

SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE



6J2 - Saint George Airport



SOUTH CAROLINA AERONAUTICS

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE



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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 D5340-23 — "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 preformed 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 Saint George Airport (6J2).

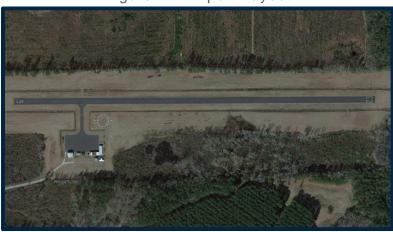


Figure 1 – Airport Layout

6J2 - Saint George Airport

System Inventory

The pavements at Saint George Airport (6J2) include approximately 0.2 million square feet of airfield pavements consisting of runways, taxiways, and aprons. Per the guidance in the ASTM D5340-23, 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.

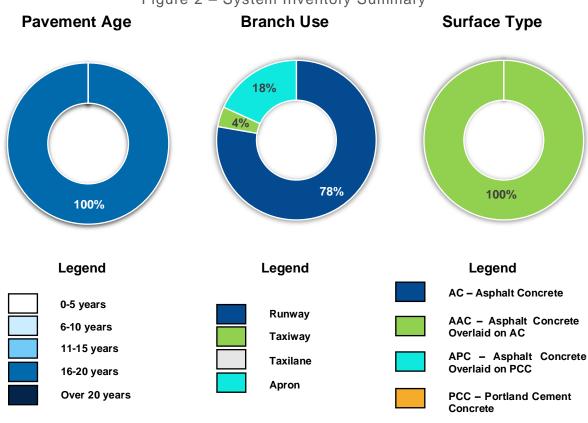
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. No documented or identified projects occurred since the previous inspection..

Table 1 - Recent Airfield Pavement Construction

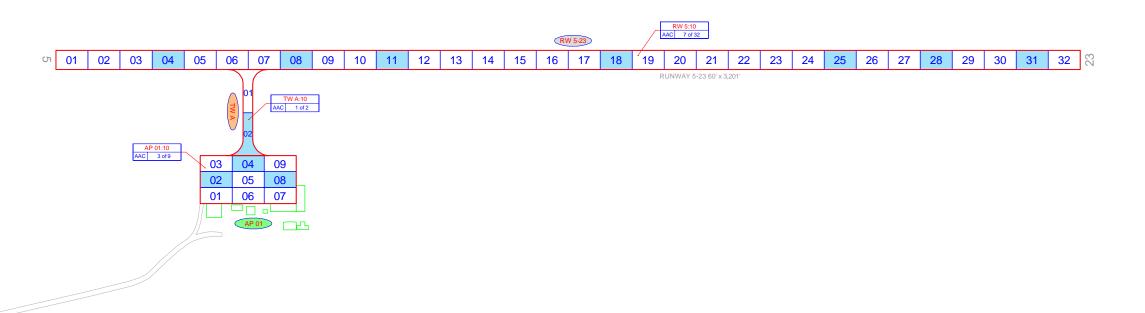
Construction Year	Location	Work Type / Pavement Section						
	No Information Provided							

The following figure summarizes the inventory items at Saint George Airport (6J2). The **Estimated Age Exhibit** provides the last major work date for each pavement section based on the collected documentation.

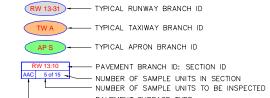
Figure 2 – System Inventory Summary







LEGEND



PAVEMENT SURFACE TYPE

SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.

100

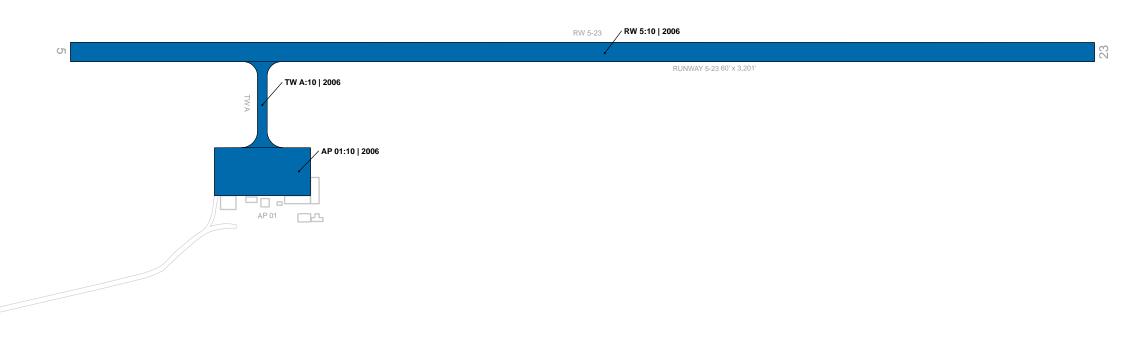
INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 11
AC: 11 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.







Estimated Age at Inspection







BRANCH IDENTIFIER
SECTION IDENTIFIER
TWA:20 | 1985

LAST MAJOR WORK DATE









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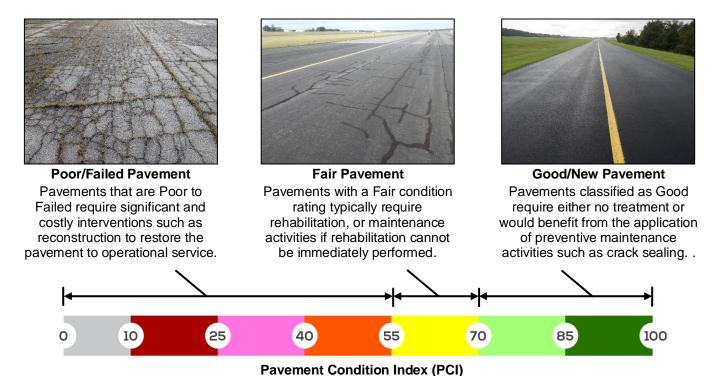
Functional Evaluation

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 D5340-23.

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







6J2 - Saint George Airport

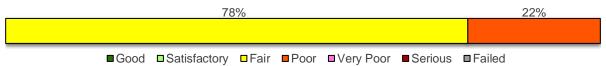
Critical PCI

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

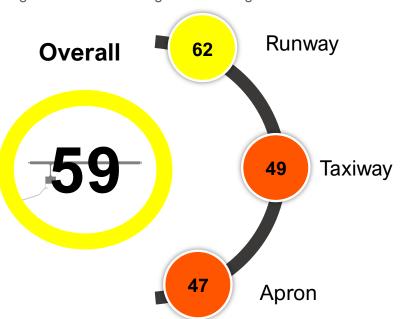
The PCI survey for Saint George Airport (6J2) was performed in October 2023. **The overall area-weighted average PCI value of the network was 59**, representing a condition rating of **Fair**. None of inspected pavements are in Good or Satisfactory condition, 78% of inspected pavements are in Fair condition, and the remaining 22% 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





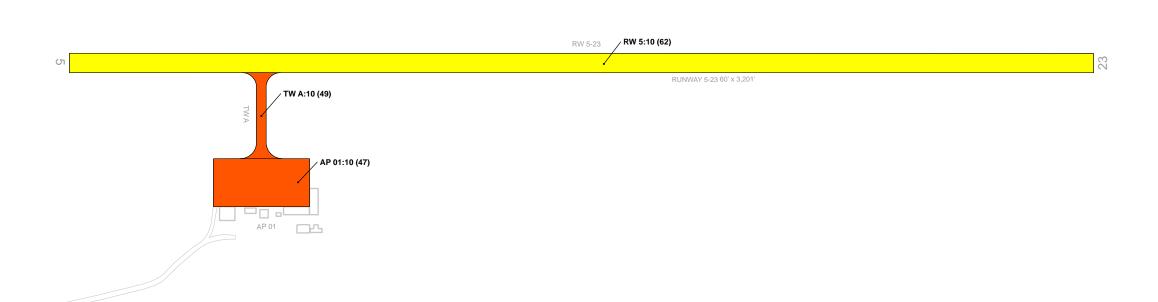
6J2 - Saint George Airport

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
6J2	AP 01	Apron	10	45,000	AAC	47	Poor	92	0	8
6J2	RW 5	Runway	10	192,000	AAC	62	Fair	74	0	26
6J2	TW A	Taxiway	10	10,056	AAC	49	Poor	75	0	25

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





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





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STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE



Pavement Condition Forecast

A primary objective of this APMS is to estimate the future condition of each individual pavement section. PAVERTM was utilized to develop prediction curves and determine typical deterioration rates that are then used to forecast a future PCI value. This value will assist decision makers in determining at what point in time certain pavement sections will require rehabilitation. The figure below shows the current and 5-year area-weighted forecasted pavement condition distribution of each functional use (Runway, Taxiway, Apron) found at the Airport. The forecasted 5-year PCIs at a section-level are displayed graphically on the **2029 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 6J2.

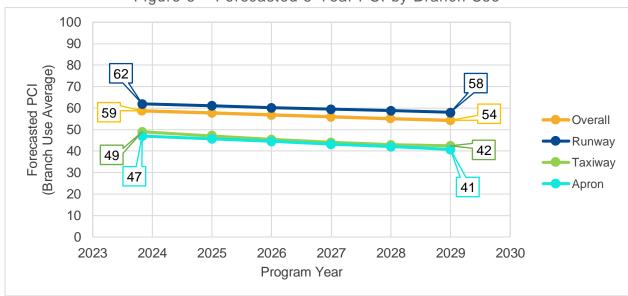


Figure 6 - Forecasted 5-Year PCI by Branch Use

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.

Table 3 - Forecast (2025-2029) Section Pavement Condition Index - Section

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI					
Network				2025	2026	2027	2028	2029	
6J2	AP 01	10	47	46	45	43	42	41	
6J2	RW 5	10	62	61	60	59	59	58	
6J2	TW A	10	49	47	46	44	43	42	





2029 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





6J2 - Saint George Airport

M&R Overview

An analysis was performed to assess the pavement maintenance and rehabilitation (M&R) needs at 6J2 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.

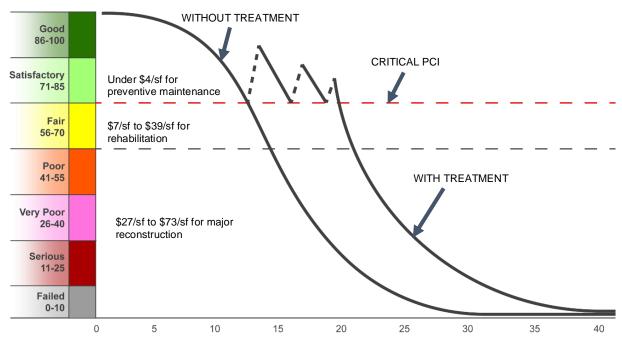


Figure 7 – Pavement Life and the Effect of Treatments





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 Stopgap	AC Crack Sealing Narrow	3,619	LF	\$	15,400
Maintenance	Surface Seal	10,104	SF	\$	16,690
	\$	32,090			

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 6J2 results in a total 5-year cost of \$3.96M. 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**.

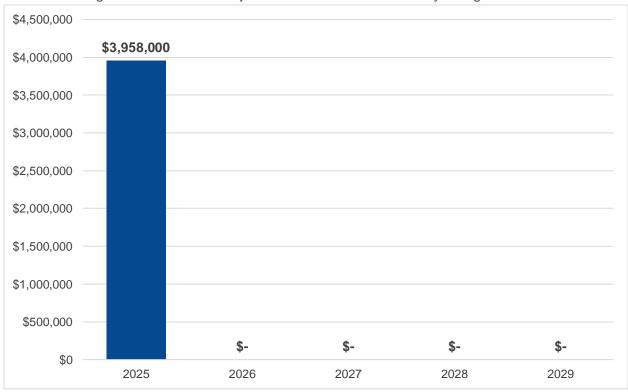


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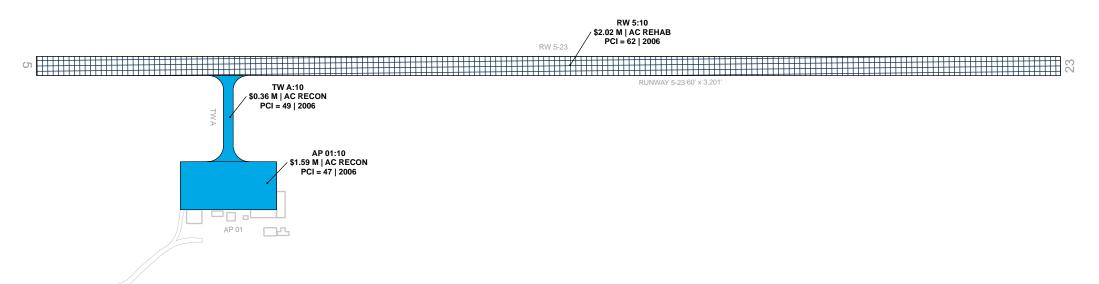
Table 5 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type		anning Cost Estimate	
2025	6J2	AP 01	10	AAC	45,000	46	AC Reconstruction	\$	1,587,000	
2025	6J2	RW 5	10	AAC	192,000	61	AC Rehabilitation	\$	2,016,000	
2025	6J2	TW A	10	AAC	10,056	47	AC Reconstruction	\$	355,000	
	Total 5-Year Major Rehabilitation Needs =									

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







5-Year Major Rehabilitation Needs

Year 1 Rehabilitation Needs

Year 1 Reconstruction 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 TWA:20 \$9.38 M | AC RECON PCI = 52 | 1987

└─PCI └─LAST MAJOR WORK DATE

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



SECTION I

Appendices

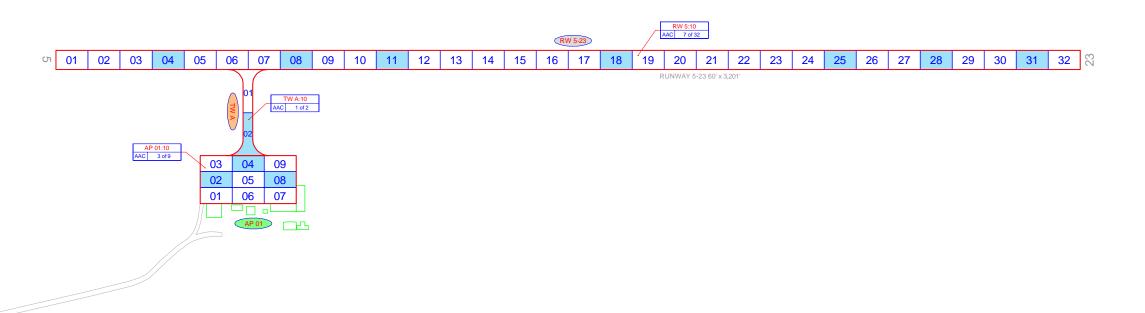




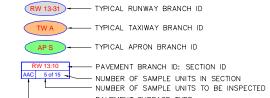
3 6J2 - Saint George Airport

Appendix A – Exhibits





LEGEND



PAVEMENT SURFACE TYPE

SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE ESTIMATED AGE EXHIBIT FOR CONSTRUCTION DATES.

100

INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 11
AC: 11 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.



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11-15 Years

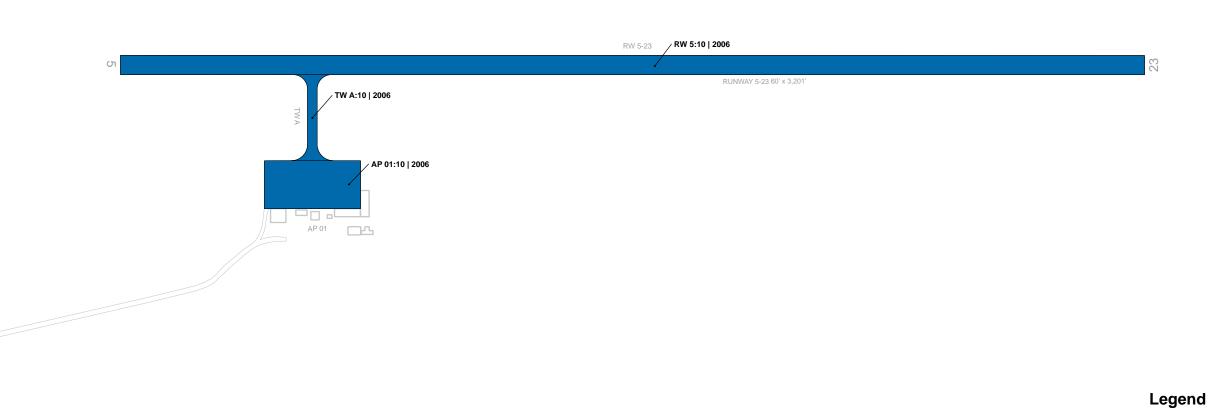
16-20 Years

> 20 Years

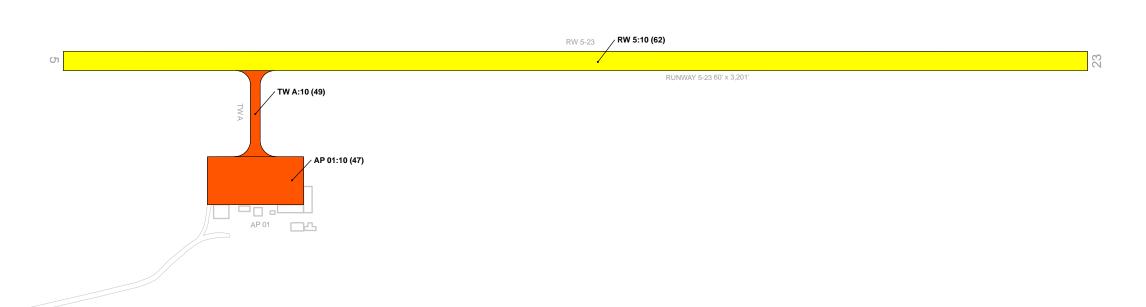
BRANCH IDENTIFIER
SECTION IDENTIFIER
TWA:20 | 1985

LAST MAJOR WORK DATE









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







2029 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

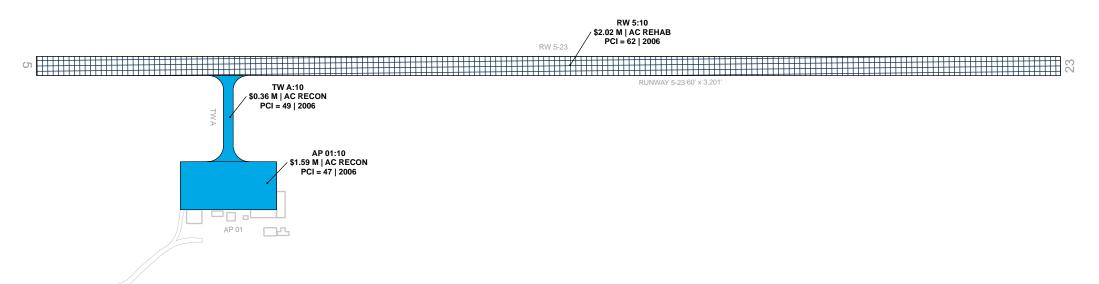
PCI 11-25 Serious

PCI 0-10 Failed

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







5-Year Major Rehabilitation Needs

Year 1 Rehabilitation Needs

Year 1 Reconstruction 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 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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Appendix B – Analysis Tables





Table B1 - System Inventory Data - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
6J2	AP 01	Apron	10	45,000	AAC	1/1/2006
6J2	RW 5	Runway	10	192,000	AAC	1/1/2006
6J2	TW A	Taxiway	10	10,056	AAC	1/1/2006

Table B2 - Current Pavement Condition Index Summary - Branch

Branch ID	Branch Use	Number of Branch Area		Area- Weighted Avg PCI	Condition Rating
AP 01	Apron	1	45,000	47	Poor
RW 5	Runway	1	192,000	62	Fair
TW A	Taxiway	1	10,056	49	Poor



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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
6J2	AP 01	Apron	10	45,000	AAC	47	Poor	92	0	8	3	9
6J2	RW 5	Runway	10	192,000	AAC	62	Fair	74	0	26	7	32
6J2	TW A	Taxiway	10	10,056	AAC	49	Poor	75	0	25	1	2



6J2 - Saint George Airport

Table B4 -Forecasted (2025-2029) Pavement Condition Index Summary - Section

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI					
Network				2025	2026	2027	2028	2029	
6J2	AP 01	10	47	46	45	43	42	41	
6J2	RW 5	10	62	61	60	59	59	58	
6J2	TW A	10	49	47	46	44	43	42	



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Appendix C – Maintenance and Rehabilitation Tables





Table C1 – Localized Maintenance Summary by Policy Type

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost	
Localized Stopgap	AC Crack Sealing Narrow	3,619	LF	\$	15,400
Maintenance	Surface Seal	10,104	SF	\$	16,690
	\$	32,090			

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
6J2	AP 01	10	45,000	47	51	\$ 4,810
6J2	RW 5	10	192,000	62	69	\$ 26,070
6J2	TW A	10	10,056	49	56	\$ 1,190

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	٧	Vork Cost
6J2	AP 01	10	BLOCK CR	Medium	300	SF	0.7%	Stopgap	AC Crack Sealing Narrow	92	LF	\$ 4.25	\$	390
6J2	AP 01	10	L&TCR	Medium	1,038	LF	2.3%	Stopgap	AC Crack Sealing Narrow	1,038	LF	\$ 4.25	\$	4,420
6J2	RW 5	10	L&TCR	Medium	2,405	LF	1.3%	Stopgap	AC Crack Sealing Narrow	2,405	LF	\$ 4.25	\$	10,230
6J2	RW 5	10	WEATHERING	Medium	9,600	SF	5.0%	Stopgap	Surface Seal	9,600	SF	\$ 1.65	\$	15,850
6J2	TW A	10	L&TCR	Medium	84	LF	0.8%	Stopgap	AC Crack Sealing Narrow	84	LF	\$ 4.25	\$	360
6J2	TW A	10	WEATHERING	Medium	504	SF	5.0%	Stopgap	Surface Seal	504	SF	\$ 1.65	\$	840

Table C4 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Р	lanning Cost Estimate
2025	6J2	AP 01	10	AAC	45,000	46	AC Reconstruction	\$	1,587,000
2025	6J2	RW 5	10	AAC	192,000	61	AC Rehabilitation	\$	2,016,000
2025	6J2	TW A	10	AAC	10,056	47	AC Reconstruction	\$	355,000
	Total 5-Year Major Rehabilitation Needs =							\$	3,958,000



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Appendix D – PCI Results Summary





RW 5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 5	RUNWAY	1	192,000	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	192,000	AAC	2006	2016	62	Fair	74	0	26



RW 5-10





TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	1	10,056	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	10,056	AAC	2006	2016	49	Poor	75	0	25



TW A-10





AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	1	45,000	47	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	45,000	AAC	2006	2016	47	Poor	92	0	8



AP 01-10



6J2 - Saint George Airport

Appendix E – Re-Inspection Report

SCAC_2024

Generate	024 ed Date		6/17	//2024										Page 1 of
Network:	: 6J2					Nai	ne: SA	INT GEOR	GE AIF	RPORT				
Branch:	AP 01			Name:	APRO	N 01		Use	AF	PRON	Area:		45,000 SqFt	
Section:	10	of	1		From:	-				То: -			Last Const.:	1/1/2006
Surface:	AAC	Family:	2024	SC III I	V-AP-AC	Zor	ie:			Category: G			Rank: S	
Area:	4	15,000 SqFt		Length:	:	300	Ft	Width:		150 Ft				
Slabs:		Slab Len	gth:	_	Ft		Slab Width:			Ft	Jo	int Length:	Ft	
Shoulder	:	Street Ty	_				Grade: 0				La	anes: 0		
	Comments:	•	•											
Vork Da	ite: 6/1/1967	Wo	ork T	y pe: Bas	e Course - A	ggrega	te		Code:	BA-AG		Is Major M	1&R: False	
Work Da	ite: 6/1/1967	Wo	ork T	ype: Sur	face Course	- AC (I	Layer Construct	:)	Code:	SU-AC		Is Major M	1&R: False	
Work Da	ite: 6/1/1967	Wo	ork T	ype: Nev	v Construction	on - AC			Code:	NC-AC		Is Major M	1&R: True	
Work Da	ite: 1/1/2006	Wo	ork T	ype: Mil	l and Overla	y			Code:	ML-OV		Is Major M	1&R: True	
Work Da	ite: 1/1/2016	Wo	ork T	pe: Sur	face Treatme	nt - Se	al Coat		Code:	ST-SC		Is Major N	1&R: False	
Work Da	ite: 1/2/2016	Wo	ork T	y pe: Cra	ck Sealing -	AC			Code:	CS-AC		Is Major M	1&R: False	
_ast Insp	Date: 10/20	0/2023		Total	Samples:	9		Surve	yed: 3	3				
Condition	ns: PCI:	47												
Inspection	n Comments:													
	Number: 02	Тур	e:	R		Area:	500	0.00 SqFt	\	PCI: 44				
_	Comments:	31												
13 BI	LOCK CR		L		900.00	SaEt		7.						
	LOCK CR		N		100.00	_								
	& T CR		L		631.00	-								
	& T CR		N		130.00		- // N							
	AVELING		L		500.00									
	WELLING		L		200.00									
	EATHERING		L		4500.00				5					
	Number: 04	Тур		R		rea:	500	0.00 SqFt		PCI: 49				
Sample C	Comments:													
	Comments: & T CR		L		856.00	Ft								
18 L	& T CR		L N		856.00 106.00									
18 L 6				1	106.00	Ft								
18 L 6 18 L 6 52 RA	& T CR & T CR AVELING		N L	ſ	106.00 500.00	Ft SqFt								
18 L 6 18 L 6 12 RA 16 SV	& T CR & T CR AVELING WELLING		N L L	1	106.00 500.00 200.00	Ft SqFt SqFt								
18 L 6 18 L 6 52 R 6 56 SV 57 W	& T CR & T CR AVELING	Тур	N L L L	1	106.00 500.00 200.00 4500.00	Ft SqFt SqFt	500	0.00 SqFt		PCI: 47				
8 L 6 8 L 6 6 SW 7 W Sample N	& T CR & T CR AVELING WELLING 'EATHERING		N L L L	1	106.00 500.00 200.00 4500.00	Ft SqFt SqFt SqFt	500	0.00 SqFt		PCI: 47				
48 L 48 L 48 L 52 R 456 SV W. Sample N Sample C	& T CR & T CR AVELING WELLING EATHERING Number: 08 Comments:		M L L L	R	106.00 500.00 200.00 4500.00	Ft SqFt SqFt SqFt Area:	500	0.00 SqFt		PCI: 47				
48 L 6 48 L 6 52 R A 56 SV 57 W Sample N Sample C	& T CR & T CR AVELING WELLING ZEATHERING Number: 08 Comments:		M L L L De:	R	106.00 500.00 200.00 4500.00	Ft SqFt SqFt SqFt Area:	500	0.00 SqFt		PCI: 47				
48 L 6 48 L 6 52 R 6 56 SV 57 W Sample N Sample C	& T CR & T CR AVELING WELLING TEATHERING Number: 08 Comments: & T CR & T CR		M L L L De:	R	106.00 500.00 200.00 4500.00 4500.00	Ft SqFt SqFt SqFt Area:	500	0.00 SqFt		PCI: 47				
48 L 48 L 48 52 R 456 SV 57 W Sample N 6 48 L 48 L 48 L 52 R 4	& T CR & T CR AVELING WELLING ZEATHERING Number: 08 Comments:		M L L L De:	R	106.00 500.00 200.00 4500.00	Ft SqFt SqFt SqFt Area: Ft Ft SqFt	500	0.00 SqFt		PCI: 47				

Natro	-J., (I)			,	N	CAINT CEODO	E AID	DODT			
Netwo	rk: 6J2			1	Name:	SAINT GEORG	E AIR	PORT			
Branc	h: RW 5		Namo	RUNWAY	Y 5-23	Use:	RU	NWAY	Area:	192,000 SqFt	
Section	n: 10	of 1		From: -				To: -		Last Const	.: 1/1/2006
Surfac					Zone:			Category: G		Rank: S	
		•	_			XX7° 141.				Kank. 5	
Area:	192,000	-	Len	· ·	00 Ft	Width:		60 Ft			
Slabs:		Slab Length	:	Ft	Slab Wi	dth:		Ft	Jo	oint Length:	Ft
Should	ler:	Street Type:			Grade:	0			La	anes: 0	
Section	n Comments:										
Work	Date: 6/1/1967	Work	Tymas	New Construction -	A.C.		'odo:	NC-AC		Is Major M&R: True	
WOLK	Date: 0/1/190/	WOLK	Type:	New Construction -	AC	C	oue:	NC-AC		is wiajor wick: True	
Work	Date: 6/1/1967	Work	Type:	Surface Course - AC	C (Layer Cons	struct) C	ode:	SU-AC		Is Major M&R: False	
Work	Date: 6/1/1967	Work	Type:	Base Course - Aggre	egate	C	ode:	BA-AG		Is Major M&R: False	
Work	Date: 6/1/1984	Work	Type:	Crack Sealing - AC		C	ode:	CS-AC		Is Major M&R: False	
Work	Date: 1/1/2006	Work	Type:	Mill and Overlay		C	ode:	ML-OV		Is Major M&R: True	
Work	Date: 1/1/2016	Work	Type:	Surface Treatment -	Seal Coat	C	ode:	ST-SC		Is Major M&R: False	
Work	Date: 1/2/2016	Work	Type:	Crack Sealing - AC		C	ode:	CS-AC		Is Major M&R: False	
Last In	rsp. Date: 10/20/2023	3	To	otalSamples: 32		Surveye	ed: 7	1			
Condi	tions: PCI: 62										
Inspec	tion Comments:										
	e Number: 04	Trmas	R	A 200		6000.00 SqFt		PCI:	50		
_		Type:	K	Area		0000.00 SqFt		rci; (50		
Sampl	e Comments:										
48	L & T CR		L	535.00 Ft							
	L & T CR		M	133.00 Ft							
56	SWELLING		L	275.00 Sq							
57	WEATHERING		L	5700.00 Sq							
57	WEATHERING		M	300.00 Sq	Ft	M /					
Sampl	e Number: 08	Type:	A	Area	OUTH	6000.00 SqFt		PCI:	54		
Sampl	e Comments:										
45	DEPRESSION		M	4.00 Sa	Ft_	(AUTIL					
48	L & T CR		L	583.00 Ft							
	L & T CR		M	75.00 Ft							
56	SWELLING		L	325.00 Sq							
57	WEATHERING		L	5700.00 Sq							
57	WEATHERING		M	300.00 Sq	Ft						
Sampl	e Number: 11	Type:	R	Area	ı:	6000.00 SqFt		PCI:	57		
Sampl	e Comments:										
_			т	656.00 5							
	L & T CR		L M	656.00 Ft							
48 56	L & T CR SWELLING		M L	48.00 Ft 300.00 Sq							
57	WEATHERING		L	5700.00 Sq							
57	WEATHERING		M	300.00 Sq							
Sampl	e Number: 18	Type:	R	Area		6000.00 SqFt		PCI:	55		
_	e Comments:	VI.				1					
_											
	L & T CR		L	354.00 Ft							
	L & T CR		M	35.00 Ft							
56 57	SWELLING WEATHERING		L L	350.00 Sq 5700.00 Sq							
57	WEATHERING		M	300.00 Sq							
	e Number: 25	Type:	R	Area		6000.00 SqFt		PCI:	50		
_	e Comments:	i ypc.	K	Aita	••	Soosioo bqi t		101.			
48	L & T CR		L	544.00 Ft							
	L & T CR		M	147.00 Ft							
56	SWELLING		L	200.00 Sq							

57	WEATHERING	L	5700.00 SqFt			
57	WEATHERING	M	300.00 SqFt			
Sam	ple Number: 28	Type: R	Area:	6000.00 SqFt	PCI: 66	
Sam	ple Comments:					
48	L & T CR	L	315.00 Ft			
48	L & T CR	M	26.00 Ft			
56	SWELLING	L	200.00 SqFt			
57	WEATHERING	L	5700.00 SqFt			
57	WEATHERING	M	300.00 SqFt			
Sam	ple Number: 31	Type: R	Area:	6000.00 SqFt	PCI: 67	
Sam	ple Comments:					
48	L & T CR	L	305.00 Ft			
48	L & T CR	M	62.00 Ft			
56	SWELLING	L	175.00 SqFt			
57	WEATHERING	L	5700.00 SqFt			
57	WEATHERING	M	300.00 SqFt			



Network: 6J2		Name:	SAINT GEORGE A	IRPORT	
Branch: TW A	Name:	TAXIWAY A	Use: T	ΓΑΧΙWAY A r	rea: 10,056 SqFt
Section: 10	of 1	From: -		То: -	Last Const.: 1/1/2006
Surface: AAC	Family: 2024_SC III I AC	V-TW TL- Zone:		Category: G	Rank: S
Area: 1	0,056 SqFt Length:	269 Ft	Width:	30 Ft	
Slabs:	Slab Length:	Ft Slab W	idth:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade	: 0		Lanes: 0
Section Comments:					
Work Date: 6/1/1967	Work Type: Nev	Construction - AC	Code	e: NC-AC	Is Major M&R: True
Work Date: 6/1/1967	Work Type: Base	Course - Aggregate	Code	e: BA-AG	Is Major M&R: False
Work Date: 6/1/1967	Work Type: Surf	ace Course - AC (Layer Cor	nstruct) Code	e: SU-AC	Is Major M&R: False
Work Date: 1/1/2006	Work Type: Mill	and Overlay	Code	e: ML-OV	Is Major M&R: True
Work Date: 1/1/2016	Work Type: Surf	ace Treatment - Seal Coat	Code	e: ST-SC	Is Major M&R: False
Work Date: 1/2/2016	Work Type: Crac	k Sealing - AC	Code	e: CS-AC	Is Major M&R: False
Last Insp. Date: 10/20	0/2023 Totals	Samples: 2	Surveyed:	1	
Conditions: PCI:	49				
Inspection Comments:					
Sample Number: 02	Type: R	Area:	5151.00 SqFt	PCI: 49	
Sample Comments:					
48 L & T CR	L	620.00 Ft			
48 L & T CR	M	43.00 Ft	V.(/====\		
50 PATCHING	L	6.00 SqFt			
56 SWELLING	L	123.00 SqFt			
56 SWELLING	M	5.00 SqFt			
WEATHERING	L	4893.00 SqFt			
57 WEATHERING	M	258.00 SqFt SOUTH	CAROLINA		
		AERUI	NAUTIUS		



Kimley»Horn