

SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE



CQW - Cheraw Municipal Airport/Lynch Bellinger Field



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STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

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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 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 Cheraw Municipal Airport/Lynch Bellinger Field (CQW).



Figure 1 – Airport Layout



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System Inventory

The pavements at Cheraw Municipal Airport/Lynch Bellinger Field (CQW) 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.

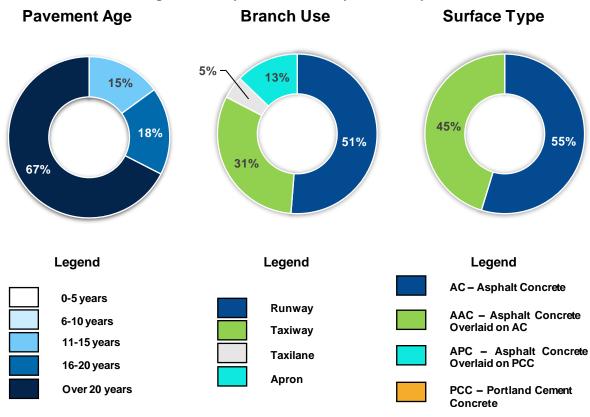
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

Table 1 - Recent Airfield Pavement Construction

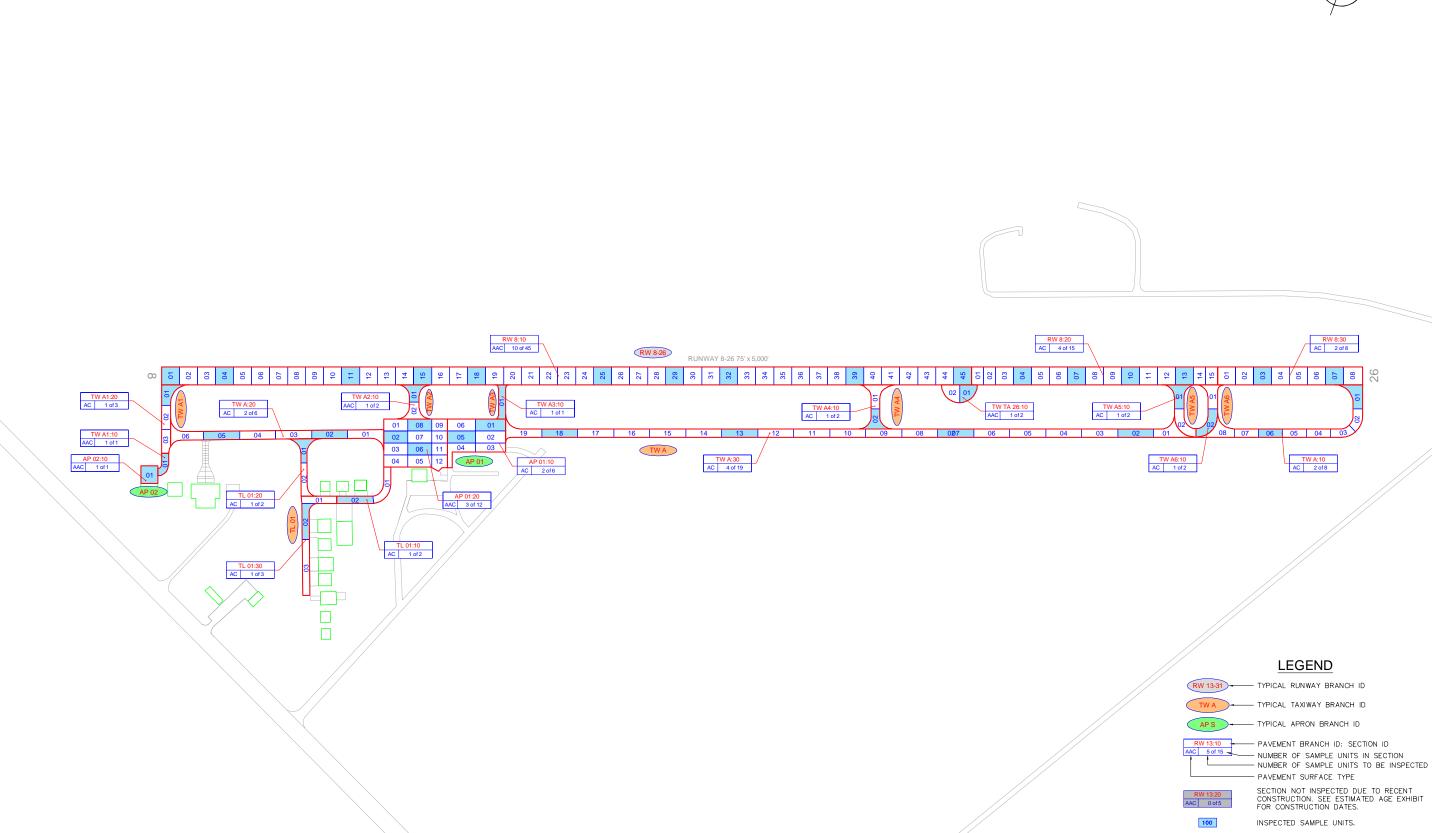
Construction Year	Location	Work Type / Pavement Section
2020	AP 01, RW 8, TW A5, TW A6, TW TA 26	Crack Sealing - AC

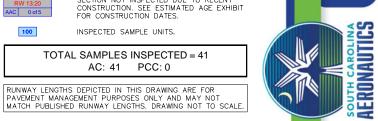
The following figure summarizes the inventory items at Cheraw Municipal Airport/Lynch Bellinger Field (CQW). The **Estimated Age Exhibit** provides the last major work date for each pavement section based on the collected documentation.

Figure 2 – System Inventory Summary



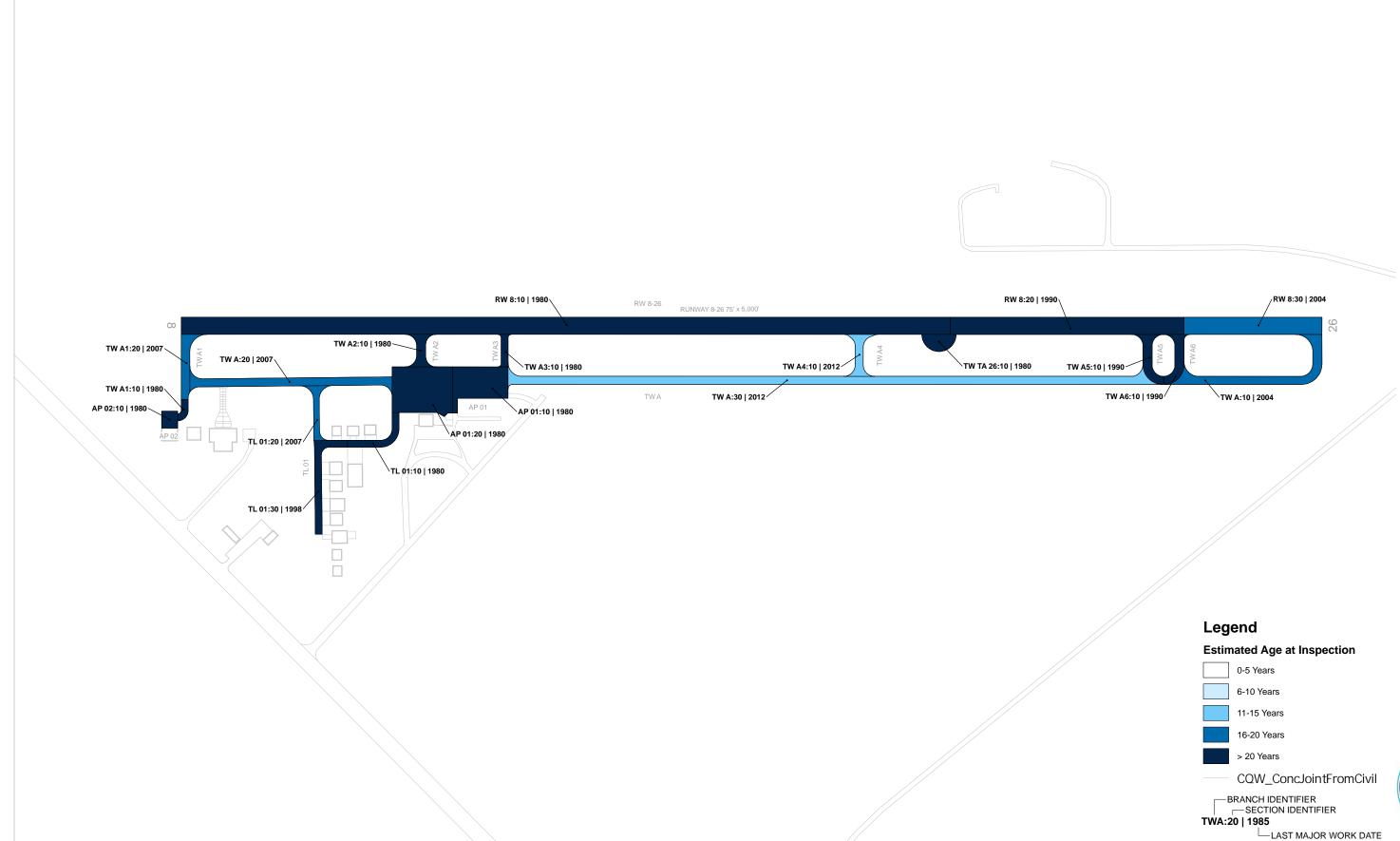






TOTAL SAMPLES INSPECTED = 41 AC: 41 PCC: 0









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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 D5340-20.

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



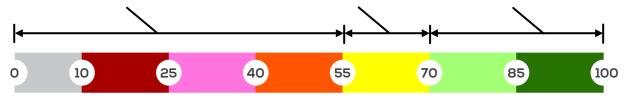
Poor/Failed Pavement
Pavements that are Poor to
Failed require significant and
costly interventions such as
reconstruction to restore the
pavement to operational service.



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



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



Pavement Condition Index (PCI)





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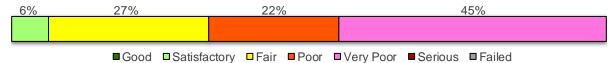
Critical PCI

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

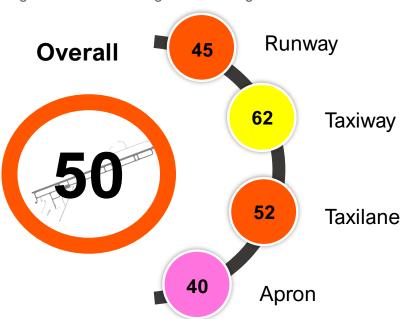
The PCI survey for Cheraw Municipal Airport/Lynch Bellinger Field (CQW) was performed in February 2023. **The overall area-weighted average PCI value of the network was 50**, representing a condition rating of **Poor**. Approximately 6% of inspected pavements are in Good or Satisfactory condition, 27% of inspected pavements are in Fair condition, and the remaining 67% 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





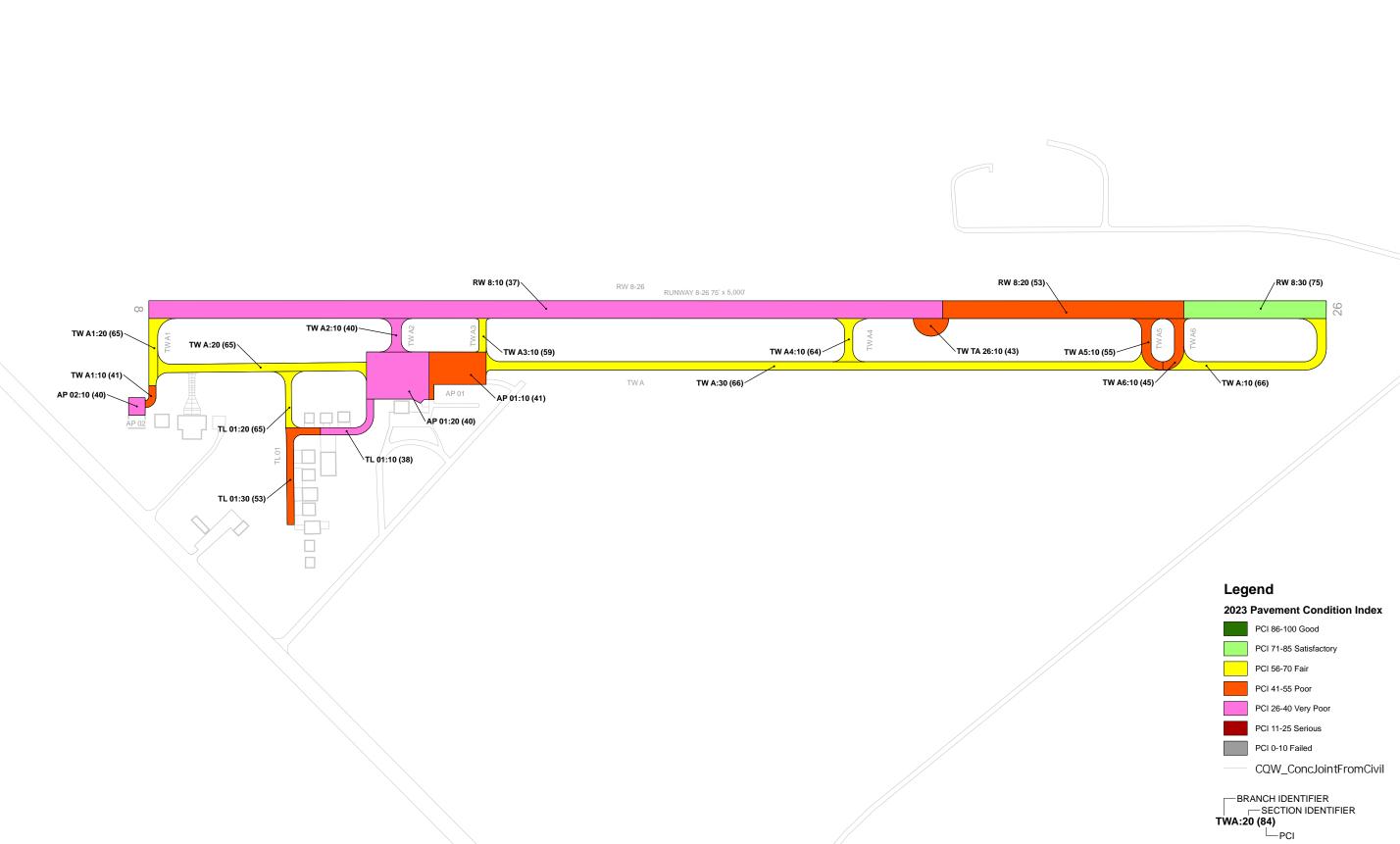
CQW - Cheraw Municipal Airport/Lynch Bellinger Field

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
CQW	AP 01	Apron	10	34,696	AC	41	Poor	100	0	0
CQW	AP 01	Apron	20	53,815	AAC	40	Very Poor	89	11	0
CQW	AP 02	Apron	10	5,180	AAC	40	Very Poor	100	0	0
CQW	RW 8	Runway	10	253,050	AAC	37	Very Poor	88	12	0
CQW	RW 8	Runway	20	76,875	AC	53	Poor	100	0	0
CQW	RW 8	Runway	30	45,375	AC	75	Satisfactory	100	0	0
CQW	TL 01	Taxilane	10	9,593	AC	38	Very Poor	85	0	15
CQW	TL 01	Taxilane	20	7,870	AC	65	Fair	100	0	0
CQW	TL 01	Taxilane	30	16,118	AC	53	Poor	100	0	0
CQW	TW A	Taxiway	10	31,110	AC	66	Fair	100	0	0
CQW	TW A	Taxiway	20	32,564	AC	65	Fair	100	0	0
CQW	TW A	Taxiway	30	100,480	AC	66	Fair	100	0	0
CQW	TW A1	Taxiway	10	2,915	AAC	41	Poor	100	0	0
CQW	TW A1	Taxiway	20	11,730	AC	65	Fair	100	0	0
CQW	TW A2	Taxiway	10	7,642	AAC	40	Very Poor	100	0	0
CQW	TW A3	Taxiway	10	4,420	AC	59	Fair	100	0	0
CQW	TW A4	Taxiway	10	8,980	AC	64	Fair	100	0	0
CQW	TW A5	Taxiway	10	10,569	AC	55	Poor	100	0	0
CQW	TW A6	Taxiway	10	10,167	AC	45	Poor	100	0	0
CQW	TW TA 26	Taxiway	10	8,835	AAC	43	Poor	100	0	0

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









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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, 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 CQW.

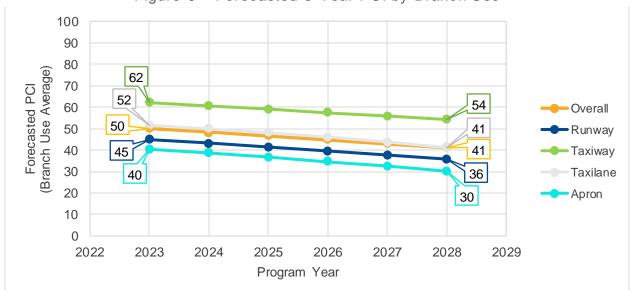


Figure 6 - Forecasted 5-Year PCI by Branch Use

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.



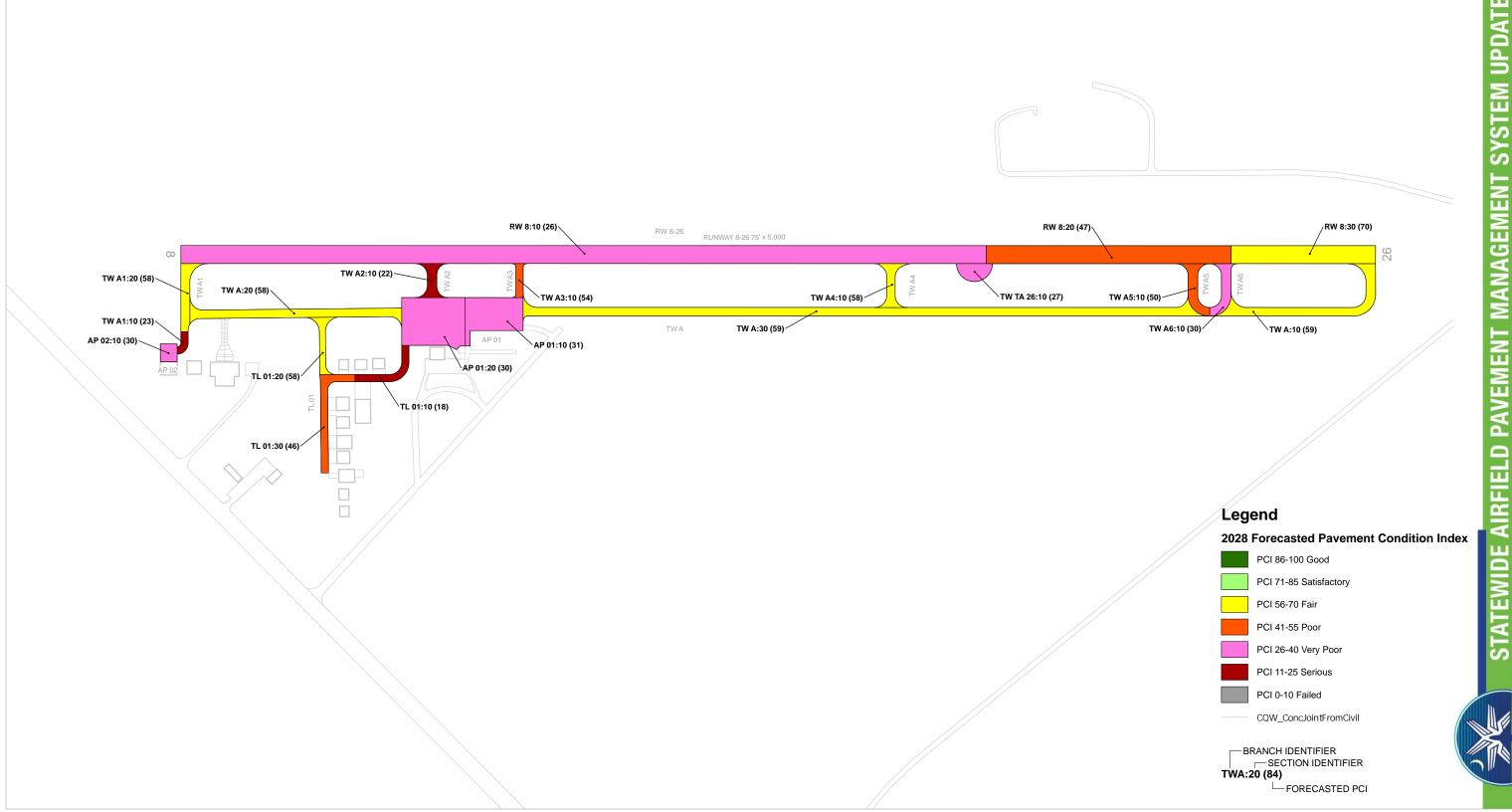
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Table 3 - Forecast (2024-2028) Section Pavement Condition Index - Section

Network	Branch ID	Section ID	Current		Fore	ecasted	PCI	
ID	Dianchio	Section ib	PCI	2024	2025	2026	2027	2028
CQW	AP 01	10	41	39	37	35	33	31
CQW	AP 01	20	40	38	36	34	32	30
CQW	AP 02	10	40	38	36	34	32	30
CQW	RW 8	10	37	35	33	31	28	26
CQW	RW 8	20	53	52	51	49	48	47
CQW	RW 8	30	75	74	73	72	71	70
CQW	TL 01	10	38	35	31	27	23	18
CQW	TL 01	20	65	64	62	61	60	58
CQW	TL 01	30	53	52	51	50	48	46
CQW	TW A	10	66	65	63	62	60	59
CQW	TW A	20	65	64	62	61	60	58
CQW	TW A	30	66	65	63	62	60	59
CQW	TW A1	10	41	38	35	32	28	23
CQW	TW A1	20	65	64	62	61	60	58
CQW	TW A2	10	40	37	34	30	26	22
CQW	TW A3	10	59	58	57	56	55	54
CQW	TW A4	10	64	63	61	60	59	58
CQW	TW A5	10	55	54	53	52	51	50
CQW	QW TW A6 10		45	43	40	37	34	30
CQW	TW TA 26	10	43	41	38	34	31	27

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CQW - Cheraw Municipal Airport/Lynch Bellinger Field

M&R Overview

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

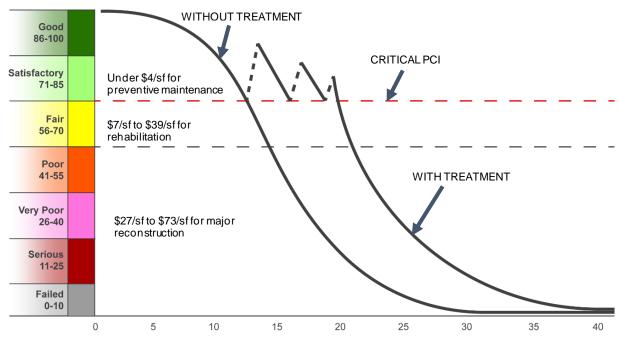


Figure 7 – Pavement Life and the Effect of Treatments





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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.

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost				
Localized Preventive Maintenance	AC Crack Sealing Narrow	1,875	LF	\$	6,580			
	Loc	alized Preventive Mainter	nance Total =	\$	6,580			
	AC Crack Sealing Narrow	36,189	LF	\$	126,770			
Localized Stopgap Maintenance	Surface Seal	100,023	SF	\$	165,100			
mamitoriario	AC Full-Depth Patching	214	SF	\$	3,830			
	L	ocalized Stopgap Mainter	nance Total =	\$	295,700			
	Planning-Level Localized M&R Needs =							

Table 4 – Localized Maintenance Summary by Policy Type

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 CQW results in a total 5-year cost of \$15.71. 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**.

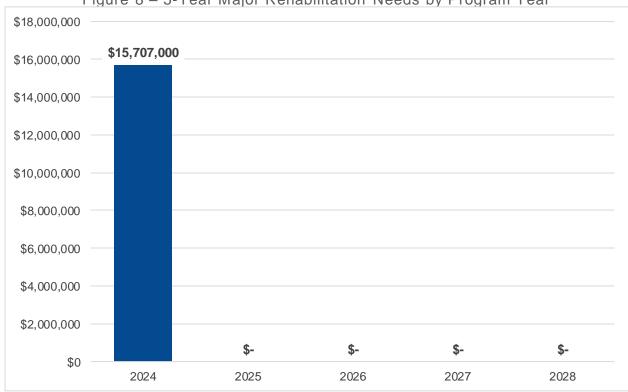


QUW - Cheraw Municipal Airport/Lynch Bellinger Field

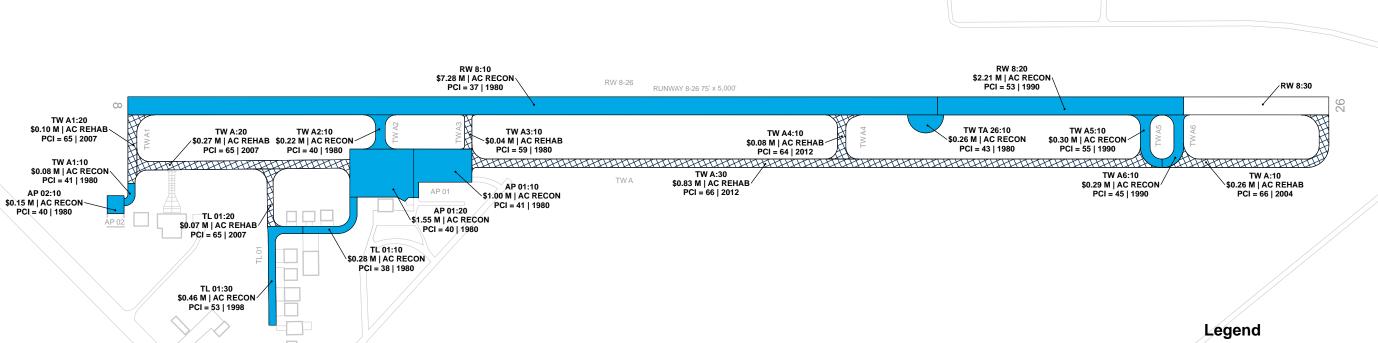
Table 5 – 5-Year Major Rehabilitation Needs

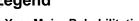
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type		nning Cost Estimate
2024	CQW	AP 01	10	AC	34,696	39	AC Reconstruction	\$	998,000
2024	CQW	AP 01	20	AAC	53,815	38	AC Reconstruction	\$	1,548,000
2024	CQW	AP 02	10	AAC	5,180	38	AC Reconstruction	\$	149,000
2024	CQW	RW 8	10	AAC	253,050	35	AC Reconstruction	\$	7,276,000
2024	CQW	RW 8	20	AC	76,875	52	AC Reconstruction	\$	2,211,000
2024	CQW	TL 01	10	AC	9,593	35	AC Reconstruction	\$	276,000
2024	CQW	TL 01	20	AC	7,870	64	AC Rehabilitation	\$	65,000
2024	CQW	TL 01	30	AC	16,118	52	AC Reconstruction	\$	464,000
2024	CQW	TW A	10	AC	31,110	65	AC Rehabilitation	\$	257,000
2024	CQW	TW A	20	AC	32,564	64	AC Rehabilitation	\$	269,000
2024	CQW	TW A	30	AC	100,480	65	AC Rehabilitation	\$	829,000
2024	CQW	TW A1	10	AAC	2,915	38	AC Reconstruction	\$	84,000
2024	CQW	TW A1	20	AC	11,730	64	AC Rehabilitation	\$	97,000
2024	CQW	TW A2	10	AAC	7,642	37	AC Reconstruction	\$	220,000
2024	CQW	TW A3	10	AC	4,420	58	AC Rehabilitation	\$	37,000
2024	CQW	TW A4	10	AC	8,980	63	AC Rehabilitation	\$	75,000
2024	CQW	TW A5	10	AC	10,569	54	AC Reconstruction	\$	304,000
2024	CQW	TW A6	10	AC	10,167	43	AC Reconstruction	\$ 293,000	
2024	CQW	TW TA 26	10	AAC	8,835	41	AC Reconstruction	\$ 255,000	
				Т	otal 5-Yea	r Major Reh	nabilitation Needs =	\$	15,707,000











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

CQW_ConcJointFromCivil

-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

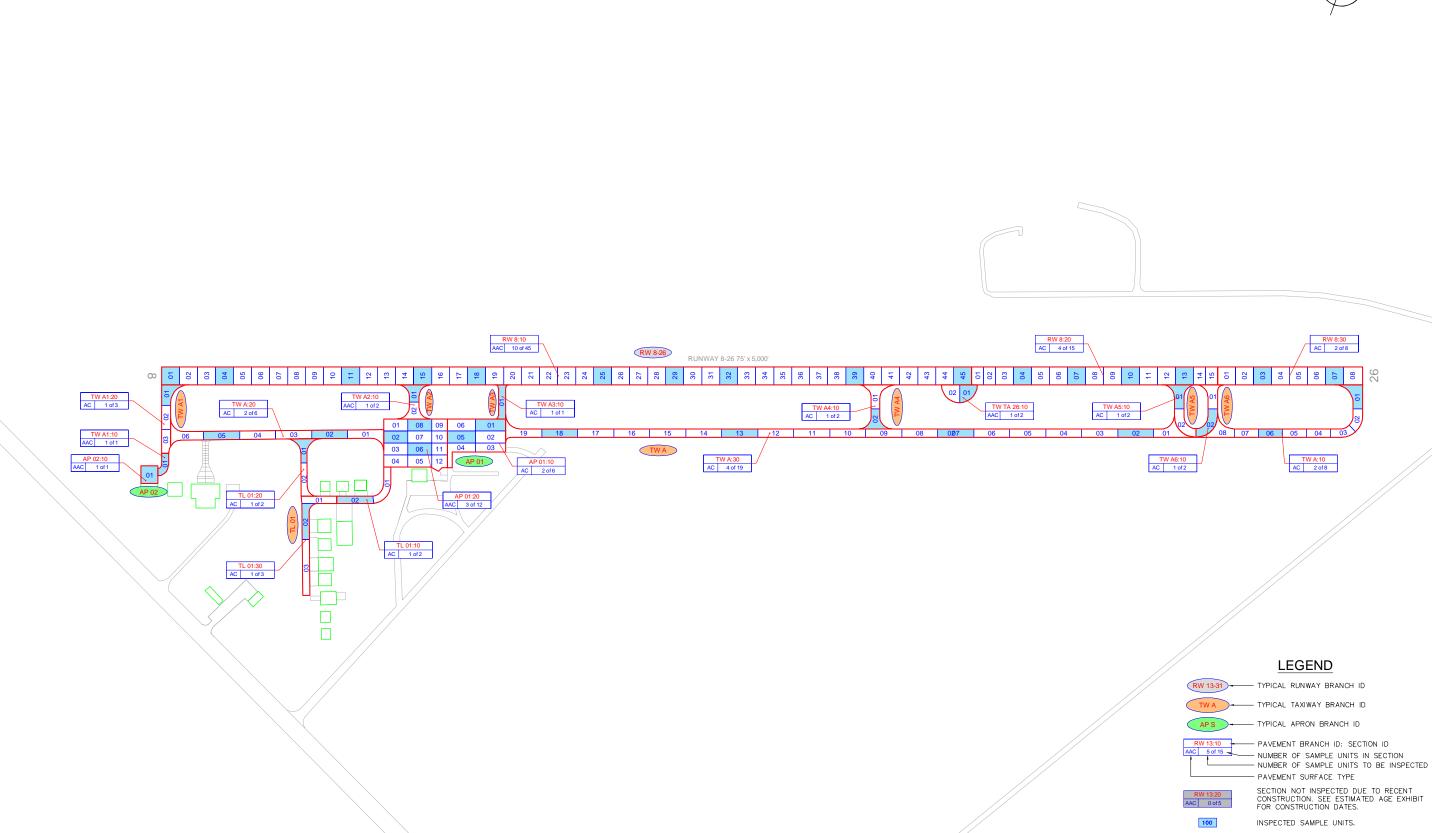


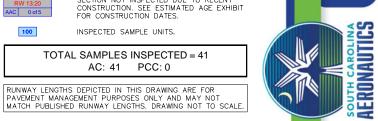


CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Appendix A – Exhibits

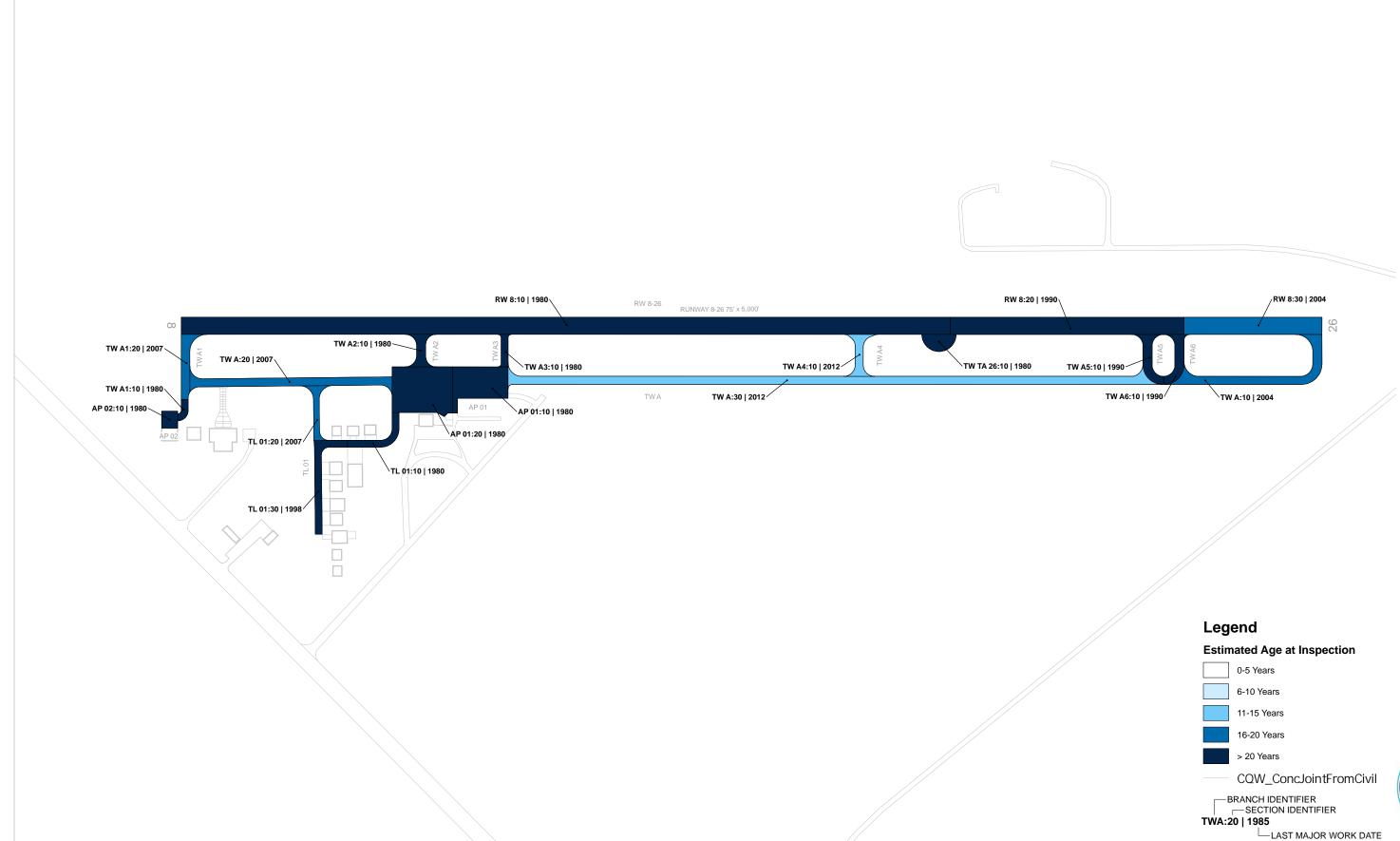






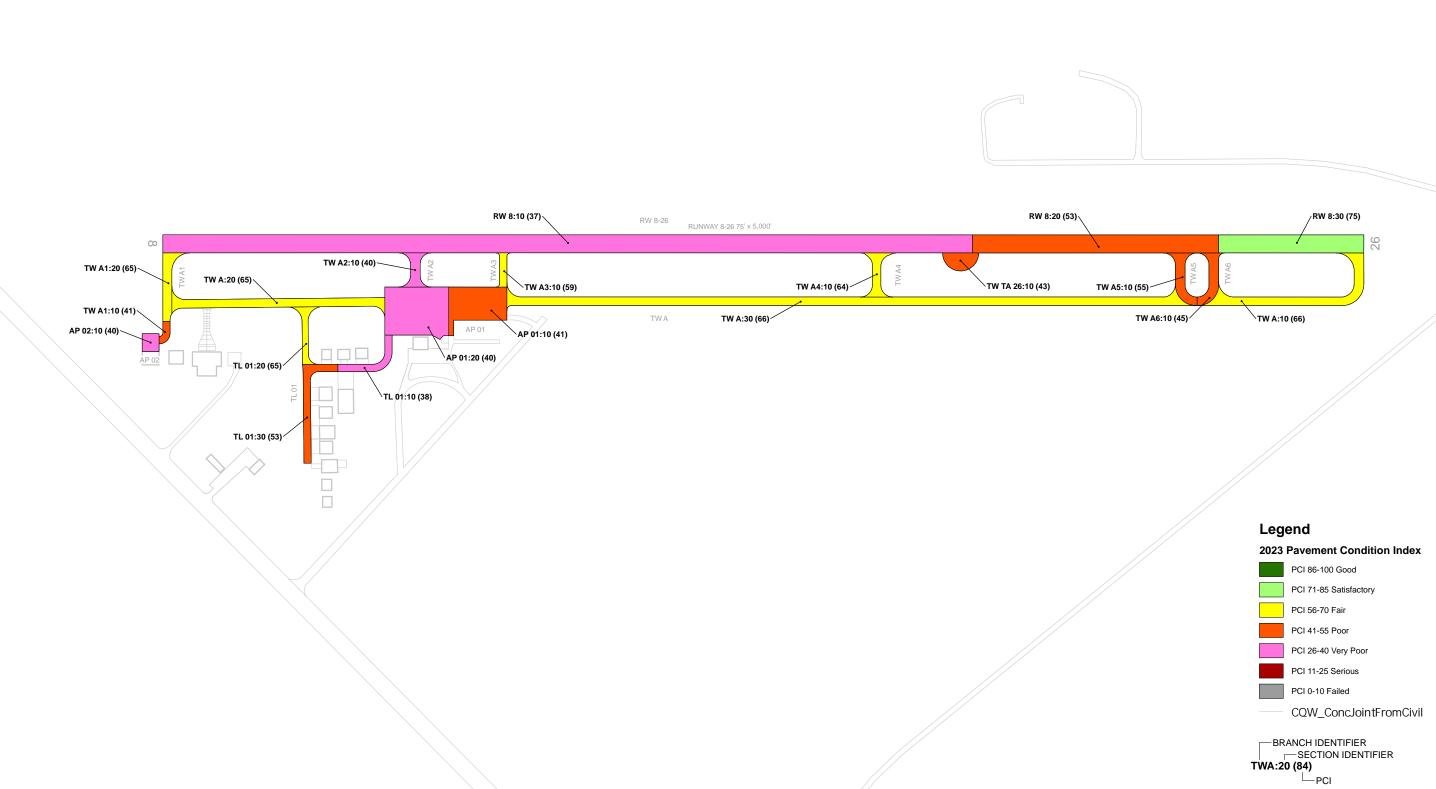
TOTAL SAMPLES INSPECTED = 41 AC: 41 PCC: 0







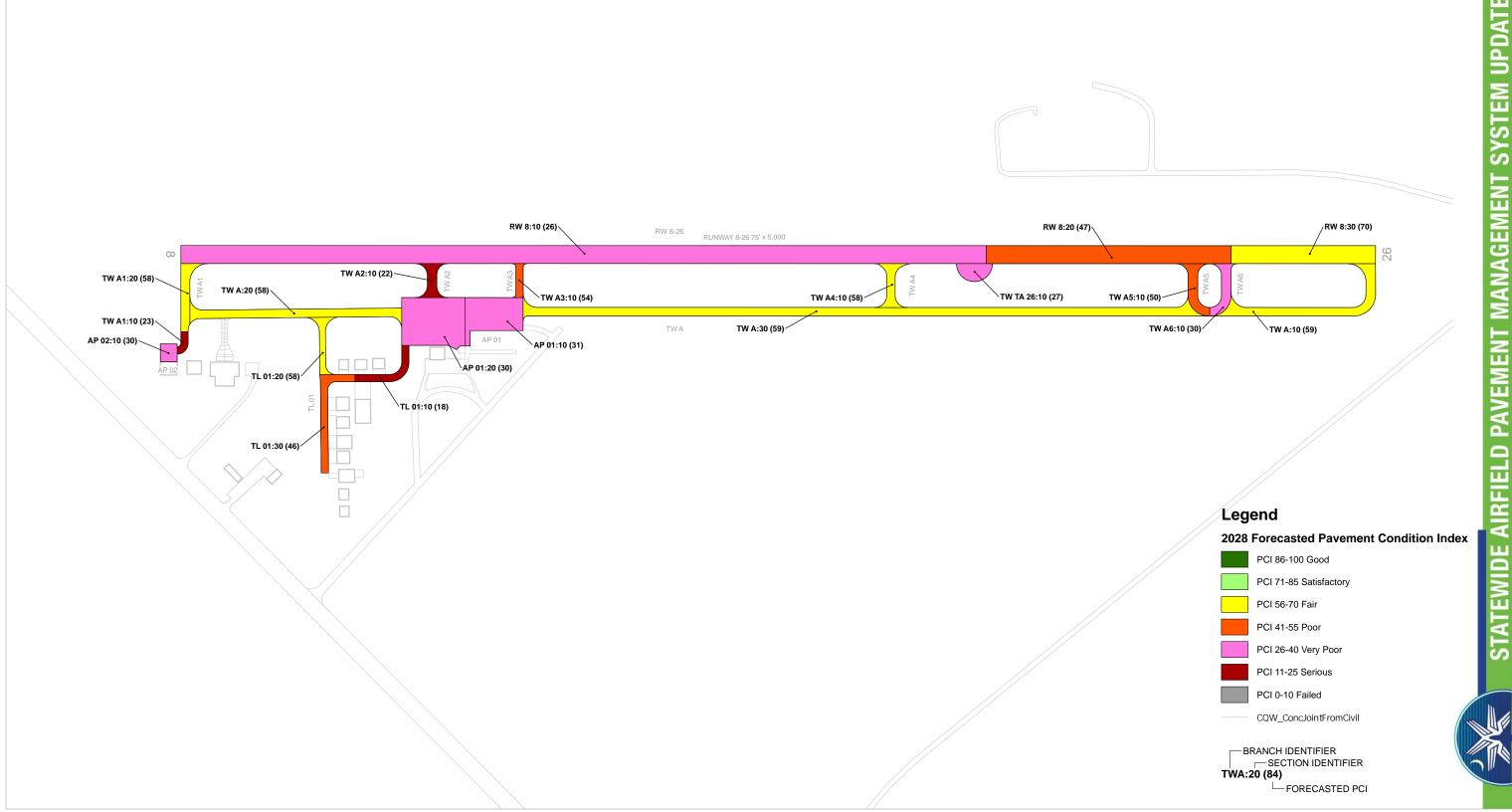




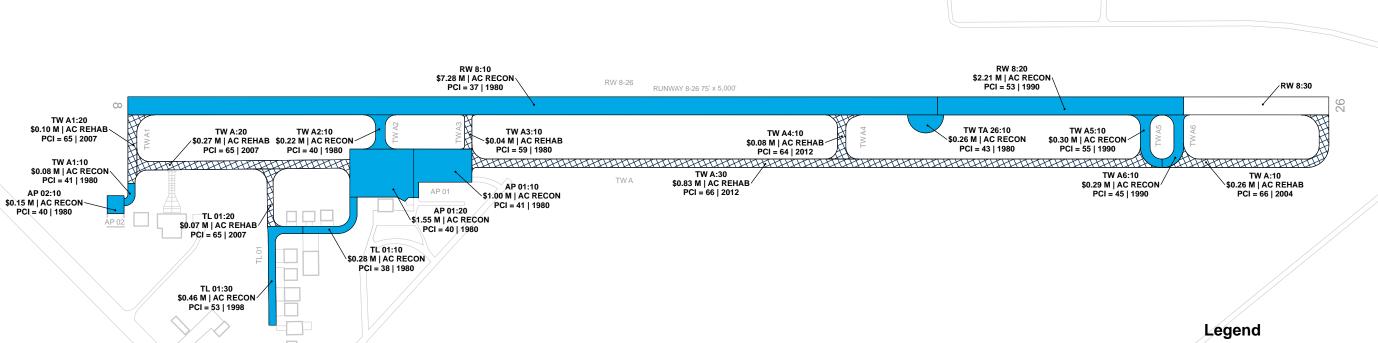


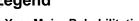
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5-Year Major Rehabilitation Needs

Year 1 Reconstruction Needs Year 1 Rehabilitation Needs

Year 2 Rehabilitation Needs

Year 3 Rehabilitation Needs Year 4 Rehabilitation Needs

Year 5 Rehabilitation Needs

CQW_ConcJointFromCivil

-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.





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Appendix B – Analysis Tables



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Table B1 - System Inventory Data - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
CQW	AP 01	Apron	10	34,696	AC	7/1/1980
CQW	AP 01	Apron	20	53,815	AAC	7/1/1980
CQW	AP 02	Apron	10	5,180	AAC	7/1/1980
CQW	RW 8	Runway	10	253,050	AAC	7/1/1980
CQW	RW 8	Runway	20	76,875	AC	6/1/1990
CQW	RW 8	Runway	30	45,375	AC	8/1/2004
CQW	TL 01	Taxilane	10	9,593	AC	7/1/1980
CQW	TL01	Taxilane	20	7,870	AC	1/1/2007
CQW	TL 01	Taxilane	30	16,118	AC	1/1/1998
CQW	TW A	Taxiway	10	31,110	AC	8/1/2004
CQW	TW A	Taxiway	20	32,564	AC	1/1/2007
CQW	TW A	Taxiway	30	100,480	AC	6/1/2012
CQW	TW A1	Taxiway	10	2,915	AAC	7/1/1980
CQW	TW A1	Taxiway	20	11,730	AC	1/1/2007
CQW	TW A2	Taxiway	10	7,642	AAC	7/1/1980
CQW	TW A3	Taxiway	10	4,420	AC	7/1/1980
CQW	TW A4	Taxiway	10	8,980	AC	6/1/2012
CQW	TW A5	Taxiway	10	10,569	AC	7/1/1990
CQW	TW A6	Taxiway	10	10,167	AC	7/1/1990
CQW	TW TA 26	Taxiway	10	8,835	AAC	7/1/1980

Table B2 - Current Pavement Condition Index Summary - Branch

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area- Weighted Avg PCI	Condition Rating
AP 01	Apron	2	88,511	40	Very Poor
AP 02	Apron	1	5,180	40	Very Poor
RW 8	Runway	3	375,300	45	Poor
TL 01	Taxilane	3	33,581	52	Poor
TW A	Taxiway	3	164,154	66	Fair
TW A1	Taxiway	2	14,645	60	Fair
TW A2	Taxiway	1	7,642	40	Very Poor
TW A3	Taxiway	1	4,420	59	Fair
TW A4	Taxiway	1	8,980	64	Fair
TW A5	Taxiway	1	10,569	55	Poor
TW A6	Taxiway	1	10,167	45	Poor
TW TA 26	Taxiway	1	8,835	43	Poor



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

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
CQW	AP 01	Apron	10	34,696	AC	41	Poor	100	0	0	2	6
CQW	AP 01	Apron	20	53,815	AAC	40	Very Poor	89	11	0	3	12
CQW	AP 02	Apron	10	5,180	AAC	40	Very Poor	100	0	0	1	1
CQW	RW 8	Runway	10	253,050	AAC	37	Very Poor	88	12	0	10	45
CQW	RW 8	Runway	20	76,875	AC	53	Poor	100	0	0	4	15
CQW	RW 8	Runway	30	45,375	AC	75	Satisfactory	100	0	0	2	8
CQW	TL 01	Taxilane	10	9,593	AC	38	Very Poor	85	0	15	1	2
CQW	TL 01	Taxilane	20	7,870	AC	65	Fair	100	0	0	1	2
CQW	TL 01	Taxilane	30	16,118	AC	53	Poor	100	0	0	1	3
CQW	TW A	Taxiway	10	31,110	AC	66	Fair	100	0	0	2	8
CQW	TW A	Taxiway	20	32,564	AC	65	Fair	100	0	0	2	6
CQW	TW A	Taxiway	30	100,480	AC	66	Fair	100	0	0	4	19
CQW	TW A1	Taxiway	10	2,915	AAC	41	Poor	100	0	0	1	1
CQW	TW A1	Taxiway	20	11,730	AC	65	Fair	100	0	0	1	3
CQW	TW A2	Taxiway	10	7,642	AAC	40	Very Poor	100	0	0	1	2
CQW	TW A3	Taxiway	10	4,420	AC	59	Fair	100	0	0	1	1
CQW	TW A4	Taxiway	10	8,980	AC	64	Fair	100	0	0	1	2
CQW	TW A5	Taxiway	10	10,569	AC	55	Poor	100	0	0	1	2
CQW	TW A6	Taxiway	10	10,167	AC	45	Poor	100	0	0	1	2
CQW	TW TA 26	Taxiway	10	8,835	AAC	43	Poor	100	0	0	1	2



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

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

Network	Branch ID	Section ID	Current	Forecasted PCI							
ID	Branchib	Section in	PCI	2024	2025	2026	2027	2028	2029		
CQW	AP 01	10	41	39	37	35	33	31	29		
CQW	AP 01	20	40	38	36	34	32	30	27		
CQW	AP 02	10	40	38	36	34	32	30	27		
CQW	RW 8	10	37	35	33	31	28	26	24		
CQW	RW 8	20	53	52	51	49	48	47	45		
CQW	RW 8	30	75	74	73	72	71	70	69		
CQW	TL01	10	38	35	31	27	23	18	14		
CQW	TL01	20	65	64	62	61	60	58	57		
CQW	TL01	30	53	52	51	50	48	46	44		
CQW	TW A	10	66	65	63	62	60	59	58		
CQW	TW A	20	65	64	62	61	60	58	57		
CQW	TW A	30	66	65	63	62	60	59	58		
CQW	TW A1	10	41	38	35	32	28	23	19		
CQW	TW A1	20	65	64	62	61	60	58	57		
CQW	TW A2	10	40	37	34	30	26	22	17		
CQW	TW A3	10	59	58	57	56	55	54	53		
CQW	TW A4	10	64	63	61	60	59	58	57		
CQW	TW A5	10	55	54	53	52	51	50	48		
CQW	TW A6	10	45	43	40	37	34	30	26		
CQW	TW TA 26	10	43	41	38	34	31	27	22		



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Appendix C - Maintenance and Rehabilitation **Tables**



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Table C1 – Localized Maintenance Summary by Policy Type

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units		Planning terial Cost			
Localized Preventive Maintenance	AC Crack Sealing Narrow	1,875	LF	\$	6,580			
	Localized Preventive Maintenance Total =							
	AC Crack Sealing Narrow	36,189	LF	\$	126,770			
Localized Stopgap Maintenance	Surface Seal	100,023	SF	\$	165,100			
manitoriano	AC Full-Depth Patching	214	SF	\$	3,830			
	L	ocalized Stopgap Mainter	nance Total =	\$	295,700			
	Planning-Level Localized M&R Needs =							

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
CQW	AP 01	10	34,696	41	56	\$ 10,760
CQW	AP 01	20	53,815	40	56	\$ 18,200
CQW	AP 02	10	5,180	40	65	\$ 4,130
CQW	RW 8	10	253,050	37	54	\$ 103,680
CQW	RW 8	20	76,875	53	55	\$ 3,170
CQW	RW 8	30	45,375	75	82	\$ 6,570
CQW	TL 01	10	9,593	38	53	\$ 2,420
CQW	TL 01	20	7,870	65	81	\$ 12,700
CQW	TL 01	30	16,118	53	72	\$ 30,370
CQW	TW A	10	31,110	66	75	\$ 4,990
CQW	TW A	20	32,564	65	84	\$ 52,190
CQW	TW A	30	100,480	66	79	\$ 21,690
CQW	TW A1	10	2,915	41	66	\$ 2,380
CQW	TW A1	20	11,730	65	81	\$ 19,440
CQW	TW A2	10	7,642	40	58	\$ 2,680
CQW	TW A3	10	4,420	59	67	\$ 650
CQW	TW A4	10	8,980	64	77	\$ 1,990
CQW	TW A5	10	10,569	55	59	\$ 570
CQW	TW A6	10	10,167	45	54	\$ 1,220
CQW	TW TA 26	10	8,835	43	59	\$ 2,360



QW - Cheraw Municipal Airport/Lynch Bellinger Field

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	Uni	t Cost	Wo	ork Cost
CQW	RW 8	30	L&TCR	Low	924	LF	2.0%	Preventive	AC Crack Sealing Narrow	924	LF	\$	3.50	\$	3,240
CQW	RW 8	30	L&TCR	Medium	952	LF	2.1%	Preventive	AC Crack Sealing Narrow	952	LF	\$	3.50	\$	3,340
CQW	AP 01	10	BLOCKCR	Medium	6,156	SF	17.7%	Stopgap	ap AC Crack Sealing Narrow		LF	\$	3.50	\$	6,570
CQW	AP 01	10	L&TCR	Medium	803	LF	2.3%	Stopgap	AC Crack Sealing Narrow	803	LF	\$	3.50	\$	2,820
CQW	AP 01	10	RAVELING	Medium	837	SF	2.4%	Stopgap	Surface Seal	837	SF	\$	1.65	\$	1,390
CQW	AP 01	20	ALLIGATOR CR	Medium	86	SF	0.2%	Stopgap	AC Full-Depth Patching	127	SF	\$	17.75	\$	2,270
CQW	AP 01	20	BLOCKCR	Medium	11,689	SF	21.7%	Stopgap	AC Crack Sealing Narrow	3,563	LF	\$	3.50	\$	12,470
CQW	AP 01	20	L&TCR	Medium	567	LF	1.1%	Stopgap	AC Crack Sealing Narrow	567	LF	\$	3.50	\$	1,990
CQW	AP 01	20	RAVELING	Medium	897	SF	1.7%	Stopgap	Surface Seal	897	SF	\$	1.65	\$	1,480
CQW	AP 02	10	L&TCR	Medium	569	LF	11.0%	Stopgap	AC Crack Sealing Narrow	569	LF	\$	3.50	\$	2,000
CQW	AP 02	10	RAVELING	Medium	1,295	SF	25.0%	Stopgap	Surface Seal	1,295	SF	\$	1.65	\$	2,140
CQW	RW 8	10	ALLIGATOR CR	Medium	54	SF	0.0%	Stopgap	AC Full-Depth Patching	87	SF	\$	17.75	\$	1,560
CQW	RW 8	10	BLOCKCR	Medium	52,529	SF	20.8%	Stopgap	AC Crack Sealing Narrow	16,011	LF	\$	3.50	\$	56,040
CQW	RW 8	10	L&TCR	Medium	2,221	LF	0.9%	Stopgap	AC Crack Sealing Narrow	2,221	LF	\$	3.50	\$	7,780
CQW	RW 8	10	RAVELING	Medium	23,217	SF	9.2%	Stopgap	Surface Seal	23,217	SF	\$	1.65	\$	38,310
CQW	RW 8	20	RAVELING	Medium	1,920	SF	2.5%	Stopgap	Surface Seal	1,920	SF	\$	1.65	\$	3,170
CQW	TL 01	10	BLOCKCR	Medium	782	SF	8.2%	Stopgap	AC Crack Sealing Narrow	239	LF	\$	3.50	\$	840
CQW	TL 01	10	L&TCR	Medium	453	LF	4.7%	Stopgap	AC Crack Sealing Narrow	453	LF	\$	3.50	\$	1,590
CQW	TL 01	20	L&TCR	Medium	103	LF	1.3%	Stopgap	AC Crack Sealing Narrow	103	LF	\$	3.50	\$	370
CQW	TL 01	20	WEATHERING	Medium	7,477	SF	95.0%	Stopgap	Surface Seal	7,477	SF	\$	1.65	\$	12,340
CQW	TL 01	30	L&TCR	Medium	1,457	LF	9.0%	Stopgap	AC Crack Sealing Narrow	1,457	LF	\$	3.50	\$	5,100
CQW	TL 01	30	WEATHERING	Medium	15,314	SF	95.0%	Stopgap	Surface Seal	15,314	SF	\$	1.65	\$	25,270
CQW	TW A	10	L&TCR	Medium	1,426	LF	4.6%	Stopgap	AC Crack Sealing Narrow	1,426	LF	\$	3.50	\$	4,990
CQW	TW A	20	L&TCR	Medium	326	LF	1.0%	Stopgap	AC Crack Sealing Narrow	326	LF	\$	3.50	\$	1,140
CQW	TW A	20	WEATHERING	Medium	30,939	SF	95.0%	Stopgap	Surface Seal	30,939	SF	\$	1.65	\$	51,050
CQW	TW A	30	L&TCR	Medium	3,833	LF	3.8%	Stopgap	AC Crack Sealing Narrow	3,833	LF	\$	3.50	\$	13,420
CQW	TW A	30	WEATHERING	Medium	5,014	SF	5.0%	Stopgap	Surface Seal	5,015	SF	\$	1.65	\$	8,280
CQW	TW A1	10	L&TCR	Medium	335	LF	11.5%	Stopgap	AC Crack Sealing Narrow	335	LF	\$	3.50	\$	1,180
CQW	TW A1	10	RAVELING	Medium	729	SF	25.0%	Stopgap	Surface Seal	729	SF	\$	1.65	\$	1,210
CQW	TW A1	20	L&TCR	Medium	299	LF	2.5%	Stopgap	AC Crack Sealing Narrow	299	LF	\$	3.50	\$	1,050
CQW	TW A1	20	WEATHERING	Medium	11,144	SF	95.0%	Stopgap	Surface Seal	11,144	SF	\$	1.65	\$	18,390
CQW	TW A2	10	BLOCKCR	Medium	1,911	SF	25.0%	Stopgap	AC Crack Sealing Narrow	582	LF	\$	3.50	\$	2,040
CQW	TW A2	10	RAVELING	Medium	383	SF	5.0%	Stopgap	Surface Seal	383	SF	\$	1.65	\$	640



QW - Cheraw Municipal Airport/Lynch Bellinger Field

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	
CQW	TW A3	10	L&TCR	Medium	183	LF	4.1%	Stopgap	AC Crack Sealing Narrow	183	LF	\$	3.50	\$	650
CQW	TW A4	10	L&TCR	Medium	356	LF	4.0%	Stopgap	AC Crack Sealing Narrow	356	LF	\$	3.50	\$	1,250
CQW	TW A4	10	WEATHERING	Medium	450	SF	5.0%	Stopgap	Surface Seal	450	SF	\$	1.65	\$	750
CQW	TW A5	10	BLOCKCR	Medium	529	SF	5.0%	Stopgap	AC Crack Sealing Narrow	161	LF	\$	3.50	\$	570
CQW	TW A6	10	BLOCKCR	Medium	509	SF	5.0%	Stopgap	AC Crack Sealing Narrow	155	LF	\$	3.50	\$	550
CQW	TW A6	10	RAVELING	Medium	407	SF	4.0%	Stopgap	Surface Seal	407	SF	\$	1.65	\$	680
CQW	TW TA 26	10	BLOCKCR	Medium	2,209	SF	25.0%	Stopgap	AC Crack Sealing Narrow	673	LF	\$	3.50	\$	2,360



QW - Cheraw Municipal Airport/Lynch Bellinger Field

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	CQW	AP 01	10	AC	34,696	39	AC Reconstruction	\$	998,000
2024	CQW	AP 01	20	AAC	53,815	38	AC Reconstruction	\$	1,548,000
2024	CQW	AP 02	10	AAC	5,180	38	AC Reconstruction	\$	149,000
2024	CQW	RW 8	10	AAC	253,050	35	AC Reconstruction	\$	7,276,000
2024	CQW	RW 8	20	AC	76,875	52	AC Reconstruction	\$	2,211,000
2024	CQW	TL 01	10	AC	9,593	35	AC Reconstruction	\$	276,000
2024	CQW	TL 01	20	AC	7,870	64	AC Rehabilitation	\$	65,000
2024	CQW	TL 01	30	AC	16,118	52	AC Reconstruction	\$	464,000
2024	CQW	TW A	10	AC	31,110	65	AC Rehabilitation	\$	257,000
2024	CQW	TW A	20	AC	32,564	64	AC Rehabilitation	\$	269,000
2024	CQW	TW A	30	AC	100,480	65	AC Rehabilitation	\$	829,000
2024	CQW	TW A1	10	AAC	2,915	38	AC Reconstruction	\$	84,000
2024	CQW	TW A1	20	AC	11,730	64	AC Rehabilitation	\$	97,000
2024	CQW	TW A2	10	AAC	7,642	37	AC Reconstruction	\$	220,000
2024	CQW	TW A3	10	AC	4,420	58	AC Rehabilitation	\$	37,000
2024	CQW	TW A4	10	AC	8,980	63	AC Rehabilitation	\$	75,000
2024	CQW	TW A5	10	AC	10,569	54	AC Reconstruction	\$	304,000
2024	CQW	TW A6	10	AC	10,167	43	AC Reconstruction	\$	293,000
2024	CQW	TW TA 26	10	AAC	8,835	41	AC Reconstruction	\$	255,000
	Total 5-Year Major Rehabilitation Needs =							\$	15,707,000



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Appendix D – PCI Results Summary





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

RW8

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 8	RUNWAY	3	375,300	45	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	253,050	AAC	1980	-	37	Very Poor	88	12	0
20	76,875	AC	1990	-	53	Poor	100	0	0
30	45,375	AC	2004	-	75	Satisfactory	100	0	0





RW 8-10

RW 8-20



RW 8-30





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

TWA

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating	
TW A	TAXIWAY	3	164,154	66	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	31,110	AC	2004	-	66	Fair	100	0	0
20	32,564	AC	2007	-	65	Fair	100	0	0
30	100,480	AC	2012	-	66	Fair	100	0	0





TW A-10 TW A-20



TW A-30





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	2	14,645	60	Fair

Section ID	Area (SF)	Surface		Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	2,915	AAC	1980	-	41	Poor	100	0	0
20	11,730	AC	2007	-	65	Fair	100	0	0





TW A1-10 TW A1-20

TW A2

Branch ID	Branch Use	Numbe	er of Sections	Branch Area ((SF)	Branch / Weighted /		Bra Conditio	
TW A2	TAXIWAY		1	7,642		40		Very	Poor
Section ID	Area (SF)	Surface		Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	7,642	AAC	1980	-	40	Very Poor	100	0	0



TW A2-10





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	nch Area (SF) Branch Area- Weighted Avg PCI	
TW A3	TAXIWAY	1	4,420	59	Fair

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate		
10	4,420	AC	1980	-	59	Fair	100	0	0



TW A3-10

TW A4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A4	TAXIWAY	1	8,980	64	Fair

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating			
10	8,980	AC	2012	-	64	Fair	100	0	0



TW A4-10



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

TW A5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A5	TAXIWAY	1	10,569	55	Poor

Section ID	Area (SF)	Surface		Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate		
10	10,569	AC	1990	-	55	Poor	100	0	0



TW A6-10

TW A6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A6	TAXIWAY	1	10,167	45	Poor

Section ID	Area (SF)	Surface		Est. Last Global Treatment Year	PCI		PCI % Climate		
10	10,167	AC	1990	-	45	Poor	100	0	0



TW A6-10





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

TWTA 26

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW TA 26	TAXIWAY	1	8,835	43	Poor

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate		
10	8,835	AAC	1980	-	43	Poor	100	0	0



TW TA 26-10



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

TL 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TL 01	TAXILANE	3	33,581	52	Poor

Section ID	Area (SF)	Surface		Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	9,593	AC	1980	-	38	Very Poor	85	0	15
20	7,870	AC	2007	-	65	Fair	100	0	0
30	16,118	AC	1998	-	53	Poor	100	0	0





TL 01-10 TL 01-20



TL 01-30





CQW - Cheraw Municipal Airport/Lynch Bellinger Field

AP 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP 01	APRON	2	88,511	40	Very Poor

Section ID	Area (SF)	Surface		Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	34,696	AC	1980	-	41	Poor	100	0	0
20	53,815	AAC	1980	-	40	Very Poor	89	11	0





AP 01-10 AP 01-20

AP 02

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP 02	APRON	1	5,180	40	Very Poor

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate		
10	5,180	AAC	1980	-	40	Very Poor	100	0	0



AP 02-10



CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Appendix E – Re-Inspection Report

Re-Inspection Report

 $SCAC_2023$

Page 1 of 21 **Generated Date** 5/31/2023

Generated Date	5/31/2023					
Network: CQW		Name:	Cheraw Municipal Ai	rport/Lynch Bellin	nger Field	
Branch: AP 01	Name:	APRON 01	Use: A	PRON	Area:	88,511 SqFt
Section: 10	of 2	rom: -		То: -		Last Const.: 7/1/1980
Surface: AC	Family: SC34_AP_AC	Zone:		Category: G		Rank: P
Area: 34,6	96 SqFt Length:	250 Ft	Width:	137 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length	: Ft
Shoulder:	Street Type:	Grad	e: 0		Lanes: 0	
Section Comments:						
Work Date: 7/1/1980	Work Type: Surfac	e Course - AC (Layer Co	onstruct) Code:	SU-AC	Is Major	M&R: False
Work Date: 7/1/1980	Work Type: New O	Construction - AC	Code:	NC-AC	Is Major	M&R: True
Work Date: 7/1/1998	Work Type: Surfac	e Seal - Rejuvenating	Code:	SS-RE	Is Major	M&R: False
Work Date: 1/1/2012	Work Type: Crack	Sealing - AC	Code:	CS-AC	Is Major	M&R: False
Work Date: 1/1/2020	Work Type: Crack	Sealing - AC	Code:	CS-AC	Is Major	M&R: False
Last Insp. Date: 2/1/2023	TotalSa	mples: 6	Surveyed:	2		
Conditions: PCI: 41						
Inspection Comments:						
Sample Number: 01	Type: R	Area:	6250.00 SqFt	PCI: 42		
Sample Comments:						
43 BLOCK CR	L	3732.00 SqFt				
43 BLOCK CR	M	1244.00 SqFt				
48 L & T CR	L	78.00 Ft				
48 L & T CR	M	168.00 Ft				
52 RAVELING	L	6250.00 SqFt				
Sample Number: 05	Type: R	Area:	5850.00 SqFt	PCI: 39		
Sample Comments:						
43 BLOCK CR	L	2709.00 SqFt				
43 BLOCK CR	M	903.00 SqFt				
48 L & T CR	L	151.00 Ft				
48 L&TCR	M	112.00 Ft				
52 RAVELING	L	5558.00 SqFt				
52 RAVELING	M	292.00 SqFt				
J4 KAVELING	IVI	494.00 SYF1				

	vork:	CQW							Nan	ic.	Chera	w Munic	ıpaı Aii	rport/Lynch B	eninger r	TCIG			
Bran	ich:	AP 01				Nan	ie:	APRO	N 01			Use	: AF	PRON	Area	ı:	88,511 Sc	qFt	
Secti	ion: 2	20			of 2		Fre	om:	-					То: -			Last C	onst.:	7/1/1980
Surf	ace: A	AAC		Family:	SC:	34_A	P_AC		Zon	e:				Category: (ĵ		Rank:	P	
Area	ı:		53,813	5 SqFt		Ler	ngth:		260 I	t	•	Width:		200 Ft					
Slab	s:			Slab L	ength:			Ft		Slab Wi	idth:			Ft		Joint Length	:	Ft	
Shou	ılder:			Street	Туре:					Grade:	0					Lanes: 0			
Secti	ion Com	nments:																	
Wor	k Date:	6/1/1964		•	Work 7	Гуре:	Surface	Course	- AC (L	ayer Cons	struct)		Code:	SU-AC		Is Major	M&R: Fa	alse	
Wor	k Date:	6/1/1964		•	Work 7	Гуре:	Base Co	ourse - A	ggregat	e			Code:	BA-AG		Is Major	M&R: Fa	alse	
Wor	k Date:	7/1/1980)	•	Work 7	Гуре:	New Co	onstruction	on - AC				Code:	NC-AC		Is Major	M&R: Ti	rue	
Wor	k Date:	7/1/1980)	•	Work 7	Гуре:	Overlay	/ - AC St	ructura				Code:	OL-AS		Is Major	M&R: Ti	rue	
Wor	k Date:	7/1/1998	,	•	Work 7	Гуре:	Surface	Seal - R	ejuvena	ting			Code:	SS-RE		Is Major	M&R: Fa	alse	
Wor	k Date:	1/1/2012	!	•	Work 7	Гуре:	Crack S	Sealing -	AC				Code:	CS-AC		Is Major	M&R: Fa	alse	
Wor	k Date:	1/1/2020		,	Work 7	Гуре:	Crack S	Sealing -	AC				Code:	CS-AC		Is Major	M&R: Fa	alse	
	ditions:		/2023 40			1	otalSan	ipies:	12			Surve	yed: 3	3					
Conc Insp	ditions: ection C	PCI:	40 s:										yed:						
Cond Inspe Sam	ditions: ection C ple Num	PCI: Comments nber: 02	40 s:	T	ype:	R			Area:		5000.0	Surve	yed:	PCI:	35				
Cond Inspo Sam Sam	ditions: ection C ple Num ple Com	PCI: Comments nber: 02 nments:	40	Т		R		- A	Area:	5	5000.0		yed:		35				
Cond Inspe Samp Samp	ditions: ection C ple Num ple Com	PCI: Comments nber: 02 nments:	40	T		R M	<u> </u>	24.00	Area: SqFt		5000.0		yed:		35				
Conc Inspe Samp Samp 41	ditions: ection C ple Num ple Com ALLI BLOG	PCI: Comments nber: 02 nments:	40	Т		R		- A	Area: SqFt		5000.0		yed:		35				
Cond Inspe Samp Samp 41 43 43	ditions: ection C ple Num ple Com ALLI BLOG	PCI: Comments nber: 02 nments: IGATOR (40	T		R M L	<u>.</u>	24.00 3732.00	Area: SqFt SqFt		5000.0		yed:		35				
Sam Sam Sam 41 43 43 52	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI	PCI: Comments nber: 02 nments: IGATOR (CK CR CK CR	40	T		R M L M	<u>.</u>	24.00 3732.00 1244.00	SqFt SqFt SqFt SqFt SqFt		5000.C		yed: a		35				
Conc Inspe Samp Samp 41 43 43 52 52	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI RAVI	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING	40 40 2 CR			R M L M L		24.00 3732.00 1244.00 4750.00 250.00	SqFt SqFt SqFt SqFt SqFt		Kę M		yed: 3						
Samp Samp 41 43 43 52 52 Samp	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI RAVI	PCI: Comments nber: 02 nments: IGATOR 0 CK CR CK CR CK CR ELING ELING	40 40 2 CR			M L M L M		24.00 3732.00 1244.00 4750.00 250.00	SqFt SqFt SqFt SqFt SqFt SqFt	UTH O	Kę M	00 SqFt	yed:	PCI:					
Samp Samp Samp 41 43 43 52 52 Samp Samp	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI RAVI ple Num ple Com	PCI: Comments nber: 02 nments: IGATOR 0 CK CR CK CR ELING ELING nber: 06 nments:	40 40 2 CR		ype:	M L M L M		24.00 3732.00 1244.00 4750.00 250.00	SqFt SqFt SqFt SqFt SqFt SqFt	UTH PRIN	5000.0	00 SqFt	I A	PCI:					
Cond Inspense Samp 41 43 43 52 52 Samp 43	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI RAVI ple Num ple Com	PCI: Comments nber: 02 nments: IGATOR (CK CR CK CR ELING ELING nber: 06 nments: CK CR	40 40 2 CR		ype:	R M L M L R		24.00 3732.00 1244.00 4750.00 250.00	SqFt SqFt SqFt SqFt SqFt SqFt	UTH RON	5000.0	00 SqFt	I A	PCI:					
Cond Inspectors Samp 41 43 43 552 552 Samp 43 43	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI RAVI ple Num ple Com BLOG BLOG	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING ELING nber: 06 nments: CK CR	40 40 2 CR		ype:	R M L M L R R L M		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 1008.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt	UTH (RON	5000.0	00 SqFt	I A	PCI:					
Sample Sa	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI RAVI ple Num ple Com	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING ELING nber: 06 nments: CK CR	40 40 2 CR		ype:	R M L M L R		24.00 3732.00 1244.00 4750.00 250.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	NON ROIN	5000.0	00 SqFt	I A	PCI:					
Condon Co	ditions: ection C ple Num ple Com ALLI BLOG RAVI RAVI ple Num ple Com BLOG BLOG L&7 L&7	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING ELING nber: 06 nments: CK CR	40 40 2 CR		ype:	R M L M L M R L M R		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 1008.00 13.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt Ft	RON	5000.0	00 SqFt	I A	PCI:					
Cond Inspectors Sample	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI Ple Num ple Com BLOG BLOG L & 1 L & 1 RAVI	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING ELING nber: 06 nments: CK CR CK CR	40 ss: 2 CR	Т	ype:	R M L M L M R L M R		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 1008.00 13.00 83.00 5000.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt Ft	UTH RON	5000.C	00 SqFt	I A	PCI:	42				
Conc Samp Samp 41 43 43 52 52 Samp 43 44 48 48 48 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 52 Samp 53 Samp 54 Sa Sa Sa Sa Sa Sa Sa Sa Sa Sa Sa Sa Sa	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI ple Num ple Com BLOG L&7 L&7 RAVI	PCI: Comments nber: 02 nments: IGATOR 0 CK CR CK CR ELING ELING nber: 06 nments: CK CR CK CR C CR C CR C CR C CR C CR C	40 ss: 2 CR	Т	ype:	R M L M L M L M L M L M L M L M L M L M		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 1008.00 13.00 83.00 5000.00	SqFt SqFt SqFt SqFt SqFt SqFt Ft Ft SqFt	UTH RON	5000.C	00 SqFt	I A	PCI:	42				
Cond Inspense Samj 41 43 43 52 52 Samj 43 43 48 48 52 Samj Samj	ditions: ection C ple Num ple Com ALLI BLOG BLOG RAVI Ple Num BLOG BLOG L&7 L&7 RAVI ple Num ple Com	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING nber: 06 nments: CK CR CK CR CK CR CK CR CH CR CH CR CK CR CK CR C	40 ss: 2 CR	Т	ype:	R M L M L M L M L M L M L M L M L M L M		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 1008.00 13.00 83.00 5000.00	SqFt SqFt SqFt SqFt SqFt Area:	UTH RON	5000.C	00 SqFt	I A	PCI:	42				
Cond Inspo Samj 41 43 43 52 52 Samj 43 43 448 48 52 Samj	ple Num ple Com ALLI BLOO RAVI Ple Num ple Com BLOO L & 1 L & 1 RAVI Ple Num ple Com BLOO DL & 7 RAVI RAVI RAVI RAVI RAVI RAVI RAVI RAVI	PCI: Comments nber: 02 nments: IGATOR 0 CK CR CK CR ELING nber: 06 nments: CK CR CK CR CK CR CK CR CH	40 ss: 2 CR	Т	ype:	R M L M L M R L M L M L R R		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 1008.00 13.00 83.00 5000.00	SqFt SqFt SqFt SqFt SqFt SqFt Ft Ft SqFt Area:	UTH RON	5000.C	00 SqFt	I A	PCI:	42				
Cond Inspense Samj 41 43 43 52 52 Samj 43 448 48 52 Samj 88 48 48 52 Samj	ple Num ple Com ALLI BLOO RAVI Ple Num ple Com BLOO L & 1 L & 1 RAVI Ple Num ple Com BLOO DL & 7 RAVI RAVI RAVI RAVI RAVI RAVI RAVI RAVI	PCI: Comments nber: 02 nments: IGATOR CK CR CK CR ELING nber: 06 nments: CK CR	40 ss: 2 CR	Т	ype:	R M L M L M R L M L M R L M L R L L R L L		24.00 3732.00 1244.00 4750.00 250.00 A 3023.00 13.00 83.00 5000.00 A 3019.00 1006.00 47.00	SqFt SqFt SqFt SqFt SqFt SqFt Ft Ft SqFt Sq	UTH (RON	5000.C	00 SqFt	I A	PCI:	42				
Cond Inspense Samj 41 43 43 52 52 Samj 43 43 48 48 52 Samj 43 43 44 48 48 48 48 48 48 48 48 48 48 48 48	ple Num Ple Com ALLI BLOG BLOG RAVI Ple Num Ple Com BLOG BLOG L & 1 L & 1 RAVI Ple Num Ple Com BLOG BLOG BLOG BLOG BLOG BLOG BLOG BLOG	PCI: Comments nber: 02 nments: IGATOR C CK CR CK CR ELING nber: 06 nments: CK CR C C	40 ss: 2 CR	Т	ype:	R M L M L M R L M L M L M L M L M L M L		24.00 3732.00 1244.00 4750.00 250.00 1008.00 13.00 83.00 5000.00	SqFt SqFt SqFt SqFt SqFt SqFt SqFt SqFt	NON RON	5000.C	00 SqFt	I A	PCI:	42				

Network:	CQW					Nam	ie: C	Cheraw Munic	cipal Ai	rport/Lynch Bell	inger Field			
Branch:	AP 02		N	lame:	APRON	J 02		Use	e: Al	PRON	Area:	5,18	0 SqFt	
Section:	10	(of 1	Fr	om: -					To: -		Las	st Const.:	7/1/1980
Surface:	AAC	Family:	SC34	_AP_AC		Zone	e:			Category: G		Ra	nk: S	
Area:		5,180 SqFt]	Length:		70 F	t	Width:		74 Ft				
Slabs:		Slab Le	ngth:		Ft		Slab Widt	h:		Ft	Joint Len	gth:	F	t
Shoulder:		Street T	ype:				Grade:	0			Lanes:	0		
Section Co	omments:													
Work Dat	e: 6/1/1964	V	ork Ty	pe: New C	onstruction	ı - AC			Code:	NC-AC	Is Ma	jor M&R	: True	
Work Dat	e: 6/1/1964	V	ork Ty	pe: Base C	ourse - Ag	gregate	•		Code:	BA-AG	Is Ma	jor M&R	: False	
Work Dat	e: 6/1/1964	V	ork Ty	pe: Surface	e Course	AC (La	nyer Constru	ıct)	Code:	SU-AC	Is Ma	jor M&R	: False	
Work Dat	e: 7/1/1980	V	ork Ty	pe: Overla	y - AC Strı	ıctural			Code:	OL-AS	Is Ma	jor M&R	: True	
Work Dat	e: 1/1/2012	V	Vork Ty	pe: Crack	Sealing - A	.C			Code:	CS-AC	Is Ma	jor M&R	: False	
Condition	Date: 2/1/s: PCI:	40		TotalSal	nples: 1			Surve	eyed:	1				
Sample Nu	umber: 01	Ту	pe:	R	Aı	rea:	5	180.00 SqFt		PCI: 40				
Sample Co	omments:													
48 L & 52 RA	& T CR & T CR VELING VELING		L M L M		61.00 1 569.00 1 3885.00 1 1295.00	Ft SqFt								

Netwo	rk:	CQW						Nar	ne: (Cheraw Muni	cipal Ai	rport/Lynch	Bellinger	Field				
Branc	h:	RW 8			Na	me:	RUNV	WAY 8-	26	Us	e: RU	JNWAY	Arc	ea:	3	375,300 SqF	Ft .	
Section				of 3		Froi						To: -				Last Cor		7/1/1980
Surfac		AC	Family			RW_AC		Zor				Category:	G			Rank:		1111700
	e: A		-	y: sc	_	_				XX/: J41						Kank:	r	
Area:		253	3,050 SqFt	_		ength:	_	3,400 1		Width:		75 F	t				_	
Slabs:				Length:			Ft		Slab Wid	th:		Ft		Joint L	ength:		Ft	
Should	der:		Stree	t Type:					Grade:	0				Lanes:	0			
Section	n Com	ments:																
Work	Date:	6/1/1964		Work	Туре	: Base Cou	urse - A	Aggrega	te		Code:	BA-AG		Is I	Major	M&R: Fals	se	
Work	Date:	6/1/1964		Work	Туре	: Surface (Course	- AC (L	ayer Constr	uct)	Code:	SU-AC		Is N	Major	M&R: Fals	se	
Work	Date:	6/1/1964		Work	Туре	: New Cor	nstructi	on - AC	,		Code:	NC-AC		Is I	Major	M&R: Tru	ie	
Work	Date:	7/1/1980		Work	Туре	: Overlay	- AC S	tructura	1		Code:	OL-AS		Is I	Major	M&R: Tru	ie	
Work	Date:	6/1/1996		Work	Туре	: Crack Se	aling -	AC			Code:	CS-AC		Is I	Major	M&R: Fals	se	
Work	Date:	7/1/1998		Work	Туре	: Surface S	Seal - R	Rejuvena	nting		Code:	SS-RE		Is I	Major	M&R: Fals	se	
Work	Date:	1/1/2012		Work	Туре	: Crack Se	aling -	AC			Code:	CS-AC		Is I	Major	M&R: Fals	se	
Work	Date:	1/1/2020		Work	Туре	: Crack Se	aling -	AC			Code:	CS-AC		Is I	Major	M&R: Fals	se	
Last I	nsp. Da	ate: 2/1/20)23			TotalSamp	ples:	45		Surv	eyed:	10						
Condi	tions:	PCI: 3	37															
Inspec	ction C	omments:																
				Т		D.		A		(25.00 C-E4	\	DCI.	20					
_		ber: 01		Type:		R	1	Area:		625.00 SqFt		PCI:	39					
Sampl	le Com	ments:																
43	BLOG	CK CR			L		829.00	-										
43		CK CR			M	1	406.00											
48	L & T				L		50.00											
48	L&T				M	_	95.00											
52		ELING			L		344.00	The state of the s										
52		ELING			M		281.00	SqFt	DUM	AHTH	10							
Sampl	le Num	ber: 04	,	Type:		R	1	Area:		625.00 SqFt	ıÜ	PCI:	40					
Sampl	le Com	ments:																
43	BI OC	CK CR			L	4	219.00	SaEt										
43		CK CR			M		406.00											
52		ELING			L		344.00	_										
52		ELING			M		281.00											
		ber: 11	,	Туре:		R		Area:		625.00 SqFt		PCI:	38					
_		ments:		1 ypc.			1	. 11 (4.	٠	025.00 Sqrt		i Ci.	50					
43	BLOG	CK CR			L	30	028.00	SaFt										
43		CK CR			M			SqFt										
48	L & T				L		111.00											
48	L & T	CR			M		76.00											
52		ELING			L		344.00	_										
52		ELING			M		281.00											
Sampl	le Num	ber: 15	,	Type:		R	1	Area:	5	625.00 SqFt		PCI:	31					
Sampl	le Com	ments:																
41	ALLI	GATOR CR			L		28.00	SqFt										
41		GATOR CR GATOR CR			M			SqFt										
43		CK CR			L	3:	841.00											
43 43		CK CR			M		294.00											
43 48	L&T				L	1.	12.00											
48	L&T				M		24.00											
52		ELING			L	5	344.00											
52 52		ELING			M		281.00											
		. =			-	•		7										

	1 N 1 10			D.			5(25.00 G F)	D.C.I.	20
_	ole Number: 18	Type:		R	P	rea:	5625.00 SqFt	PCI:	39
Samp	ole Comments:								
43	BLOCK CR		L		2813.00	SqFt			
43	BLOCK CR		M		938.00	SqFt			
48	L & T CR		L		166.00	Ft			
48	L & T CR		M		60.00	Ft			
52	RAVELING		L		5344.00	SqFt			
52	RAVELING		M		281.00	SqFt			
Samp	ole Number: 25	Type:		R	A	rea:	5625.00 SqFt	PCI:	36
Samp	ole Comments:								
41	ALLIGATOR CR		L		5.00	SqFt			
43	BLOCK CR		L		2806.00	SqFt			
43	BLOCK CR		M		938.00	SqFt			
48	L & T CR		L		173.00	Ft			
48	L & T CR		M		5.00	Ft			
50	PATCHING		M		2.00	SqFt			
52	RAVELING		L		5342.00				
52	RAVELING		M		281.00	SqFt			
Samp	ole Number: 29	Type:		R	A	rea:	5625.00 SqFt	PCI:	37
Samp	ole Comments:								
41	ALLIGATOR CR		L		16.00	SqFt			
43	BLOCK CR		L		2797.00	SqFt			
43	BLOCK CR		M		938.00	SqFt			
48	L & T CR		L		68.00	Ft			
48	L & T CR		M		85.00				
52	RAVELING		L		5344.00				
52	RAVELING		M		281.00	SqFt			
Samp	ole Number: 32	Type:		R	A	rea:	5625.00 SqFt	PCI:	37
Samp	ole Comments:								
41	ALLIGATOR CR		L		5.00	SqFt			
43	BLOCK CR		L		4214.00	SqFt			
43	BLOCK CR		M		1406.00	SqFt			
52	RAVELING		L		5344.00	SqFt			
52	RAVELING		M		281.00	SqFt	UTH CAROLINIA		
Samp	ole Number: 39	Type:		R	A	rea:	5625.00 SqFt	PCI:	39
Samp	ole Comments:	••				AŁ	RUNAUTIU5		
43	BLOCK CR		L		2813.00	SqFt			
43	BLOCK CR		M		938.00				
48	L & T CR		L		60.00				
48	L & T CR		M		148.00				
52	RAVELING		L		5344.00				
52	RAVELING		M		281.00				
Samp	ole Number: 45	Type:		R	A	rea:	5550.00 SqFt	PCI:	32
Samp	ole Comments:								
43	BLOCK CR		L		4162.00	SqFt			
43	BLOCK CR		M		1388.00				
52	RAVELING		L		2925.00				
52	RAVELING		M		2625.00	SqFt			

Netwo	ork: CQW					Name	Che	raw Municipal A	Airport/Lynch	Bellinger Fi	eld
Branc	h: RW 8			Name:	RUNV	WAY 8-26		Use: I	RUNWAY	Area:	375,300 SqFt
Sectio	n: 20	C	of 3		From:	-			То: -		Last Const.: 6/1/1990
Surfac	ee: AC	Family:	SC3	4_RW_	AC	Zone:			Category:	G	Rank: P
Area:		76,875 SqFt		Lengt	h:	1,000 Ft		Width:	75 Ft	į	
Slabs:		Slab Le	ngth:		Ft	S	lab Width:		Ft		Joint Length: Ft
Shoule	der:	Street T	ype:			C	Grade: 0]	Lanes: 0
Sectio	n Comments:										
Work	Date: 6/1/1990	W	Vork T	ype: B	ase Course - A	ggregate		Code	e: BA-AG		Is Major M&R: False
Work	Date: 6/1/1990	W	Vork T	ype: Si	urface Course	- AC (Lay	er Construct)	Code	e: SU-AC		Is Major M&R: False
Work	Date: 6/1/1990	W	Vork T	ype: N	ew Constructi	on - AC		Code	e: NC-AC		Is Major M&R: True
Work	Date: 6/1/1996	W	Vork T	ype: C	rack Sealing -	AC		Code	e: CS-AC		Is Major M&R: False
Work	Date: 7/1/1998	W	Vork T	ype: Si	ırface Seal - R	Rejuvenatin	g	Code	e: SS-RE		Is Major M&R: False
Work	Date: 1/1/2012	W	Vork T	ype: C	rack Sealing -	AC		Code	e: CS-AC		Is Major M&R: False
Work	Date: 1/1/2020	W	Vork T	ype: C	rack Sealing -	AC		Code	e: CS-AC		Is Major M&R: False
Last I	nsp. Date: 2/1/	2023		Tota	alSamples:	15		Surveyed:	4		
	tions: PCI:	53						v			
	ction Comments										
	le Number: 04		pe:	R		Area:	5625	5.00 SqFt	PCI:	54	
_	le Comments:	1у	pe.	K	1	Aica.	3025	.00 Sqrt	101.	54	
Sampi											
43	BLOCK CR		I		5625.00		$=$ V V				
52	RAVELING	3	I		1688.00	-		7.7			
57	WEATHERING		I		3937.00		5.005	00 C F	DCI.	5.4	
_	le Number: 07	1 y	pe:	R	1	Area:	5623	5.00 SqFt	PCI:	54	
Sampl	le Comments:										
43	BLOCK CR		I		5625.00	SqFt					
52	RAVELING		I		1688.00						
57	WEATHERING	j	I	,	3937.00	SqFt	UITA	niira			
Sampl	le Number: 10	Ty	pe:	R		Area:	5625	5.00 SqFt	PCI:	54	
Sampl	le Comments:										
42	BLEEDING		N	1	2.00	SqFt					
	BLOCK CR		I		5625.00	-					
43					1688.00						
	RAVELING		I	-		-					
52		ĵ	I		3937.00	SqFt					
52 57	RAVELING				3937.00	SqFt Area:	5625	5.00 SqFt	PCI:	49	
52 57 Sampl	RAVELING WEATHERING		I	,	3937.00		5625	5.00 SqFt	PCI:	49	
52 57 Sampl Sampl	RAVELING WEATHERING le Number: 13 le Comments:		pe:	R	3937.00	Area:	5625	5.00 SqFt	PCI:	49	
_	RAVELING WEATHERING le Number: 13		I	R	3937.00	Area: SqFt	5625	5.00 SqFt	PCI:	49	

Network	: CQ	W					Nai	me: Che	raw Municip	al Airport	/Lynch	Bellinge	r Field		
Branch:	RW	8		1	Name:	RUNV	VAY 8	-26	Use:	RUNV	/AY	Aı	rea:	375,300 SqFt	
Section:	30		of	f 3	Fr	om:	-			To:	-			Last Const.:	8/1/2004
Surface:	AC		Family:	SC34	4_RW_AC		Zoi	ie:		Ca	egory:			Rank: P	
Area:		45,37	'5 SqFt		Length:		600	Ft	Width:		75 Ft	į			
Slabs:			Slab Len	gth:		Ft		Slab Width:		Ft			Joint Length	ı: F	t
Shoulder	•:		Street Ty	pe:				Grade: 0					Lanes: 0		
Section (Comment	s:													
Work Da	nte: 8/1/2	004	Wo	ork Ty	pe: New C	onstruction	on - AC	2	(Code: No	C-AC		Is Major	r M&R: True	
Last Insp	o. Date:	2/1/2023			TotalSan	nples:	8		Survey	ed: 2					
Conditio	ns: PC	I: 75													
Inspectio	n Comm	ents:													
Sample N	Number:	03	Тур	e:	R	A	Area:	5625	5.00 SqFt		PCI:	80			
Sample (Comment	s:													
48 L	& T CR			L		157.00	Ft								
48 L	& T CR			M	1	42.00	Ft								
57 W	EATHER	ING		L		2812.00	SqFt								
Sample N	Number:	07	Тур	e:	R	A	Area:	5625	5.00 SqFt		PCI:	70			
Sample (Comment	s:													
48 L	& T CR			L		72.00	Ft								
	& T CR			M		194.00									
57 W	/EATHEF	ING		L		2812.00	SqFt								

SOUTH CAROLINA AERONAUTICS

Netwo	rk:	CQW					Nai	me: Che	eraw Municipa	al Airp	ort/Lynch Be	ellinger Field			
Branc	h:	TL 01		N	ame:	TAXII	LANE	01	Use:	ТАХ	XILANE	Area:	33,58	1 SqFt	
Sectio	n: 10	0	0	f 3	Fro	m:	-			1	Го: -		Las	st Const.:	7/1/1980
Surfac	ce: A	'C	Family:	SC34_	TWTL_AC		Zoi	ne:		(Category: G		Ra	nk: T	
Area:			9,593 SqFt	I	Length:		350	Ft	Width:		30 Ft				
Slabs:			Slab Ler	igth:		Ft		Slab Width:		F	₹t	Joint	Length:	Ft	t
Shoul	der:		Street T	ype:				Grade: 0				Lane	s: 0		
Sectio	n Com	ments:													
Work	Date:	7/1/1980	W	ork Typ	e: Surface	Course -	AC (I	Layer Construct) Co	ode:	SU-AC	I	s Major M&R	: False	
Work	Date:	7/1/1980	W	ork Typ	e: New Con	nstructio	on - AC	2	Co	ode:	NC-AC	I	s Major M&R	: True	
Work	Date:	1/1/2012	W	ork Typ	e: Crack Se	ealing - A	AC		Co	ode:	CS-AC	I	s Major M&R	: False	
Last I	nsp. Da	ate: 2/1/2	023		TotalSam	ples:	2		Surveye	d: 1					
Condi	tions:	PCI:	38												
Inspec	ction C	omments:													
Sampl	le Num	ber: 02	Tyl	pe:	R	A	rea:	459	8.00 SqFt		PCI: 3	38			
Sampl	le Com	ments:		•					•						
43	BLOC	CK CR		L	1	125.00	SaFt								
43		CK CR		M		375.00	-								
48	L & T	CR		L		138.00	-								
48	L & T	CR		M		217.00	Ft								
52	RAVE	ELING		L	4	598.00	SqFt								
54	SHOV	VING		L		18.00	SqFt								
	SHOV	VING		M		45.00	SqFt								

AERONAUTICS

Network:	CQW			Name:	Cheraw Municipa	al Airport/Lynch Belli	inger Field	
Branch:	TL 01		Name:	TAXILANE 01	Use:	TAXILANE	Area:	33,581 SqFt
Section:	20	of	3 Fro	m: -		То: -		Last Const.: 1/1/2007
Surface:	AC	Family:	SC34_TWTL_AC	Zone:		Category:		Rank: S
Area:		7,870 SqFt	Length:	250 Ft	Width:	25 Ft		
Slabs:		Slab Lengt	th:	Ft SI	ab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Typ	e:	G	rade: 0		Lanes: 0	
Section Co	mments:							
Work Date	e: 1/1/2007	Wor	k Type: New Co	nstruction - AC	C	ode: NC-AC	Is Major	M&R: True
Last Insp.	Date: 2/1/2	2023	TotalSam	ples: 2	Surveye	d: 1		
Conditions	s: PCI:	65						
Inspection	Comments:							
Sample Nu	ımber: 01	Туре	: R	Area:	4045.00 SqFt	PCI: 65		
Sample Co	omments:							



141.00 Ft

53.00 Ft

202.00 SqFt

3843.00 SqFt

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L & T CR

L & T CR

RAVELING

WEATHERING

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Network:	CQW			N	Name: Che	eraw Municip	al Air	rport/Lynch Bell	linger Field	
Branch:	TL 01		Name:	TAXILAN	VE 01	Use:	TA	XILANE	Area:	33,581 SqFt
Section:	30	of	3 Fr	om: -				To: -		Last Const.: 1/1/1998
Surface:	AC	Family:	SC34_TWTL_A	C 7	Zone:			Category: G		Rank: S
Area:		16,118 SqFt	Length:	52	25 Ft	Width:		30 Ft		
Slabs:		Slab Leng	gth:	Ft	Slab Width:			Ft	Joint Leng	th: Ft
Shoulder:		Street Tyj	pe:		Grade: 0				Lanes:	0
Section Co	mments:									
Work Date	: 1/1/1998	Wo	rk Type: Surface	Course - AC	C (Layer Construct	<u>(</u>)	ode:	SU-AC	Is Maj	or M&R: False
Work Date	: 1/1/1998	Wo	rk Type: New Co	onstruction -	AC	C	ode:	NC-AC	Is Maj	or M&R: True
Work Date	: 1/1/2012	Wo	rk Type: Crack S	Sealing - AC		C	ode:	CS-AC	Is Maj	or M&R: False
Last Insp. l	Date: 2/1/	/2023	TotalSan	iples: 3		Surveyo	ed: 1	1		
Conditions	: PCI:	53								

4769.00 SqFt

Area:

PCI: 53

Conditions: PCI: 53 **Inspection Comments:**

Sample Number: 01

Sample Comments:

Type:





Network:	CQW			N	ame: Che	eraw Municipal	Airport/Lynch	Bellinger F	ield		
Branch:	TW A		Name:	TAXIWAY	A	Use:	TAXIWAY	Area	: 10	64,154 SqFt	
Section:	10	of 3		From: -			То: -			Last Const.:	8/1/2004
Surface:	AC	Family: SC	34_TWTL	_AC Z	one:		Category:			Rank: S	
Area:	31,110) SqFt	Length:	800	Ft	Width:	35 Ft				
Slabs:		Slab Length:		Ft	Slab Width:		Ft		Joint Length:	F	t
Shoulder:		Street Type:			Grade: 0)			Lanes: 0		
Section Co	omments:										
Work Date	e: 8/1/2004	Work 7	Гуре: Nev	v Construction - A	С	Cod	le: NC-AC		Is Major N	1&R: True	
Work Date	e: 1/1/2012	Work 7	Гуре: Cra	ck Sealing - AC		Coc	le: CS-AC		Is Major N	1&R: False	
Conditions	Date: 2/1/2023 s: PCI: 66 Comments:		Totals	Samples: 8		Surveyed	: 2				
Sample Nu	ımber: 01	Type:	R	Area:	520	7.00 SqFt	PCI:	64			
Sample Co	omments:										
	z T CR		L	183.00 Ft							
	T CR EATHERING		M L	270.00 Ft 5207.00 SqF	<u>-</u>						
	ımber: 06	Type:	R	3207.00 Sqr Area:		0.00 SqFt	PCI:	68			
Sample Co		Type.	TC .	111011	330	0.00 Sqr t	1011				
48 L&	z T CR		L	121.00 Ft							
	t T CR		M	129.00 Ft							
57 WE	ATHERING		L	3500.00 SqF	UTH CA RONA	ROLINA UTICS					

Network:	CQW				Nai	me: Ch	eraw Municip	oal Airport/Lynch	Bellinge	er Field			
Branch:	TW A		Name:	TAXI	WAY A	A	Use:	TAXIWAY	A	rea:	164,154 \$	SqFt	
Section: 2	20	of 3	3	From:	-			То: -			Last (Const.:	1/1/2007
Surface: A	AC	Family: S	C34_TWTL	_AC	Zor	ne:		Category:			Rank	: S	
Area:	32,56	4 SqFt	Length:	:	900]	Ft	Width:	35 F	t				
Slabs:		Slab Length	ı:	Ft		Slab Width:		Ft		Joint Leng	gth:	Ft	
Shoulder:		Street Type	:			Grade: 0)			Lanes:	0		
Section Con	nments:												
Work Date:	1/1/2007	Work	Type: Nev	v Constructi	on - AC	2	C	Code: NC-AC		Is Maj	jor M&R:	True	
Last Insp. D	Date: 2/1/2023		Totals	Samples:	6		Surveye	ed: 2					
Conditions:	PCI: 65												
Inspection (Comments:												
Sample Nun	nber: 02	Type:	R		Area:	525	50.00 SqFt	PCI:	65				
Sample Con	nments:												
48 L & 7			L	161.00									
48 L&7			M	30.00									
	ELING ATHERING		L M	262.00 4988.00									
Sample Nun		Type:	R		Area:	525	50.00 SqFt	PCI:	65				
Sample Con	nments:												
48 L&7	T CR		L	75.00	Ft								
48 L&7			M	75.00									
	'ELING		L	262.00	- 17.40								
57 WEA	ATHERING		M	4988.00	SqFt	<i>】\\\\</i>							
						UTU CA							
					AŁ	:KUNA	UIIL						

Network: CQW		Name:	Cheraw Municipal Air	rport/Lynch Belling	er Field
Branch: TW A	Name:	TAXIWAY A	Use: TA	AXIWAY A	164 ,154 SqFt
Section: 30	of 3	From: -		То: -	Last Const.: 6/1/2012
Surface: AC	Family: SC34_TWTI	_AC Zone:		Category:	Rank: S
Area: 100,48	30 SqFt Length	: 2,850 Ft	Width:	35 Ft	
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes: 0
Section Comments:					
Work Date: 6/1/2012	Work Type: Ne	w Construction - AC	Code:	NC-AC	Is Major M&R: True
Last Insp. Date: 2/1/2023	Total	Samples: 19	Surveyed: 4	4	
Conditions: PCI: 66		•	•		
Inspection Comments:					
Sample Number: 02	Type: R	Area:	5250.00 SqFt	PCI: 64	
Sample Comments:	••				
48 L & T CR	L	50.00 Ft			
48 L & T CR	M	250.00 Ft			
57 WEATHERING	L	4988.00 SqFt			
57 WEATHERING	M	262.00 SqFt			
Sample Number: 07	Type: R	Area:	5250.00 SqFt	PCI: 64	
Sample Comments:					
48 L & T CR	L	10.00 Ft			
48 L & T CR	M	281.00 Ft			
57 WEATHERING	L	4988.00 SqFt			
57 WEATHERING	M	262.00 SqFt			
Sample Number: 13	Type: R	Area:	5250.00 SqFt	PCI: 68	
Sample Comments:					
48 L & T CR	L	150.00 Ft			
48 L&TCR	M	150.00 Ft			
57 WEATHERING		4988.00 SqFt			
57 WEATHERING 57 WEATHERING	L M	262.00 SqFt 262.00 SqFt	H CAROLINIA		
			5250 00 SaFt	DCI. 69	
Sample Number: 18 Sample Comments:	Type: R	Area:	5250.00 SqFt	PCI: 68	
42 BLEEDING	N	22.00 SqFt			
48 L & T CR	L	54.00 Ft			
48 L & T CR	M	120.00 Ft			
57 WEATHERING	L	4988.00 SqFt			
57 WEATHERING	M	262.00 SqFt			

Network:	CQW				Name	: Che	raw Municip	al Aiı	rport/Lynch Be	ellinger Field			
Branch:	TW A1		Name:	TAXIV	VAY A1		Use:	TA	XIWAY	Area:	14,64	5 SqFt	
Section:	10	C	of 2	From: -					То: -		Las	st Const.:	7/1/1980
Surface:	AAC	Family:	SC34_TW	TL_AC	Zone:				Category: G		Ra	nk: S	
Area:		2,915 SqFt	Leng	th:	95 Ft		Width:		30 Ft				
Slabs:		Slab Le	ngth:	Ft	5	Slab Width:			Ft	Joint 1	Length:	F	t
Shoulder:		Street T	ype:		(Grade: 0				Lanes	: 0		
Section Co	mments:												
Work Date	e: 6/1/1964	W	ork Type: S	urface Course -	AC (Lay	ver Construct) C	ode:	SU-AC	Is	Major M&R	: False	
Work Date	e: 6/1/1964	W	ork Type: N	New Construction	n - AC		C	ode:	NC-AC	Is	Major M&R	: True	
Work Date	e: 6/1/1964	W	ork Type: B	Base Course - Ag	ggregate		C	ode:	BA-AG	Is	Major M&R	: False	
Work Date	: 7/1/1980	W	ork Type: C	Overlay - AC Str	uctural		C	ode:	OL-AS	Is	Major M&R	: True	
Work Date	e: 1/1/2012	W	ork Type: C	Crack Sealing - A	AC .		C	ode:	CS-AC	Is	Major M&R	: False	
Last Insp.	Date: 2/1/2	2023	Tot	talSamples:			Surveye	ed:	1				
Conditions	: PCI:	41											
Inspection	Comments:												
Sample Nu	mber: 01	Ту	pe: R	A	rea:	2915	5.00 SqFt		PCI:	1			
Sample Co	mments:												
48 L&	TCR		M	335.00	Ft								
52 RA	VELING		L	2186.00	SqFt								
52 RA'	VELING		M	729.00	SqFt								

SOUTH CAROLINA AERONAUTICS

Network:	CQW			Na	me: Che	raw Municipa	al Airport/Lynch B	Bellinger Field		
Branch:	TW A1		Name:	TAXIWAY	A1	Use:	TAXIWAY	Area:	14,645 SqFt	
Section: 2	20	oi	f 2 Fre	om: -			То: -		Last Const.: 1/1/2	2007
Surface:	AC	Family:	SC34_TWTL_A	C Zo	ne:		Category:		Rank: S	
Area:		11,730 SqFt	Length:	300	Ft	Width:	38 Ft			
Slabs:		Slab Len	gth:	Ft	Slab Width:		Ft	Joint L	ength: Ft	
Shoulder:		Street Ty	vpe:		Grade: 0			Lanes:	0	
Section Con	mments:									
Work Date:	: 1/1/2007	W	ork Type: New Co	onstruction - AC	2	C	ode: NC-AC	Is I	Major M&R: True	
Last Insp. D	Date: 2/1/	/2023	TotalSan	nples: 3		Surveye	d: 1			
Conditions:	PCI:	65								
Inspection (Comments	:								
Sample Nur	mber: 01	Тур	e: R	Area:	4401	1.00 SqFt	PCI:	65		
Sample Cor	mments:									



84.00 Ft

112.00 Ft 220.00 SqFt 4181.00 SqFt

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L & T CR

L & T CR

RAVELING

WEATHERING

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		Name:	Cheraw Municipa	al Airport/Lynch Belli	inger Field	
	Name:	TAXIWAY A2	Use:	TAXIWAY	Area:	7,642 SqFt
0	of 1	From: -		То: -		Last Const.: 7/1/1980
Family:	SC34_TWTL	AC Zone:		Category: G		Rank: S
7,642 SqFt	Length:	140 Ft	Width:	40 Ft		
Slab Lei	ngth:	Ft Sla	b Width:	Ft	Joint Length:	Ft
Street T	ype:	Gra	nde: 0		Lanes: 0	
W	ork Type: Surf	ace Course - AC (Layer	Construct) C	ode: SU-AC	Is Major I	M&R: False
W	ork Type: New	Construction - AC	C	ode: NC-AC	Is Major I	M&R: True
W	ork Type: Base	Course - Aggregate	C	ode: BA-AG	Is Major I	M&R: False
W	ork Type: Ove	lay - AC Structural	C	ode: OL-AS	Is Major I	M&R: True
W	ork Type: Surf	ace Seal - Rejuvenating	C	ode: SS-RE	Is Major I	M&R: False
W	ork Type: Crac	k Sealing - AC	C	ode: CS-AC	Is Major I	M&R: False
2023	Totals	amples: 2	Surveye	ed: 1		
40						
:						
Ty	pe: R	Area:	3871.00 SqFt	PCI: 40		
	L	2903.00 SqFt				
	M	968.00 SqFt				
	L	3677.00 SqFt				
	M	194.00 SqFt	H CAROLINA			
	Family: 7,642 SqFt Slab Ler Street T W W W W 2023	of 1 Family: SC34_TWTL_ 7,642 SqFt Length: Slab Length: Street Type: Work Type: Surfa Work Type: Base Work Type: Over Work Type: Crac 2023 TotalS 40 Type: R	Name: TAXIWAY A2 of 1 From: Family: SC34_TWTL_AC Zone: 7,642 SqFt Length: 140 Ft Slab Length: Ft Slal Street Type: Gra Work Type: Surface Course - AC (Layer Work Type: New Construction - AC Work Type: Base Course - Aggregate Work Type: Overlay - AC Structural Work Type: Surface Seal - Rejuvenating Work Type: Crack Sealing - AC 2023 TotalSamples: 2 40 ETYPE: R Area: L 2903.00 SqFt M 968.00 SqFt L 3677.00 SqFt	Name: TAXIWAY A2 Use: of 1 From: - Family: SC34_TWTL_AC Zone: 7,642 SqFt Length: 140 Ft Width: Slab Length: Ft Slab Width: Street Type: Grade: 0 Work Type: Surface Course - AC (Layer Construct) C Work Type: New Construction - AC C Work Type: Base Course - Aggregate C Work Type: Overlay - AC Structural C Work Type: Surface Seal - Rejuvenating C Work Type: Crack Sealing - AC C 2023 TotalSamples: 2 Surveyer 40 : Type: R Area: 3871.00 SqFt M 968.00 SqFt L 2903.00 SqFt L 3677.00 SqFt	Name: TAXIWAY A2 of 1 From: - To: - Family: SC34_TWTL_AC Zone: Category: G 7,642 SqFt Length: 140 Ft Width: 40 Ft Slab Length: Ft Slab Width: Ft Street Type: Grade: 0 Work Type: Surface Course - AC (Layer Construct) Code: SU-AC Work Type: New Construction - AC Code: NC-AC Work Type: Base Course - Aggregate Code: BA-AG Work Type: Overlay - AC Structural Code: OL-AS Work Type: Surface Scal - Rejuvenating Code: SS-RE Work Type: Crack Scaling - AC Code: CS-AC 2023 TotalSamples: 2 Surveyed: 1 Type: R Area: 3871.00 SqFt PCI: 40 L 2903.00 SqFt M 968.00 SqFt L 3677.00 SqFt L 3677.00 SqFt	Name: TAXIWAY A2 Use: TAXIWAY Area: of 1 From: - To: - Family: SC34_TWTL_AC Zone: Category: G 7,642 SqFt Length: 140 Ft Width: 40 Ft Slab Length: Ft Slab Width: Ft Joint Length: Street Type: Grade: 0 Lanes: 0 Work Type: Surface Course - AC (Layer Construct) Code: SU-AC Is Major P Work Type: New Construction - AC Code: NC-AC Is Major P Work Type: Base Course - Aggregate Code: BA-AG Is Major P Work Type: Overlay - AC Structural Code: OL-AS Is Major P Work Type: Surface Seal - Rejuvenating Code: SS-RE Is Major P Work Type: Crack Sealing - AC Code: CS-AC Is Major P Type: R Area: 3871.00 SqFt PCI: 40 L 2903.00 SqFt Area: 3871.00 SqFt PCI: 40 L 3677.00 SqFt L Area: 3677.00 SqFt PCI: 40

Network:	CQW			Nam	e: Che	raw Municipa	al Airport/Lynch Bel	linger Field	
Branch:	TW A3		Name:	TAXIWAY A	3	Use:	TAXIWAY	Area:	4,420 SqFt
Section: 1	10	0	f 1 Fro	m: -			То: -		Last Const.: 7/1/1980
Surface: A	AC	Family:	SC34_TWTL_AC	Zone	e:		Category: G		Rank: S
Area:		4,420 SqFt	Length:	143 F	t	Width:	30 Ft		
Slabs:		Slab Ler	igth:	Ft	Slab Width:		Ft	Joint Length	: Ft
Shoulder:		Street T	ype:		Grade: 0			Lanes: 0	
Section Con	nments:								
Work Date:	7/1/1980	W	ork Type: New Co	onstruction - AC		Co	ode: NC-AC	Is Major	M&R: True
Work Date:	7/1/1980	W	ork Type: Surface	Course - AC (La	yer Construct)	Co	ode: SU-AC	Is Major	M&R: False
Work Date:	7/1/1998	W	ork Type: Surface	Seal - Rejuvenat	ing	Co	ode: SS-RE	Is Major	M&R: False
Work Date:	1/1/2012	W	ork Type: Crack S	ealing - AC		Co	ode: CS-AC	Is Major	M&R: False
Last Insp. D	Date: 2/1/2	2023	TotalSam	ples: 1		Surveye	d: 1		
Conditions:	PCI:	59							
Inspection C	Comments:	:							
Sample Nun	nber: 01	Tyj	pe: R	Area:	4420	0.00 SqFt	PCI: 59	9	
Sample Con	nments:								

AERONAUTICS

L & T CR

L & T CR

RAVELING

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284.00 Ft

183.00 Ft

4420.00 SqFt

Network: CQW			Name: Cheraw Municipal Airport/Lynch Bellinger Field					
Branch: TW A	4	Name:	TAXIWAY A4	Use:	TAXIWAY	Area:	8,980 SqFt	
Section: 10	of	f 1 Fr	·om: -		То: -		Last Const.: 6/1/2012	
Surface: AC	Family:	SC34_TWTL_A	.C Zone:		Category:		Rank: S	
Area:	8,980 SqFt	Length:	184 Ft	Width:	35 Ft			
Slabs:	Slab Leng	gth:	Ft Slab	Width:	Ft	Joint Length:	: Ft	
Shoulder:	Street Ty	/pe:	Grad	de: 0		Lanes: 0		
Section Comments:								
Work Date: 6/1/201	2 W (ork Type: New Co	onstruction - AC	C	ode: NC-AC	Is Major	M&R: True	
Last Insp. Date: 2/	1/2023	TotalSan	mples: 2	Surveye	d: 1			
Conditions: PCI:	64							
Inspection Comment	ts:							
Sample Number: 0)2 Typ	oe: R	Area:	4013.00 SqFt	PCI: 64	4		
Sample Comments:								
48 L & T CR		L	97.00 Ft					



48 48

57 57 L & T CR

WEATHERING

WEATHERING

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159.00 Ft

3812.00 SqFt

201.00 SqFt

Network: CQW	work: CQW Name: Cheraw Municipal Airport/Lynch Bellinger Field						
Branch: TW A5	Name:	TAXIWAY A5	Use:	TAXIWAY .	Area: 10,569 SqFt		
Section: 10 Surface: AC Fam	ily: SC34_TWTL_A		W/ M.	To: - Category: G	Last Const.: 7/1/199 Rank: S		
	Et Length: b Length: eet Type:	245 Ft Ft Slab Grad	Width: Width: le: 0	40 Ft Ft	Joint Length: Ft Lanes: 0		
Work Date: 7/1/1990	Work Type: Surface	ce Course - AC (Layer C	Construct) Cod	e: SU-AC	Is Major M&R: False		
Work Date: 7/1/1990	Work Type: Base 0	Course - Aggregate	Cod	e: BA-AG	Is Major M&R: False		
Work Date: 7/1/1990	Work Type: New O	Construction - AC	Cod	e: NC-AC	Is Major M&R: True		
Work Date: 7/1/1998	Work Type: Surface	ce Seal - Rejuvenating	Cod	e: SS-RE	Is Major M&R: False		
Work Date: 1/1/2012	Work Type: Crack	Sealing - AC	Cod	le: CS-AC	Is Major M&R: False		
Work Date: 1/1/2020	Work Type: Crack	Sealing - AC	Cod	le: CS-AC	Is Major M&R: False		
Last Insp. Date: 2/1/2023 Conditions: PCI: 55 Inspection Comments: Sample Number: 01	TotalSa Type: R	mples: 2 Area:	Surveyed: 5073.00 SqFt	PCI: 55			
Sample Comments: 43 BLOCK CR 43 BLOCK CR 57 WEATHERING	L M L	4819.00 SqFt 254.00 SqFt 5073.00 SqFt	I CAROLINA INAUTICS				

Network: CQW		Name:	Cheraw Municipal Airport/Lynch Bellinger Field				
Branch: TW A6	Name:	TAXIWAY A6	Use: TA	AXIWAY	Area: 10,167 SqFt		
Section: 10 Surface: AC Fam Area: 10,167 SqF			Width:	To: - Category: G 40 Ft	Last Const.: 7/1/1990 Rank: S		
Slabs: Slab	b Length:	Ft Slab W Grade:	idth:	Ft	Joint Length: Ft Lanes: 0		
Work Date: 7/1/1990	Work Type: Base Co	urse - Aggregate	Code:	BA-AG	Is Major M&R: False		
Work Date: 7/1/1990	Work Type: Surface	Course - AC (Layer Cor	nstruct) Code:	SU-AC	Is Major M&R: False		
Work Date: 7/1/1990	Work Type: New Co	nstruction - AC	Code:	NC-AC	Is Major M&R: True		
Work Date: 7/1/1998	Work Type: Surface	Seal - Rejuvenating	Code:	SS-RE	Is Major M&R: False		
Work Date: 1/1/2012	Work Type: Crack S	ealing - AC	Code:	CS-AC	Is Major M&R: False		
Work Date: 1/1/2020	Work Type: Crack S	ealing - AC	Code:	CS-AC	Is Major M&R: False		
Last Insp. Date: 2/1/2023 Conditions: PCI: 45 Inspection Comments:	TotalSam	ples: 2	Surveyed:	1			
Sample Number: 02	Type: R	Area:	5496.00 SqFt	PCI: 45			
Sample Comments: 43 BLOCK CR 43 BLOCK CR 52 RAVELING 52 RAVELING 57 WEATHERING	M L 1 M	221.00 SqFt 275.00 SqFt 594.00 SqFt 220.00 SqFt 682.00 SqFt	CAROLINA NAUTICS				

Network: C	etwork: CQW Name: Cheraw Municipal Airport/Lynch Bellinger Field									
Branch: T	W TA 26		Nan	ne: T	`AXIWAY T	URNAROUND	26 Use:	TAXIWAY	Area:	8,835 SqFt
Section: 10 Surface: AAC Area:		Family: 35 SqFt	_	From: WTL_AC ngth:	- Zon 150 I		Width:	To: - Category: G 75 Ft		Last Const.: 7/1/1980 Rank: S
Slabs:	0,0.	Slab Len		-g	Ft	Slab Width:	,, ideii.	Ft	Joint Len	ngth: Ft
Shoulder:		Street Ty	_			Grade: 0			Lanes:	0
Section Comme	nts:									
Work Date: 6/1	/1964	W	ork Type:	Base Cours	se - Aggregat	te	Co	ode: BA-AG	Is Ma	ajor M&R: False
Work Date: 6/1	/1964	W	ork Type:	Surface Co	ourse - AC (L	ayer Construct)	Co	ode: SU-AC	Is Ma	ajor M&R: False
Work Date: 7/1	/1980	W	ork Type:	New Const	ruction - AC	1,	Co	ode: NC-AC	Is Ma	ajor M&R: True
Work Date: 7/1	/1980	W	ork Type:	Overlay - A	AC Structura	1	Co	ode: OL-AS	Is Ma	ajor M&R: True
Work Date: 6/1	/1996	W	ork Type:	Crack Seal	ing - AC		Co	ode: CS-AC	Is Ma	ajor M&R: False
Work Date: 7/1	/1998	W	ork Type:	Surface Se	al - Rejuvena	nting	Co	ode: SS-RE	Is Ma	ajor M&R: False
Work Date: 1/1	/2012	W	ork Type:	Crack Seal	ing - AC		Co	ode: CS-AC	Is Ma	ajor M&R: False
Work Date: 1/1	/2020	W	ork Type:	Crack Seal	ing - AC		Co	ode: CS-AC	Is Ma	ajor M&R: False
Last Insp. Date: Conditions: I	PCI: 43		Т	otalSample	es: 2		Surveye	d: 1		
Sample Number Sample Comme		Тур	pe: R		Area:	4343	.00 SqFt	PCI: 43	3	
43 BLOCK 6 43 BLOCK 6 52 RAVELI	CR		L M L	108	7.00 SqFt 6.00 SqFt 3.00 SqFt	NUTH CAP	ROLINA			



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