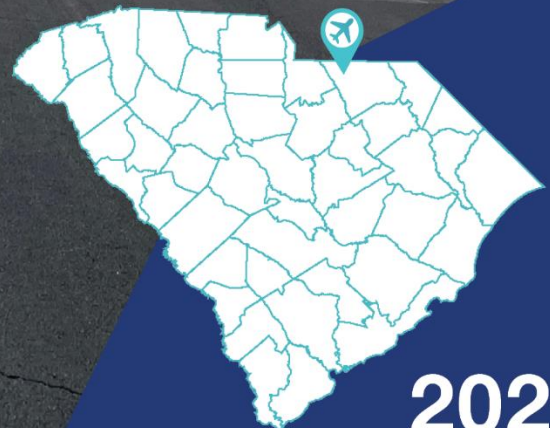




SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

 PYG - Pageland 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 Pageland Airport (PYG).

Figure 1 – Airport Layout



System Inventory

The pavements at Pageland Airport (PYG) include approximately 0.3 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.

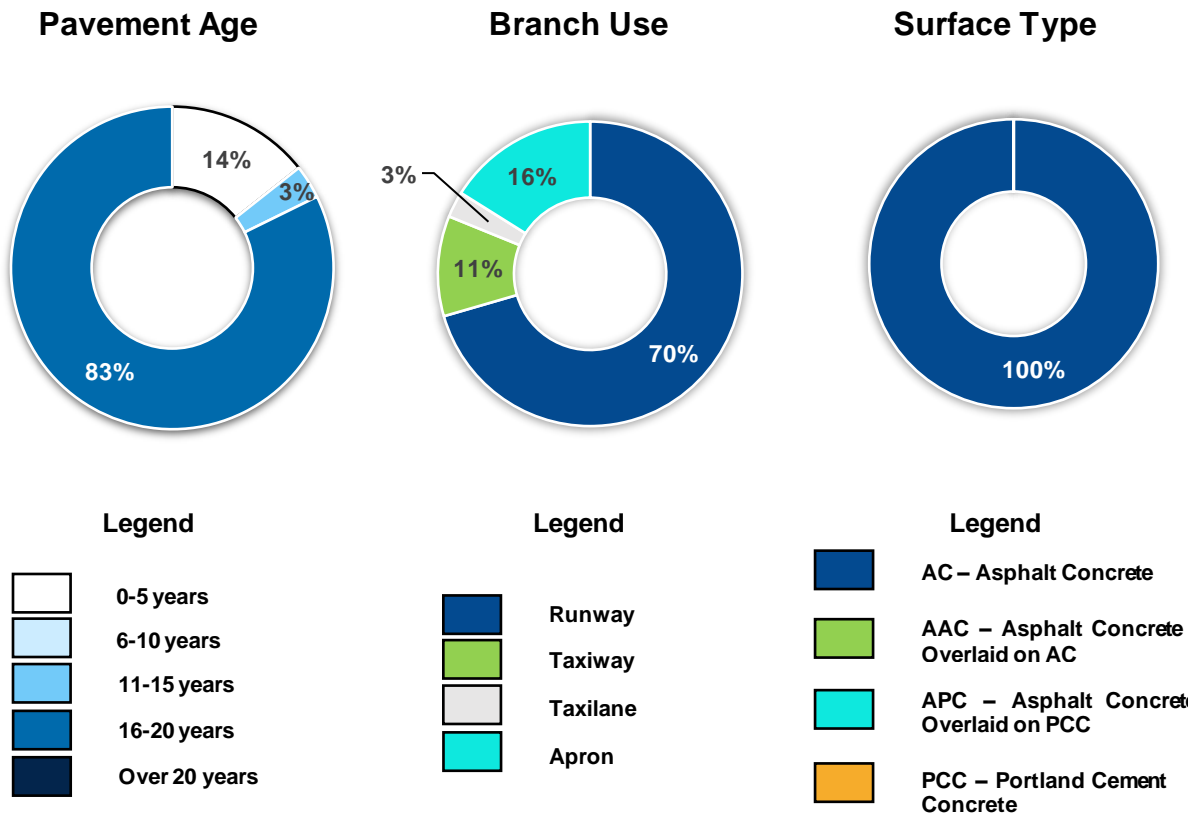
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

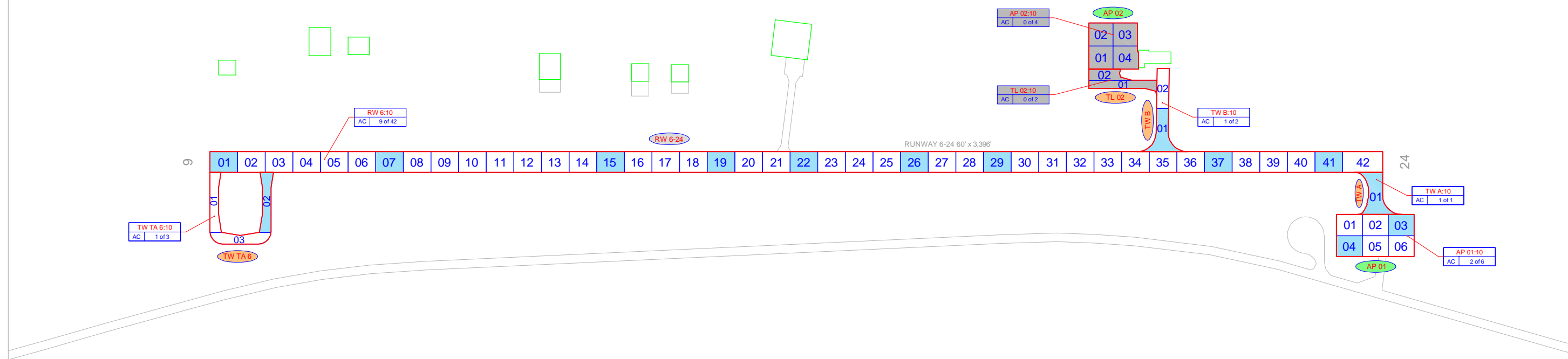
Table 1 - Recent Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2018	TW TA 6	New Construction - AC
2023	AP 02	New Construction - AC 3" SC-400, 6" P-209
2023	TL 02	New Construction - AC 4" SC-400, 6" P-209

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

Figure 2 – System Inventory Summary



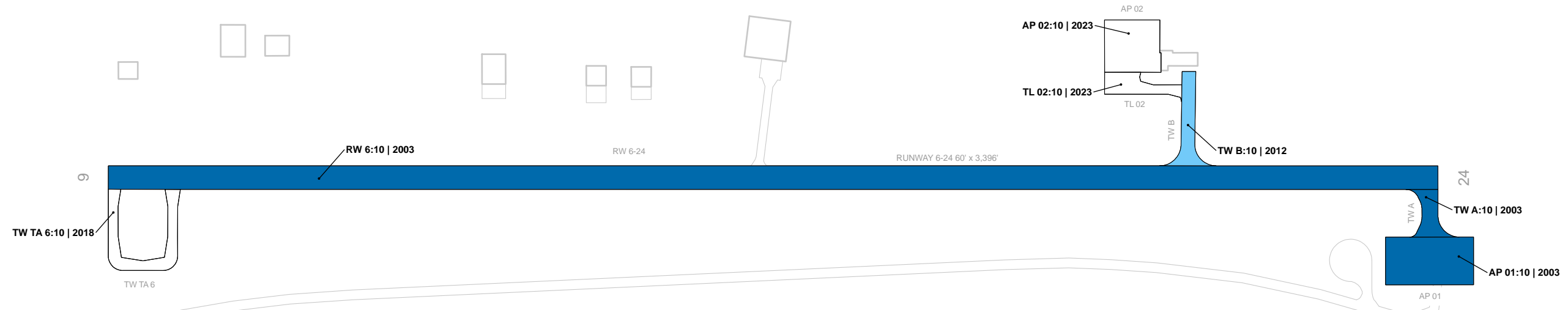


LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- RW 13-10 PAVEMENT BRANCH ID: SECTION ID
- AAC 5 of 15 NUMBER OF SAMPLE UNITS IN SECTION
- AAC 0 of 5 NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 PAVEMENT SURFACE TYPE
- RW 13-20 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- AAC 0 of 5 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- 100 INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 14
AC: 14 PCC: 0

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



Legend

Estimated Age at Inspection

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

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



Functional Evaluation

Pavement Condition Index

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

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

Figure 3 – Representation of Pavement Condition Index Values



Poor/Failed Pavement

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



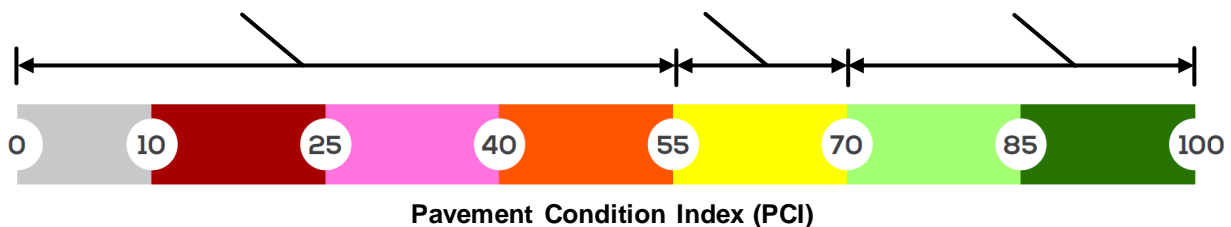
Fair Pavement

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



Good/New Pavement

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



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

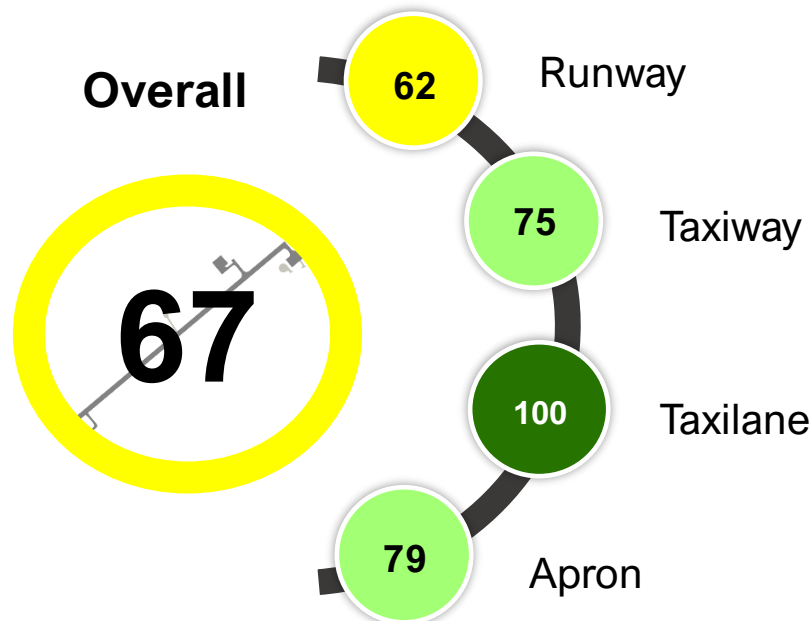
The PCI survey for Pageland Airport (PYG) was performed in February 2023. **The overall area-weighted average PCI value of the network was 67**, representing a condition rating of **Fair**. Approximately 14% of inspected pavements are in Good or Satisfactory condition, 86% of inspected pavements are in Fair condition, and there are no pavements 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





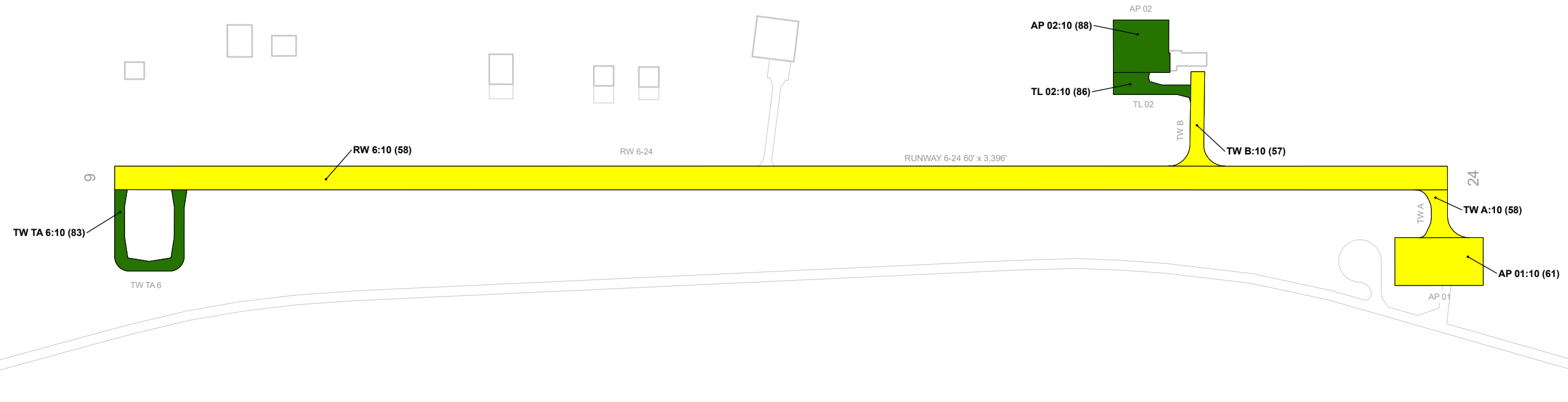
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

PYG - Pageland 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
PYG	AP 01	Apron	10	27,450	AC	64	Fair	100	0	0
PYG	AP 02	Apron	10	19,044	AC	100	Good	0	0	0
PYG	RW 6	Runway	10	203,760	AC	62	Fair	100	0	0
PYG	TL 02	Taxilane	10	7,973	AC	100	Good	0	0	0
PYG	TW A	Taxiway	10	6,539	AC	64	Fair	100	0	0
PYG	TW B	Taxiway	10	9,735	AC	63	Fair	100	0	0
PYG	TW TA6	Taxiway	10	14,473	AC	88	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

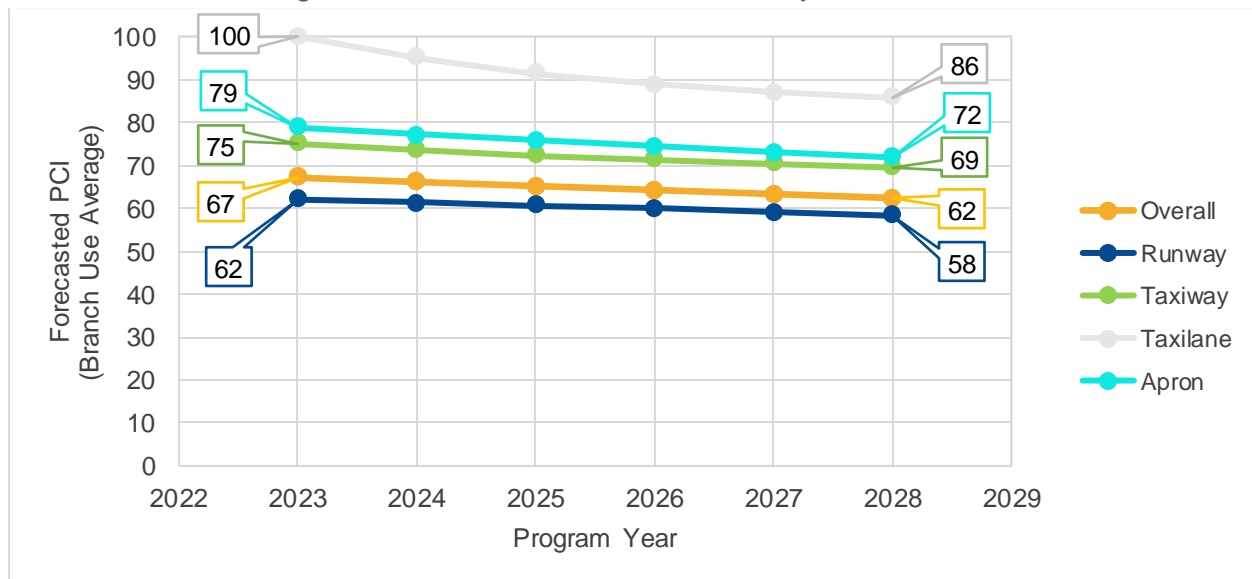
— BRANCH IDENTIFIER
 — SECTION IDENTIFIER
TWA:20 (84)
 — PCI



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 PYG.

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.



PYG - Pageland 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
PYG	AP 01	10	64	63	63	62	61	61
PYG	AP 02	10	100	97	95	92	90	88
PYG	RW 6	10	62	61	61	60	59	58
PYG	TL 02	10	100	95	91	89	87	86
PYG	TW A	10	64	63	61	60	59	58
PYG	TW B	10	63	62	60	59	58	57
PYG	TW TA 6	10	88	87	85	84	84	83

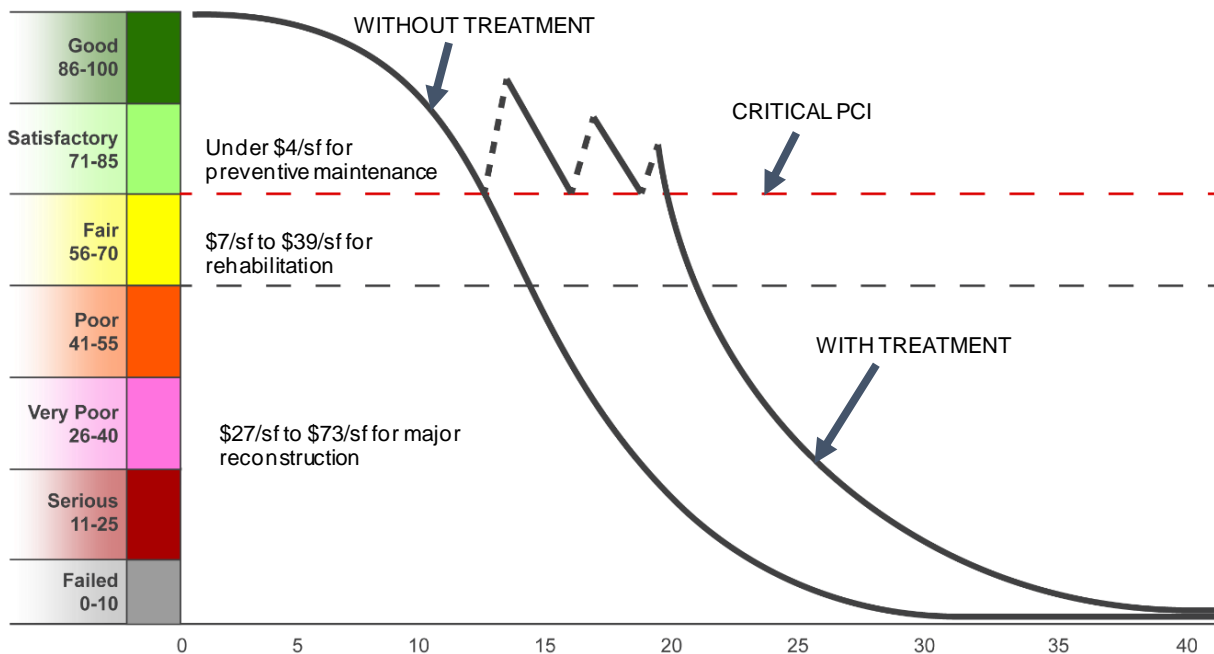
M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at PYG 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	270	LF	\$ 950
<i>Localized Preventive Maintenance Total =</i>				\$ 950
Localized Stopgap Maintenance	AC Crack Sealing Narrow	8,252	LF	\$ 28,900
<i>Localized Stopgap Maintenance Total =</i>				\$ 28,900
<i>Planning-Level Localized M&R Needs =</i>				\$ 29,850

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:

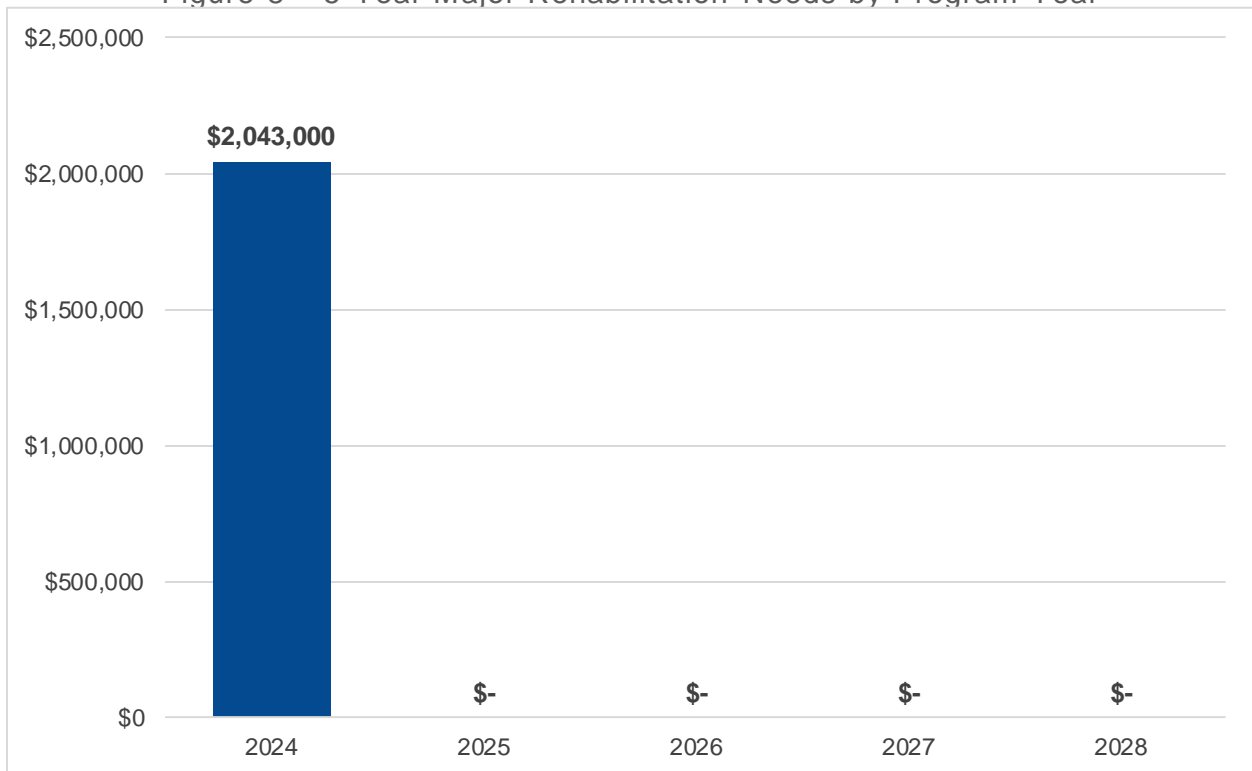
- **Intermediate Major Rehabilitation (PCI 56 to 70)** –
 - **AC:** Milling of the upper surface course and replacing with new AC with isolated areas of full-depth reconstruction
 - **PCC:** Combination of crack sealing, joint seal replacement, limited patching, and slab replacement
- **Full-Depth Reconstruction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

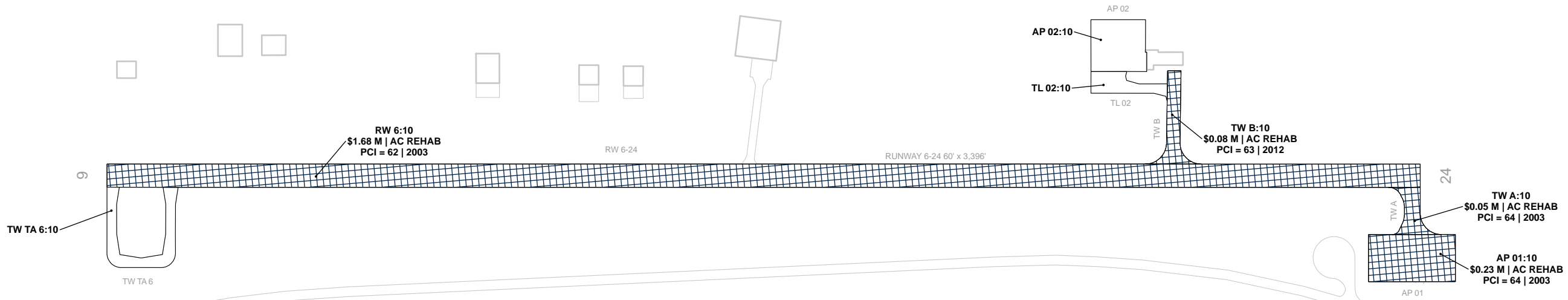
The 5-year major rehabilitation needs analysis at PYG results in a total 5-year cost of \$2.04M. The **5-Year Major Rehabilitation Needs Exhibit** graphically depicts the major rehabilitation needs at a section-level which are also summarized in **Table 5** with rounded costs. Annual needs are displayed 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	PYG	AP 01	10	AC	27,450	63	AC Rehabilitation	\$ 227,000
2024	PYG	RW 6	10	AC	203,760	61	AC Rehabilitation	\$ 1,681,000
2024	PYG	TW A	10	AC	6,539	63	AC Rehabilitation	\$ 54,000
2024	PYG	TW B	10	AC	9,735	62	AC Rehabilitation	\$ 81,000
Total 5-Year Major Rehabilitation Needs =								\$ 2,043,000

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
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.



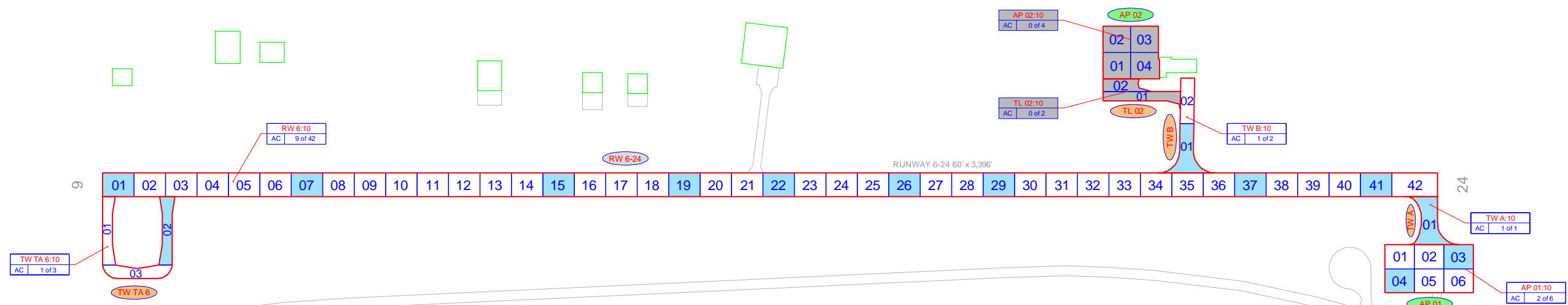
SECTION I

Appendices





Appendix A – Exhibits



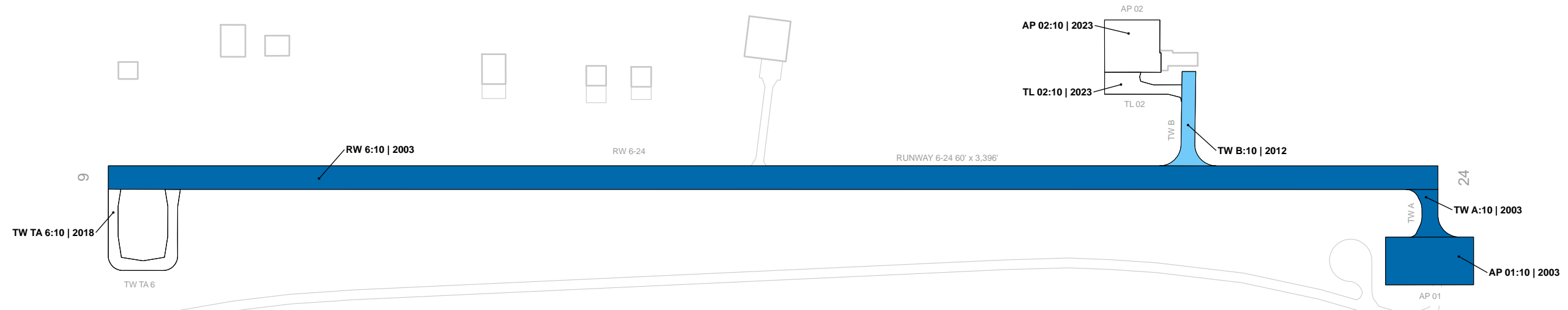
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- RW 13-10 PAVEMENT BRANCH ID: SECTION ID
- AAC 5 of 15 NUMBER OF SAMPLE UNITS IN SECTION
- AAC 0 of 5 NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 PAVEMENT SURFACE TYPE
- RW 13-20 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- AAC 0 of 5 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.
- 100 INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 14
AC: 14 PCC: 0

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





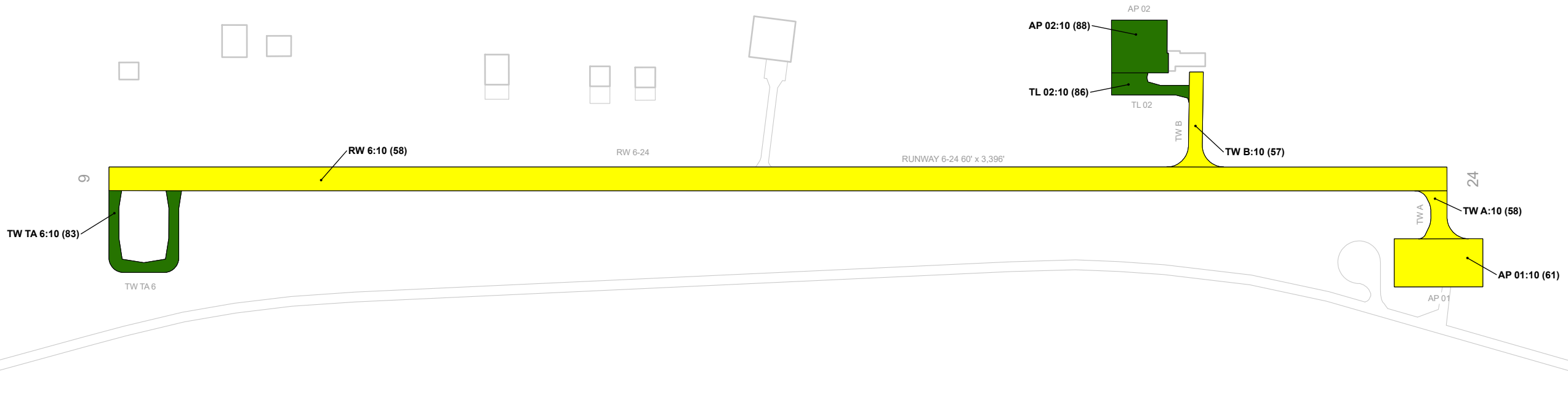
Legend

Estimated Age at Inspection

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

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





Legend

2023 Pavement Condition Index

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

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





Appendix B – Analysis Tables



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

PYG - Pageland Airport

Table B1 – System Inventory Data - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
PYG	AP 01	Apron	10	27,450	AC	1/1/2003
PYG	AP 02	Apron	10	19,044	AC	1/1/2023
PYG	RW 6	Runway	10	203,760	AC	1/1/2003
PYG	TL 02	Taxilane	10	7,973	AC	1/1/2023
PYG	TW A	Taxiway	10	6,539	AC	1/1/2003
PYG	TW B	Taxiway	10	9,735	AC	1/1/2012
PYG	TW TA6	Taxiway	10	14,473	AC	1/1/2018

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	27,450	64	Fair
AP 02	Apron	1	19,044	100	Good
RW 6	Runway	1	203,760	62	Fair
TL 02	Taxilane	1	7,973	100	Good
TW A	Taxiway	1	6,539	64	Fair
TW B	Taxiway	1	9,735	63	Fair
TW TA6	Taxiway	1	14,473	88	Good



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

PYG - Pageland Airport

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

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
PYG	AP 01	Apron	10	27,450	AC	64	Fair	100	0	0	2	6
PYG	AP 02	Apron	10	19,044	AC	100	Good	0	0	0	0	0
PYG	RW 6	Runway	10	203,760	AC	62	Fair	100	0	0	9	42
PYG	TL 02	Taxilane	10	7,973	AC	100	Good	0	0	0	0	0
PYG	TW A	Taxiway	10	6,539	AC	64	Fair	100	0	0	1	1
PYG	TW B	Taxiway	10	9,735	AC	63	Fair	100	0	0	1	2
PYG	TW TA 6	Taxiway	10	14,473	AC	88	Good	100	0	0	1	3



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

PYG - Pageland 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
PYG	AP 01	10	64	63	63	62	61	61
PYG	AP 02	10	100	97	95	92	90	88
PYG	RW 6	10	62	61	61	60	59	58
PYG	TL 02	10	100	95	91	89	87	86
PYG	TW A	10	64	63	61	60	59	58
PYG	TW B	10	63	62	60	59	58	57
PYG	TW TA 6	10	88	87	85	84	84	83



Appendix C – Maintenance and Rehabilitation Tables



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

PYG - Pageland 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	270	LF	\$ 950
Localized Preventive Maintenance Total =				\$ 950
Localized Stopgap Maintenance	AC Crack Sealing Narrow	8,252	LF	\$ 28,900
Localized Stopgap Maintenance Total =				\$ 28,900
Planning-Level Localized M&R Needs =				\$ 29,850

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
PYG	AP 01	10	27,450	64	66	\$ 4,870
PYG	AP 02	10	19,044	100	100	\$ -
PYG	RW 6	10	203,760	62	66	\$ 21,280
PYG	TL 02	10	7,973	100	100	\$ -
PYG	TW A	10	6,539	64	67	\$ 370
PYG	TW B	10	9,735	63	76	\$ 2,380
PYG	TW TA 6	10	14,473	88	88	\$ 950

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
PYG	TW TA 6	10	L & TCR	Low	270	LF	1.9%	Preventive	AC Crack Sealing Narrow	270	LF	\$ 3.50	\$ 950
PYG	AP 01	10	L & TCR	Medium	1,389	LF	5.1%	Stopgap	AC Crack Sealing Narrow	1,389	LF	\$ 3.50	\$ 4,870
PYG	RW 6	10	L & TCR	Medium	6,080	LF	3.0%	Stopgap	AC Crack Sealing Narrow	6,080	LF	\$ 3.50	\$ 21,280
PYG	TW A	10	L & TCR	Medium	104	LF	1.6%	Stopgap	AC Crack Sealing Narrow	104	LF	\$ 3.50	\$ 370
PYG	TW B	10	L & TCR	Medium	679	LF	7.0%	Stopgap	AC Crack Sealing Narrow	680	LF	\$ 3.50	\$ 2,380



PYG - Pageland 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	PYG	AP 01	10	AC	27,450	63	AC Rehabilitation	\$ 227,000
2024	PYG	RW 6	10	AC	203,760	61	AC Rehabilitation	\$ 1,681,000
2024	PYG	TW A	10	AC	6,539	63	AC Rehabilitation	\$ 54,000
2024	PYG	TW B	10	AC	9,735	62	AC Rehabilitation	\$ 81,000
Total 5-Year Major Rehabilitation Needs =								\$ 2,043,000



Appendix D – PCI Results Summary

RW 6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 6	RUNWAY	1	203,760	62	Fair

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	203,760	AC	2003	2017	62	Fair	100	0	0



RW 6-10



RW 6-10

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	1	6,539	64	Fair

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	6,539	AC	2003	2017	64	Fair	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	9,735	63	Fair

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	9,735	AC	2012	2017	63	Fair	100	0	0



TW B-10

TW TA 6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW TA 6	TAXIWAY	1	14,473	88	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	14,473	AC	2018	-	88	Good	100	0	0



TW TA 6-10

TL 02

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL 02	TAXILANE	1	7,973	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	7,973	AC	2023	-	100	Good	0	0	0

AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	1	27,450	64	Fair

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	27,450	AC	2003	2017	64	Fair	100	0	0



AP 01-10

AP 02

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 02	APRON	1	19,044	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	19,044	AC	2023	-	100	Good	0	0	0



Appendix E – Re-Inspection Report

Re-Inspection Report

SCAC_2023

Generated Date

5/31/2023

Page 1 of 6

Network: PYG **Name:** Pageland Airport

Branch: AP 01 **Name:** APRON 01 **Use:** APRON **Area:** 27,450 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** SC34_AP_AC **Zone:** **Category:** G **Rank:** T

Area: 27,450 SqFt **Length:** 225 Ft **Width:** 122 Ft

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

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

Section Comments:

Work Date: 6/1/1965 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1965 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1965 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1997 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Work Date: 1/1/2003 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 1/2/2003 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 1/1/2017 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Last Insp. Date: 2/1/2023 **Total Samples:** 6 **Surveyed:** 2

Conditions: PCI: 64

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 4650.00 SqFt **PCI:** 66

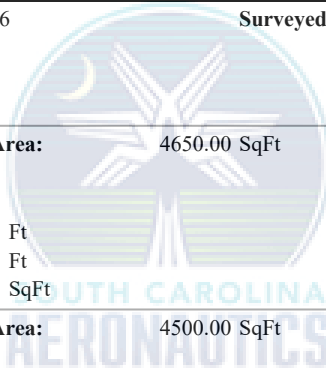
Sample Comments:

48 L & T CR L 488.00 Ft
 48 L & T CR M 182.00 Ft
 57 WEATHERING L 4650.00 SqFt

Sample Number: 04 **Type:** R **Area:** 4500.00 SqFt **PCI:** 61

Sample Comments:

48 L & T CR L 459.00 Ft
 48 L & T CR M 281.00 Ft
 57 WEATHERING L 4500.00 SqFt



Network:	PYG	Name:	Pageland Airport						
Branch:	RW 6	Name:	RUNWAY 6-24	Use:	RUNWAY	Area:	203,760 SqFt		
Section:	10	of	1	From:	-	To:	-	Last Const.:	1/1/2003
Surface:	AC	Family:	SC34_RW_AC	Zone:		Category:	G	Rank:	T
Area:	203,760 SqFt	Length:	3,396 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:	6/1/1965	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	6/1/1965	Work Type:	Surface Course - AC (Layer Construct)		Code:	SU-AC	Is Major M&R:	False	
Work Date:	6/1/1965	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	6/1/1997	Work Type:	Surface Seal - Rejuvenating		Code:	SS-RE	Is Major M&R:	False	
Work Date:	1/1/2003	Work Type:	Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R:	True	
Work Date:	1/2/2003	Work Type:	Base Course - Bituminous		Code:	BA-BI	Is Major M&R:	False	
Work Date:	1/1/2017	Work Type:	Surface Seal - Rejuvenating		Code:	SS-RE	Is Major M&R:	False	

Last Insp. Date:	2/1/2023	TotalSamples:	42	Surveyed:	9
Conditions:	PCI: 62				
Inspection Comments:					

Sample Number:	01	Type:	R	Area:	4800.00 SqFt	PCI:	59
Sample Comments:							
48	L & T CR	L	404.00	Ft			
48	L & T CR	M	334.00	Ft			
57	WEATHERING	L	4800.00	SqFt			
Sample Number:	07	Type:	R	Area:	4800.00 SqFt	PCI:	64
Sample Comments:							
48	L & T CR	L	580.00	Ft			
48	L & T CR	M	103.00	Ft			
57	WEATHERING	L	4800.00	SqFt			
Sample Number:	15	Type:	R	Area:	4800.00 SqFt	PCI:	65
Sample Comments:							
48	L & T CR	L	532.00	Ft			
48	L & T CR	M	95.00	Ft			
57	WEATHERING	L	4800.00	SqFt			
Sample Number:	19	Type:	R	Area:	4800.00 SqFt	PCI:	60
Sample Comments:							
48	L & T CR	L	757.00	Ft			
48	L & T CR	M	33.00	Ft			
57	WEATHERING	L	4800.00	SqFt			
Sample Number:	22	Type:	R	Area:	4800.00 SqFt	PCI:	55
Sample Comments:							
48	L & T CR	L	385.00	Ft			
48	L & T CR	M	430.00	Ft			
57	WEATHERING	L	4800.00	SqFt			
Sample Number:	26	Type:	R	Area:	4800.00 SqFt	PCI:	65
Sample Comments:							
48	L & T CR	L	549.00	Ft			
48	L & T CR	M	144.00	Ft			
57	WEATHERING	L	4800.00	SqFt			
Sample Number:	29	Type:	R	Area:	4800.00 SqFt	PCI:	60
Sample Comments:							

48	L & T CR	L	801.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 37 **Type:** R **Area:** 4800.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	670.00	Ft
48	L & T CR	M	110.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 41 **Type:** R **Area:** 4800.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	712.00	Ft
57	WEATHERING	L	4800.00	SqFt



Network: PYG **Name:** Pageland Airport

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 6,539 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** SC34_TWTL_AC **Zone:** **Category:** G **Rank:** T

Area: 6,539 SqFt **Length:** 122 Ft **Width:** 41 Ft

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

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

Section Comments:

Work Date: 6/1/1965 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1965 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1965 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1997 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Work Date: 1/1/2003 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 1/2/2003 **Work Type:** Base Course - Bituminous **Code:** BA-BI **Is Major M&R:** False

Work Date: 1/1/2017 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

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

Conditions: PCI: 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6539.00 SqFt **PCI:** 64

Sample Comments:

48 L & T CR L 787.00 Ft
48 L & T CR M 104.00 Ft
57 WEATHERING L 6539.00 SqFt



Network:	PYG	Name:	Pageland Airport						
Branch:	TW B	Name:	TAXIWAY B	Use:	TAXIWAY	Area:	9,735 SqFt		
Section:	10	of	1	From:	-	To:	-	Last Const.:	1/1/2012
Surface:	AC	Family:	SC34_TWTL_AC	Zone:		Category:		Rank:	S
Area:	9,735 SqFt	Length:	240 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:	1/1/2012	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	1/2/2012	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	1/3/2012	Work Type:	Surface Course - AC (Layer Construct)		Code:	SU-AC	Is Major M&R:	False	
Work Date:	1/1/2017	Work Type:	Surface Seal - Rejuvenating		Code:	SS-RE	Is Major M&R:	False	
Last Insp. Date:	2/1/2023	TotalSamples:	2		Surveyed:	1			
Conditions:	PCI: 63								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5674.00 SqFt	PCI:	63		
Sample Comments:									
48	L & T CR	L	76.00 Ft						
48	L & T CR	M	396.00 Ft						
57	WEATHERING	L	1418.00 SqFt						



Network: PYG **Name:** Pageland Airport

Branch: TW TA 6 **Name:** TAXIWAY TURNAROUND 6 **Use:** TAXIWAY **Area:** 14,473 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 14,473 SqFt **Length:** 207 Ft **Width:** 184 Ft

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

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

Section Comments:

Work Date: 1/1/2018 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/2/2018 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 1/3/2018 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Last Insp. Date: 2/1/2023 **TotalSamples:** 3 **Surveyed:** 1

Conditions: PCI: 88

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4886.00 SqFt **PCI:** 88

Sample Comments:

48 L & T CR L 91.00 Ft
57 WEATHERING L 4886.00 SqFt





Kimley»»Horn