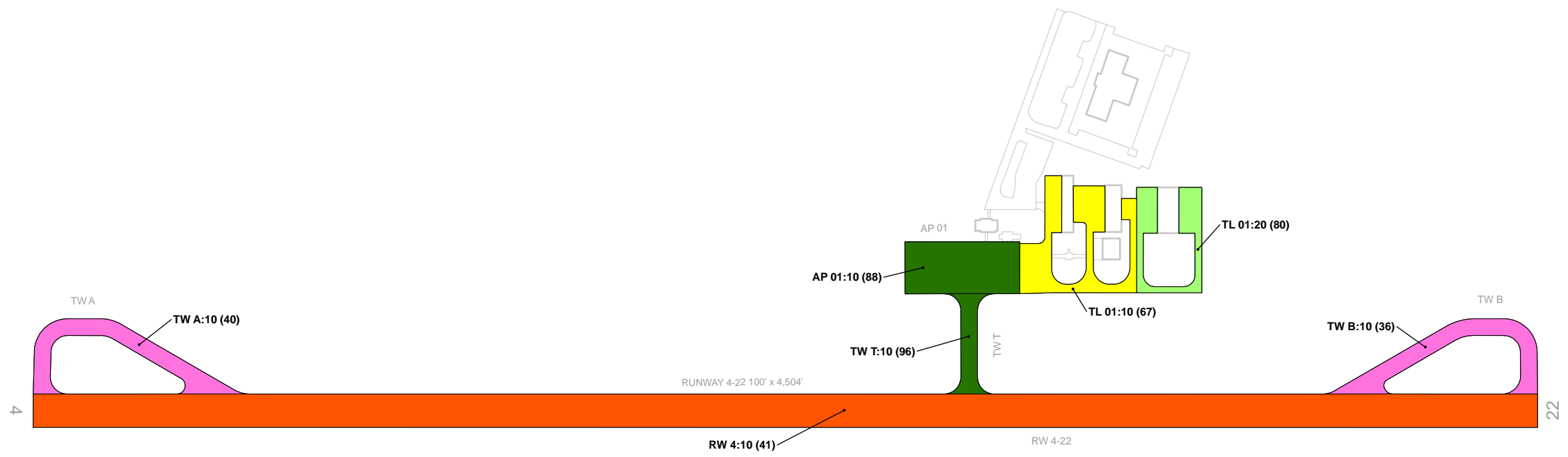
All condition forecasts are based on historical observations and analysis of South Carolina airfield pavements. The forecasts are not a guarantee of future PCI: - rather, they are a planning tool to aid in the timing of maintenance and rehabilitation activities.



MAO - Marion County Airport

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

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2024	2025	2026	2027	2028
MAO	AP 01	10	91	91	90	89	89	88
MAO	RW 4	10	49	48	46	45	43	41
MAO	TL01	10	75	74	72	70	69	67
MAO	TL01	20	84	83	83	82	81	80
MAO	TW A	10	50	49	47	45	43	40
MAO	TW B	10	48	46	44	42	39	36
MAO	TW T	10	99	99	98	97	97	96



Legend

2028 Forecasted Pavement Condition Index

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

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



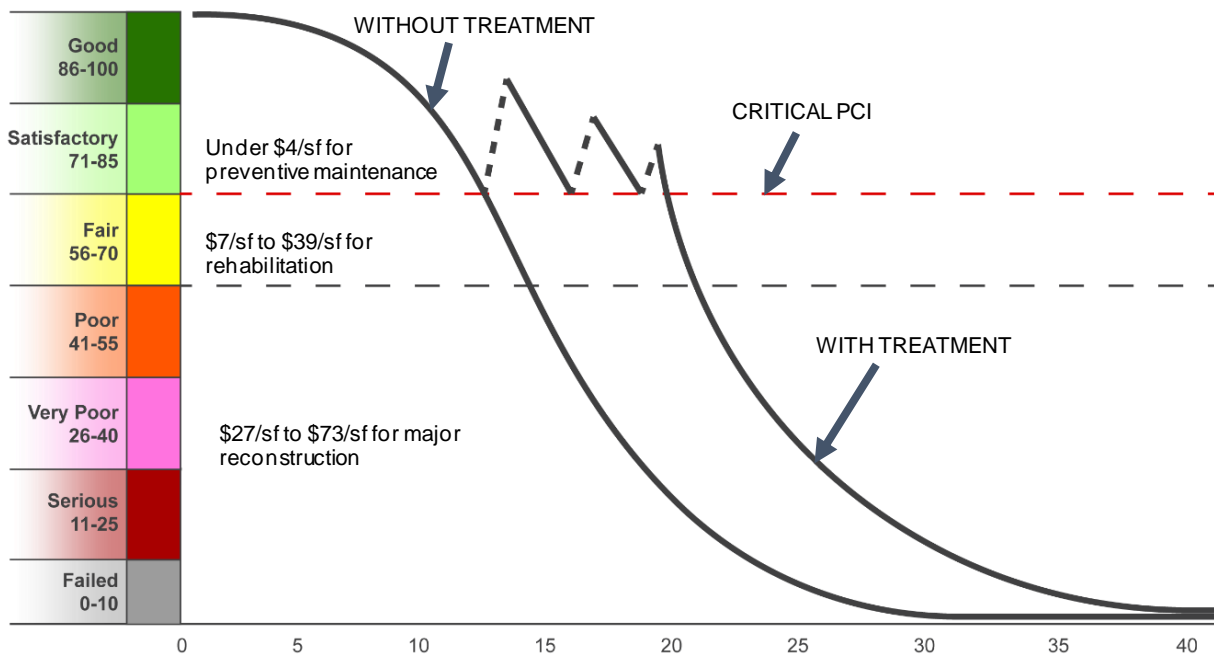
M&R Overview

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

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

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

Figure 7 – Pavement Life and the Effect of Treatments



Localized Maintenance and Repair

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

Table 4 – Localized Maintenance Summary by Policy Type

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing Narrow	3,333	LF	\$ 11,680
	Surface Seal	5,384	SF	\$ 8,890
	PCC Crack Sealing	169	LF	\$ 1,190
	PCC Joint Seal	2,007	LF	\$ 14,050
	PCC Slab Replacement	200	SF	\$ 8,000
<i>Localized Preventive Maintenance Total =</i>				\$ 43,810
Localized Stopgap Maintenance	AC Crack Sealing Narrow	9,332	LF	\$ 32,690
	Surface Seal	262,033	SF	\$ 432,370
	AC Full-Depth Patching	180	SF	\$ 3,200
<i>Localized Stopgap Maintenance Total =</i>				\$ 468,260
<i>Planning-Level Localized M&R Needs =</i>				\$ 512,070

Major Rehabilitation Needs

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

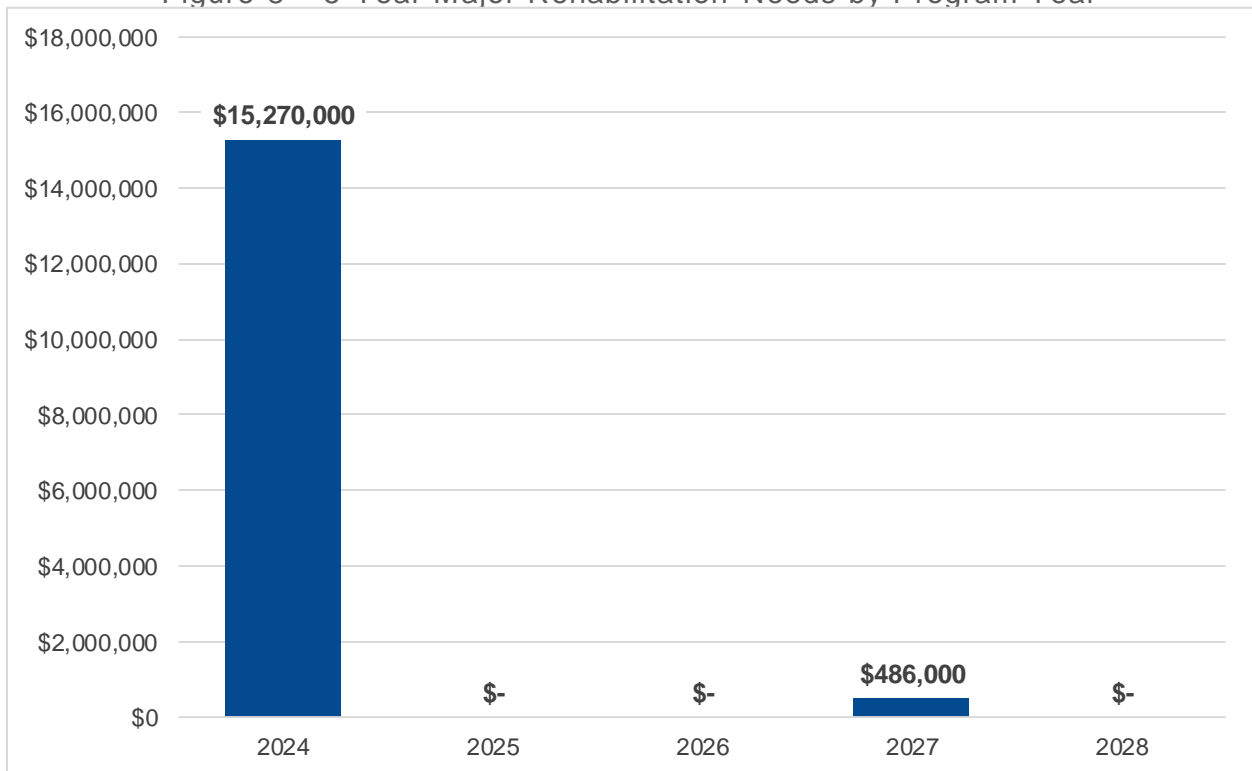
- **Intermediate Major Rehabilitation (PCI 56 to 70)** –
 - **AC:** Milling of the upper surface course and replacing with new AC with isolated areas of full-depth reconstruction
 - **PCC:** Combination of crack sealing, joint seal replacement, limited patching, and slab replacement
- **Full-Depth Reconstruction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

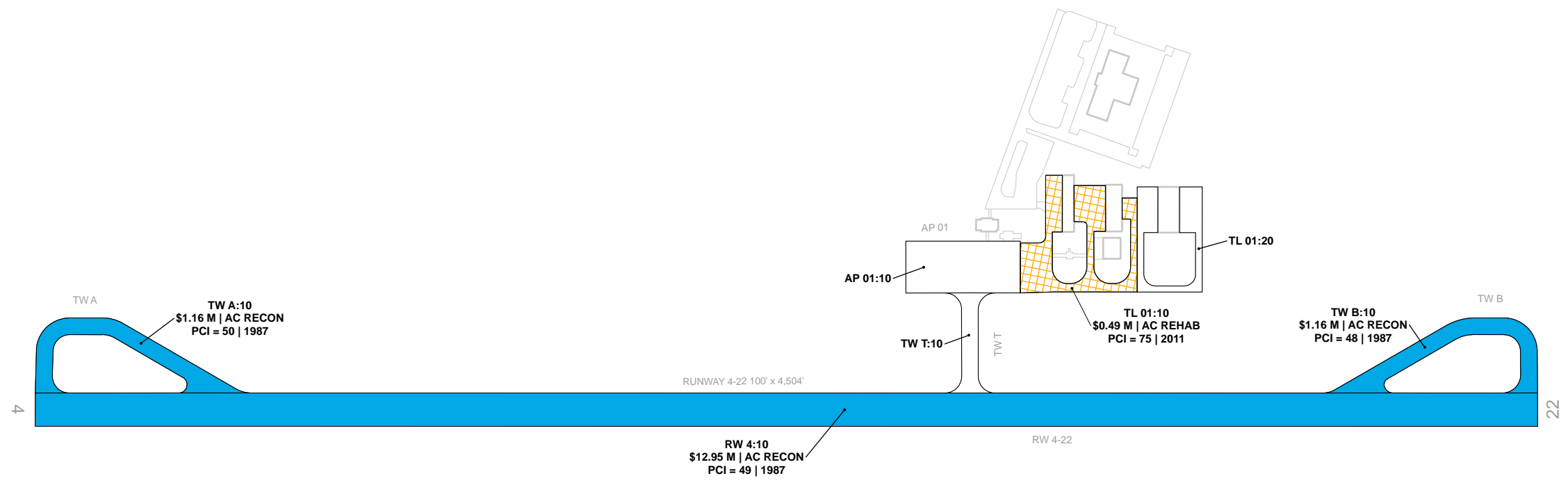
The 5-year major rehabilitation needs analysis at MAO results in a total 5-year cost of \$15.76M. The **5-Year Major Rehabilitation Needs Exhibit** graphically depicts the major rehabilitation needs at a section-level which are also summarized in **Table 5** with rounded costs. Annual needs are displayed graphically in **Figure 8**.

Table 5 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	MAO	RW 4	10	AAC	450,300	48	AC Reconstruction	\$ 12,947,000
2024	MAO	TW A	10	AAC	40,375	49	AC Reconstruction	\$ 1,161,000
2024	MAO	TW B	10	AAC	40,386	46	AC Reconstruction	\$ 1,162,000
2027	MAO	TL 01	10	AC	53,845	69	AC Rehabilitation	\$ 486,000
Total 5-Year Major Rehabilitation Needs =								\$ 15,756,000

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

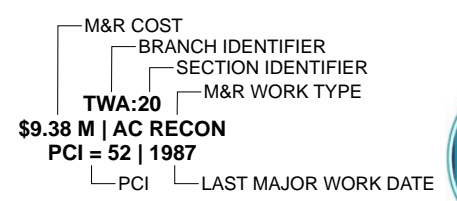




Legend

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



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



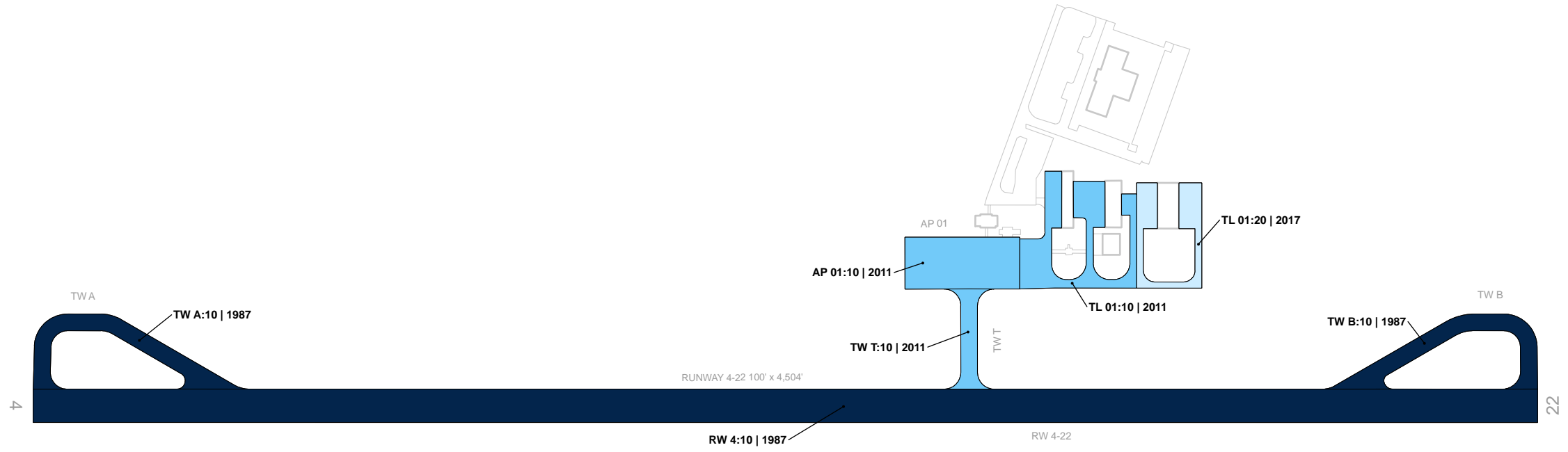
SECTION I

Appendices










Appendix A – Exhibits



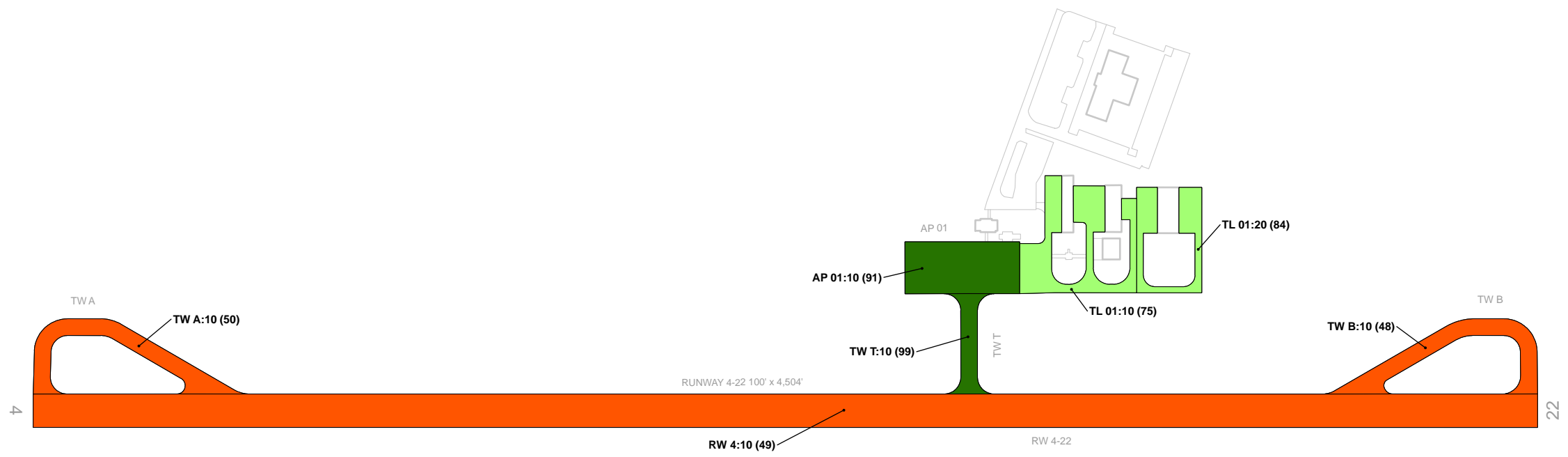
Legend

Estimated Age at Inspection

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

— BRANCH IDENTIFIER
— SECTION IDENTIFIER
TWA:20 | 1985
— LAST MAJOR WORK DATE





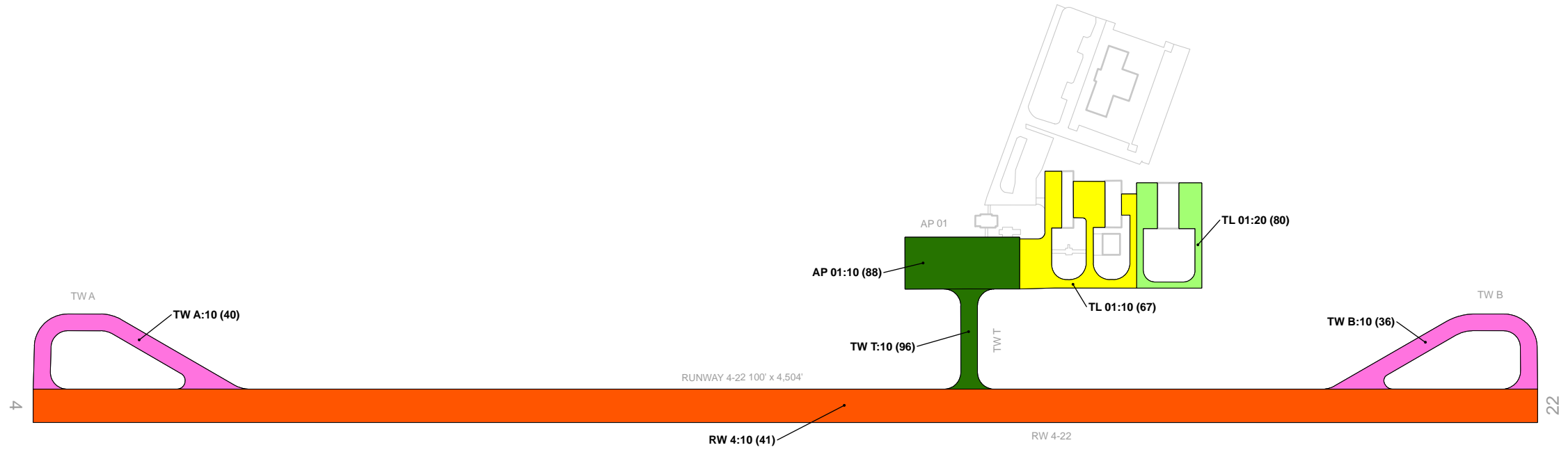
Legend

2023 Pavement Condition Index

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

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





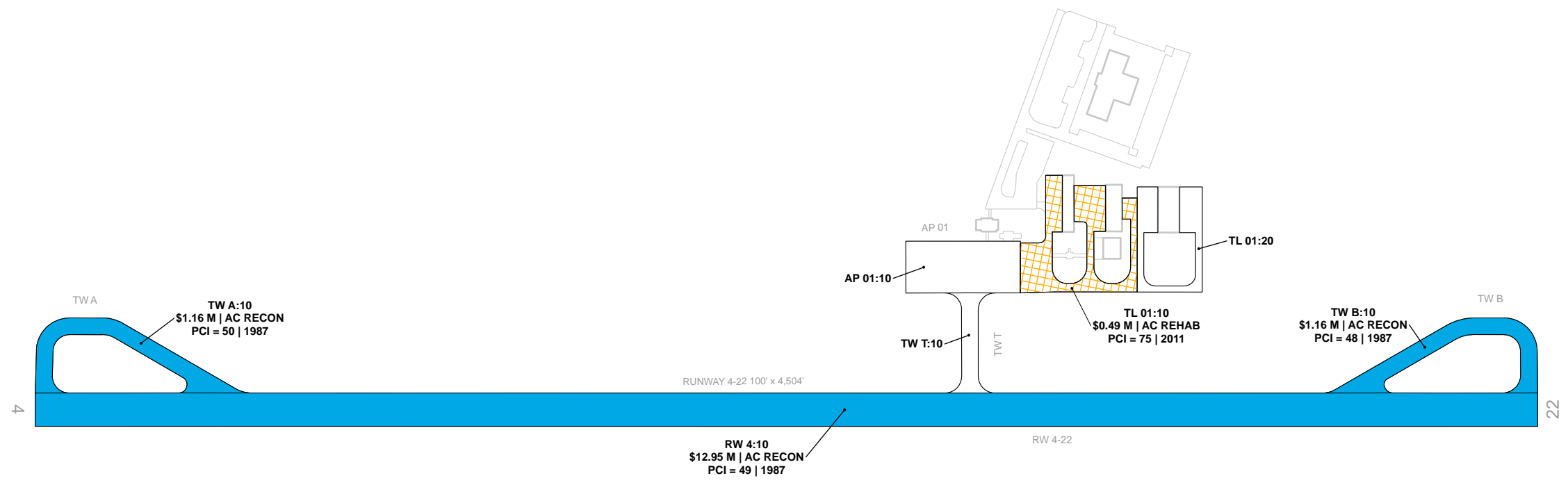
Legend

2028 Forecasted Pavement Condition Index

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

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





Legend

5-Year Major Rehabilitation Needs

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

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

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





Appendix B – Analysis Tables



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

MAO - Marion 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
MAO	AP 01	Apron	10	53,165	PCC	1/1/2011
MAO	RW 4	Runway	10	450,300	AAC	6/1/1987
MAO	TL01	Taxilane	10	53,845	AC	1/1/2011
MAO	TL01	Taxilane	20	28,246	AC	1/1/2017
MAO	TW A	Taxiway	10	40,375	AAC	6/1/1987
MAO	TW B	Taxiway	10	40,386	AAC	6/1/1987
MAO	TW T	Taxiway	10	17,146	PCC	1/1/2011

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	53,165	91	Good
RW 4	Runway	1	450,300	49	Poor
TL01	Taxilane	2	82,091	78	Satisfactory
TW A	Taxiway	1	40,375	50	Poor
TW B	Taxiway	1	40,386	48	Poor
TW T	Taxiway	1	17,146	99	Good



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

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
MAO	AP 01	Apron	10	53,165	PCC	91	Good	39	50	11	7	26
MAO	RW 4	Runway	10	450,300	AAC	49	Poor	90	10	0	19	90
MAO	TL 01	Taxilane	10	53,845	AC	75	Satisfactory	100	0	0	3	13
MAO	TL 01	Taxilane	20	28,246	AC	84	Satisfactory	88	0	12	2	7
MAO	TW A	Taxiway	10	40,375	AAC	50	Poor	100	0	0	2	8
MAO	TW B	Taxiway	10	40,386	AAC	48	Poor	100	0	0	2	8
MAO	TW T	Taxiway	10	17,146	PCC	99	Good	100	0	0	2	9



MAO - Marion County Airport

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

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2024	2025	2026	2027	2028
MAO	AP 01	10	91	91	90	89	89	88
MAO	RW 4	10	49	48	46	45	43	41
MAO	TL01	10	75	74	72	70	69	67
MAO	TL01	20	84	83	83	82	81	80
MAO	TW A	10	50	49	47	45	43	40
MAO	TW B	10	48	46	44	42	39	36
MAO	TW T	10	99	99	98	97	97	96



Appendix C – Maintenance and Rehabilitation Tables



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

MAO - Marion 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	3,333	LF	\$ 11,680
	Surface Seal	5,384	SF	\$ 8,890
	PCC Joint Seal	2,007	LF	\$ 14,050
	PCC Slab Replacement	200	SF	\$ 8,000
Localized Preventive Maintenance Total =				\$ 43,810
Localized Stopgap Maintenance	AC Crack Sealing Narrow	9,332	LF	\$ 32,690
	Surface Seal	262,033	SF	\$ 432,370
	AC Full-Depth Patching	180	SF	\$ 3,200
Localized Stopgap Maintenance Total =				\$ 468,260
Planning-Level Localized M&R Needs =				\$ 512,070

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
MAO	AP 01	10	53,165	91	92	\$ 23,230
MAO	RW 4	10	450,300	49	58	\$ 396,390
MAO	TL 01	10	53,845	75	82	\$ 17,930
MAO	TL 01	20	28,246	84	84	\$ 2,630
MAO	TW A	10	40,375	50	60	\$ 35,470
MAO	TW B	10	40,386	48	58	\$ 36,360
MAO	TW T	10	17,146	99	99	\$ -



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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
MAO	AP 01	10	CORNER BREAK	Low	5	Slabs	1.0%	Preventive	PCC Crack Sealing	43	LF	\$ 7.00	\$ 310
MAO	AP 01	10	LINEAR CR	Low	13	Slabs	2.4%	Preventive	PCC Crack Sealing	125	LF	\$ 7.00	\$ 880
MAO	AP 01	10	JT SEAL DMG	Medium	105	Slabs	19.8%	Preventive	PCC Joint Seal	2,007	LF	\$ 7.00	\$ 14,050
MAO	AP 01	10	SHAT. SLAB	Medium	2	Slabs	0.4%	Preventive	PCC Slab Replacement	200	SF	\$ 40.00	\$ 8,000
MAO	TL 01	10	L & T CR	Low	2,320	LF	4.3%	Preventive	AC Crack Sealing Narrow	2,320	LF	\$ 3.50	\$ 8,120
MAO	TL 01	10	L & T CR	Medium	265	LF	0.5%	Preventive	AC Crack Sealing Narrow	264	LF	\$ 3.50	\$ 930
MAO	TL 01	10	WEATHERING	Medium	5,385	SF	10.0%	Preventive	Surface Seal	5,384	SF	\$ 1.65	\$ 8,890
MAO	TL 01	20	L & T CR	Low	749	LF	2.7%	Preventive	AC Crack Sealing Narrow	749	LF	\$ 3.50	\$ 2,630
MAO	RW 4	10	ALLIGATOR CR	Medium	130	SF	0.0%	Stopgap	AC Full-Depth Patching	180	SF	\$ 17.75	\$ 3,200
MAO	RW 4	10	BLOCK CR	Medium	25,754	SF	5.7%	Stopgap	AC Crack Sealing Narrow	7,850	LF	\$ 3.50	\$ 27,480
MAO	RW 4	10	WEATHERING	Medium	221,648	SF	49.2%	Stopgap	Surface Seal	221,648	SF	\$ 1.65	\$ 365,730
MAO	TW A	10	BLOCK CR	Medium	2,019	SF	5.0%	Stopgap	AC Crack Sealing Narrow	615	LF	\$ 3.50	\$ 2,160
MAO	TW A	10	WEATHERING	Medium	20,188	SF	50.0%	Stopgap	Surface Seal	20,188	SF	\$ 1.65	\$ 33,310
MAO	TW B	10	BLOCK CR	Medium	508	SF	1.3%	Stopgap	AC Crack Sealing Narrow	155	LF	\$ 3.50	\$ 550
MAO	TW B	10	L & T CR	Medium	712	LF	1.8%	Stopgap	AC Crack Sealing Narrow	712	LF	\$ 3.50	\$ 2,500
MAO	TW B	10	WEATHERING	Medium	20,197	SF	50.0%	Stopgap	Surface Seal	20,197	SF	\$ 1.65	\$ 33,330



MAO - Marion County Airport

Table C4 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	MAO	RW 4	10	AAC	450,300	48	AC Reconstruction	\$ 12,947,000
2024	MAO	TW A	10	AAC	40,375	49	AC Reconstruction	\$ 1,161,000
2024	MAO	TW B	10	AAC	40,386	46	AC Reconstruction	\$ 1,162,000
2027	MAO	TL01	10	AC	53,845	69	AC Rehabilitation	\$ 486,000
Total 5-Year Major Rehabilitation Needs =								\$ 15,756,000



Appendix D – PCI Results Summary

RW 4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 4	RUNWAY	1	450,300	49	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	450,300	AAC	1987	2001	49	Poor	90	10	0



RW 4-10



RW 4-10

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	1	40,375	50	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	40,375	AAC	1987	2001	50	Poor	100	0	0



TW A-10

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	1	40,386	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	40,386	AAC	1987	2001	48	Poor	100	0	0



TW B-10

TW T

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW T	TAXIWAY	1	17,146	99	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	17,146	PCC	2011	-	99	Good	100	0	0

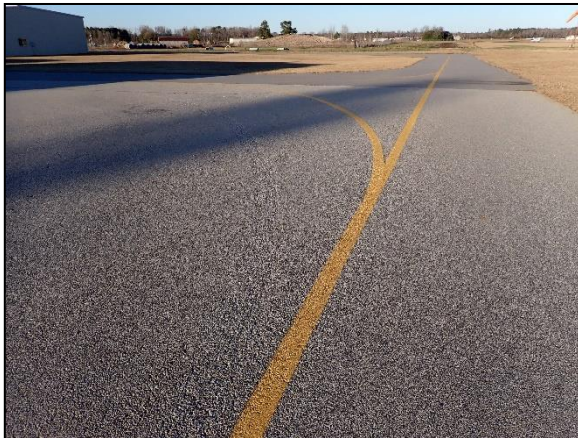


TW T-10

TL 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL01	TAXILANE	2	82,091	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	53,845	AC	2011	-	75	Satisfactory	100	0	0
20	28,246	AC	2017	-	84	Satisfactory	88	0	12



TL 01-10



TL 01-20

AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	1	53,165	91	Good

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	53,165	PCC	2011	-	91	Good	39	50	11



AP 01-10



AP 01-10



Appendix E – Re-Inspection Report

Re-Inspection Report

SCAC_2023

Generated Date

5/31/2023

Page 1 of 10

Network: MAO	Name: Marion County Airport	
Branch: AP 01	Name: APRON 01	Use: APRON Area: 53,165 SqFt
Section: 10	of 1	From: - To: - Last Const.: 1/1/2011
Surface: PCC	Family: SC 234 NonRW PCC	Zone: Category: G Rank: S
Area: 53,165 SqFt	Length: 343 Ft	Width: 155 Ft
Slabs: 532	Slab Length: 10 Ft	Slab Width: 10 Ft Joint Length: 10,135 Ft
Shoulder:	Street Type:	Grade: 0 Lanes: 0

Section Comments:

Work Date: 6/1/1968	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: False
Work Date: 6/1/1968	Work Type: Base Course - Aggregate	Code: BA-AG	Is Major M&R: False
Work Date: 6/1/1968	Work Type: Surface Course - AC (Layer Construct)	Code: SU-AC	Is Major M&R: False
Work Date: 6/1/1968	Work Type: New Construction - AC	Code: NC-AC	Is Major M&R: True
Work Date: 6/1/1987	Work Type: Overlay - AC Structural	Code: OL-AS	Is Major M&R: True
Work Date: 3/1/2001	Work Type: Surface Treatment - Seal Coat	Code: ST-SC	Is Major M&R: False
Work Date: 3/1/2001	Work Type: Crack Sealing - AC	Code: CS-AC	Is Major M&R: False
Work Date: 1/1/2011	Work Type: Reconstruction - PCC	Code: RC-PC	Is Major M&R: True

Last Insp. Date: 1/24/2023 **Total Samples:** 26 **Surveyed:** 7

Conditions: PCI: 91

Inspection Comments:

Sample Number: 04	Type: R	Area: 20.00 Slabs	PCI: 90
Sample Comments:			
65 JT SEAL DMG	M	20.00 Slabs	
73 SHRINKAGE CR	N	3.00 Slabs	
Sample Number: 08	Type: R	Area: 20.00 Slabs	PCI: 96
Sample Comments:			
65 JT SEAL DMG	L	20.00 Slabs	
74 JOINT SPALL	L	1.00 Slabs	
Sample Number: 11	Type: R	Area: 20.00 Slabs	PCI: 98
Sample Comments:			
65 JT SEAL DMG	L	20.00 Slabs	
Sample Number: 13	Type: R	Area: 20.00 Slabs	PCI: 98
Sample Comments:			
65 JT SEAL DMG	L	20.00 Slabs	
Sample Number: 16	Type: R	Area: 20.00 Slabs	PCI: 77
Sample Comments:			
63 LINEAR CR	L	2.00 Slabs	
65 JT SEAL DMG	L	20.00 Slabs	
72 SHAT. SLAB	L	1.00 Slabs	
73 SHRINKAGE CR	N	6.00 Slabs	
75 CORNER SPALL	L	1.00 Slabs	
Sample Number: 17	Type: A	Area: 20.00 Slabs	PCI: 47
Sample Comments:			
62 CORNER BREAK	L	1.00 Slabs	
63 LINEAR CR	L	4.00 Slabs	
65 JT SEAL DMG	M	20.00 Slabs	
72 SHAT. SLAB	L	2.00 Slabs	

72	SHAT. SLAB	M	2.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs

Sample Number: 23 **Type:** R **Area:** 20.00 Slabs **PCI:** 94

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs



Network:	MAO	Name:	Marion County Airport						
Branch:	RW 4	Name:	RUNWAY 4-22	Use:	RUNWAY	Area:	450,300 SqFt		
Section:	10	of	1	From:	-	To:	-	Last Const.:	6/1/1987
Surface:	AAC	Family:	SC34_RW_AC	Zone:		Category:	G	Rank:	P
Area:	450,300 SqFt	Length:	4,503 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:	6/1/1968	Work Type:	Surface Course - AC (Layer Construct)		Code:	SU-AC	Is Major M&R:	False	
Work Date:	6/1/1968	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	6/1/1968	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	6/1/1968	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	6/1/1987	Work Type:	Overlay - AC Structural		Code:	OL-AS	Is Major M&R:	True	
Work Date:	3/1/2001	Work Type:	Surface Treatment - Seal Coat		Code:	ST-SC	Is Major M&R:	False	
Work Date:	3/1/2001	Work Type:	Crack Sealing - AC		Code:	CS-AC	Is Major M&R:	False	

Last Insp. Date:	1/24/2023	TotalSamples:	90	Surveyed:	19
Conditions:	PCI: 49				
Inspection Comments:					

Sample Number:	03	Type:	R	Area:	5000.00 SqFt	PCI:	46
Sample Comments:							
43	BLOCK CR	L	4500.00	SqFt			
43	BLOCK CR	M	500.00	SqFt			
52	RAVELING	L	180.00	SqFt			
57	WEATHERING	L	2410.00	SqFt			
57	WEATHERING	M	2410.00	SqFt			
Sample Number:	09	Type:	R	Area:	5000.00 SqFt	PCI:	50
Sample Comments:							
43	BLOCK CR	L	4750.00	SqFt			
43	BLOCK CR	M	250.00	SqFt			
57	WEATHERING	L	2500.00	SqFt			
57	WEATHERING	M	2500.00	SqFt			
Sample Number:	14	Type:	R	Area:	5000.00 SqFt	PCI:	50
Sample Comments:							
43	BLOCK CR	L	4750.00	SqFt			
43	BLOCK CR	M	250.00	SqFt			
57	WEATHERING	L	2500.00	SqFt			
57	WEATHERING	M	2500.00	SqFt			
Sample Number:	17	Type:	R	Area:	5000.00 SqFt	PCI:	45
Sample Comments:							
43	BLOCK CR	L	4727.00	SqFt			
43	BLOCK CR	M	249.00	SqFt			
50	PATCHING	M	24.00	SqFt			
57	WEATHERING	L	2488.00	SqFt			
57	WEATHERING	M	2488.00	SqFt			
Sample Number:	20	Type:	R	Area:	5000.00 SqFt	PCI:	50
Sample Comments:							
43	BLOCK CR	L	4750.00	SqFt			
43	BLOCK CR	M	250.00	SqFt			
57	WEATHERING	L	2500.00	SqFt			
57	WEATHERING	M	2500.00	SqFt			
Sample Number:	26	Type:	R	Area:	5000.00 SqFt	PCI:	50
Sample Comments:							

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 31 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 37 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 41 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 45 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 50 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 56 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
43	BLOCK CR	M	500.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 61 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

43	BLOCK CR	L	4000.00	SqFt
48	L & T CR	L	29.00	Ft
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 65 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

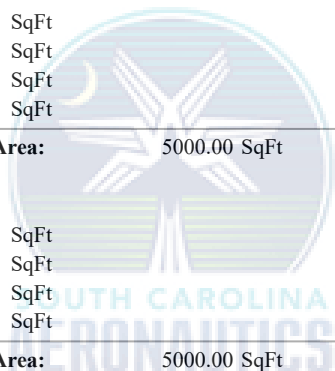
Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
52	RAVELING	L	186.00	SqFt
57	WEATHERING	L	2407.00	SqFt
57	WEATHERING	M	2407.00	SqFt

Sample Number: 69 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt
43	BLOCK CR	M	250.00	SqFt
52	RAVELING	L	364.00	SqFt



57	WEATHERING	L	2136.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 73 **Type:** A **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

41	ALLIGATOR CR	M	130.00	SqFt
43	BLOCK CR	L	4056.00	SqFt
43	BLOCK CR	M	214.00	SqFt
50	PATCHING	L	600.00	SqFt
57	WEATHERING	L	1760.00	SqFt
57	WEATHERING	M	2640.00	SqFt

Sample Number: 75 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CR	L	3106.00	SqFt
43	BLOCK CR	M	163.00	SqFt
50	PATCHING	L	1731.00	SqFt
57	WEATHERING	L	1308.00	SqFt
57	WEATHERING	M	1961.00	SqFt

Sample Number: 81 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
43	BLOCK CR	M	500.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 87 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CR	L	4496.00	SqFt
43	BLOCK CR	M	500.00	SqFt
50	PATCHING	L	4.00	SqFt
57	WEATHERING	L	2498.00	SqFt
57	WEATHERING	M	2498.00	SqFt



Network: MAO **Name:** Marion County Airport

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 82,091 SqFt

Section: 10 of 2 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 53,845 SqFt **Length:** 1,100 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/24/2023 **TotalSamples:** 13 **Surveyed:** 3

Conditions: PCI: 75

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 4600.00 SqFt **PCI:** 65

Sample Comments:

48 L & T CR L 361.00 Ft
48 L & T CR M 60.00 Ft
57 WEATHERING L 4140.00 SqFt
57 WEATHERING M 460.00 SqFt

Sample Number: 07 **Type:** R **Area:** 3250.00 SqFt **PCI:** 84

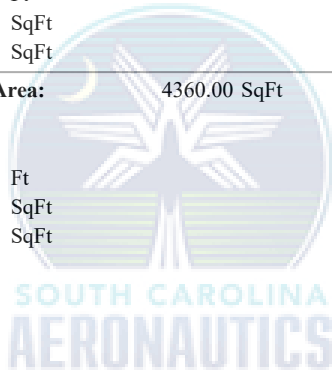
Sample Comments:

48 L & T CR L 38.00 Ft
57 WEATHERING L 2925.00 SqFt
57 WEATHERING M 325.00 SqFt

Sample Number: 13 **Type:** R **Area:** 4360.00 SqFt **PCI:** 80

Sample Comments:

48 L & T CR L 127.00 Ft
57 WEATHERING L 3924.00 SqFt
57 WEATHERING M 436.00 SqFt



Network: MAO **Name:** Marion County Airport

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 82,091 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 1/1/2017

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

Area: 28,246 SqFt **Length:** 825 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 1/24/2023 **TotalSamples:** 7 **Surveyed:** 2

Conditions: PCI: 84

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4384.00 SqFt **PCI:** 79

Sample Comments:

48 L & T CR L 172.00 Ft
56 SWELLING L 49.00 SqFt
57 WEATHERING L 4384.00 SqFt

Sample Number: 05 **Type:** R **Area:** 3463.00 SqFt **PCI:** 89

Sample Comments:

48 L & T CR L 36.00 Ft
57 WEATHERING L 3463.00 SqFt



Network: MAO **Name:** Marion County Airport

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 40,375 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 6/1/1987

Surface: AAC **Family:** SC34_TWTL_AC **Zone:** **Category:** G **Rank:** S

Area: 40,375 SqFt **Length:** 765 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: 6/1/1968 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1968 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1968 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1968 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1987 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 3/1/2001 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Work Date: 3/1/2001 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 1/24/2023 **TotalSamples:** 8 **Surveyed:** 2

Conditions: PCI: 50

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43 BLOCK CR L 4750.00 SqFt

43 BLOCK CR M 250.00 SqFt

57 WEATHERING L 2500.00 SqFt

57 WEATHERING M 2500.00 SqFt

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

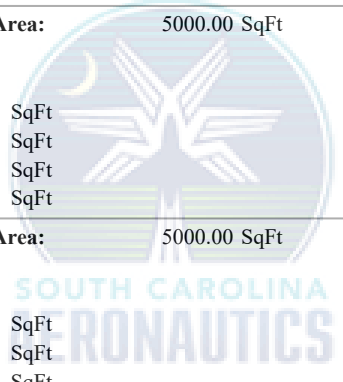
Sample Comments:

43 BLOCK CR L 4750.00 SqFt

43 BLOCK CR M 250.00 SqFt

57 WEATHERING L 2500.00 SqFt

57 WEATHERING M 2500.00 SqFt



Network:	MAO		Name:	Marion County Airport					
Branch:	TW B	Name:	TAXIWAY B	Use:	TAXIWAY	Area:	40,386 SqFt		
Section:	10	of	1	From:	-	To:	-	Last Const.:	6/1/1987
Surface:	AAC	Family:	SC34_TWTL_AC	Zone:		Category:	G	Rank:	S
Area:	40,386 SqFt	Length:	773 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:	6/1/1968	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	6/1/1968	Work Type:	Surface Course - AC (Layer Construct)	Code:	SU-AC	Is Major M&R:	False		
Work Date:	6/1/1968	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	6/1/1968	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	6/1/1987	Work Type:	Overlay - AC Structural	Code:	OL-AS	Is Major M&R:	True		
Work Date:	3/1/2001	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	3/1/2001	Work Type:	Surface Treatment - Seal Coat	Code:	ST-SCT	Is Major M&R:	False		

Last Insp. Date: 1/24/2023 **TotalSamples:** 8 **Surveyed:** 2

Conditions: PCI: 48

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4931.00 SqFt **PCI:** 48

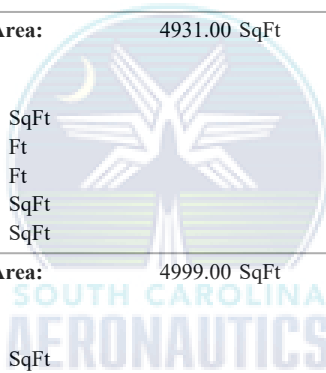
Sample Comments:

43	BLOCK CR	L	1900.00	SqFt
48	L & T CR	L	560.00	Ft
48	L & T CR	M	175.00	Ft
57	WEATHERING	L	2465.00	SqFt
57	WEATHERING	M	2466.00	SqFt

Sample Number: 05 **Type:** R **Area:** 4999.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	3950.00	SqFt
43	BLOCK CR	M	125.00	SqFt
48	L & T CR	L	111.00	Ft
57	WEATHERING	L	2499.00	SqFt
57	WEATHERING	M	2500.00	SqFt



Network: MAO **Name:** Marion County Airport

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 17,146 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: PCC **Family:** SC 234 NonRW PCC **Zone:** **Category:** G **Rank:** S

Area: 17,146 SqFt **Length:** 300 Ft **Width:** 50 Ft

Slabs: 171 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 2,650 Ft

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

Section Comments:

Work Date: 6/1/1968 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1968 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1968 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1968 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1987 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 3/1/2001 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 3/1/2001 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Work Date: 1/1/2011 **Work Type:** Reconstruction - PCC **Code:** RC-PC **Is Major M&R:** True

Last Insp. Date: 1/24/2023 **Total Samples:** 9 **Surveyed:** 2

Conditions: PCI: 99

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

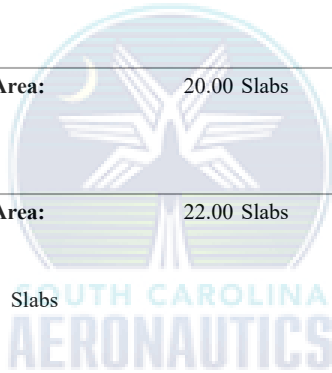
Sample Comments:

<No Distress>

Sample Number: 07 **Type:** R **Area:** 22.00 Slabs **PCI:** 98

Sample Comments:

65 JT SEAL DMG L 22.00 Slabs





Kimley»»Horn