



SOUTH CAROLINA AERONAUTICS COMMISSION

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

 CQW - Cheraw Municipal Airport/Lynch Bellinger Field



Kimley»Horn

2023



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Overview

Introduction

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

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

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

Figure 1 – Airport Layout



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.

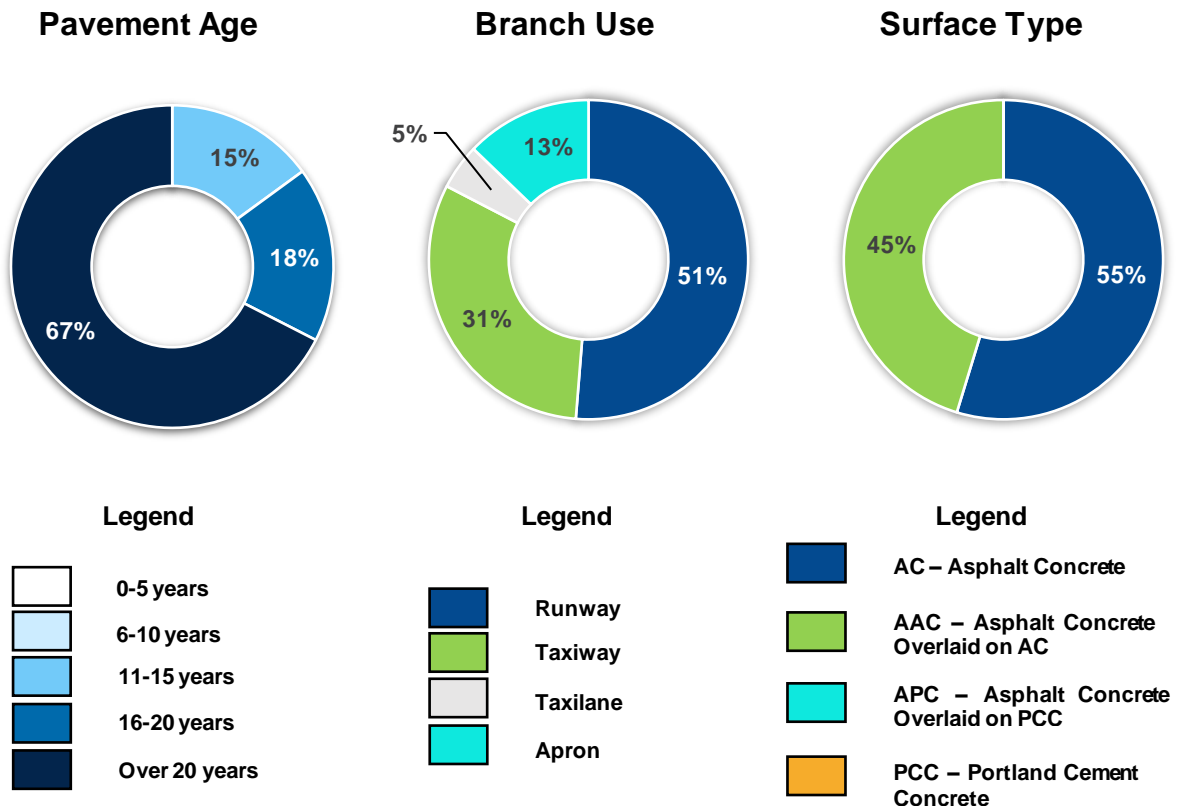
Each pavement update included a review of documentation of any maintenance and major rehabilitation related activities performed on the airfield pavements. The following table summarizes the projects that have occurred since the previous inspection.

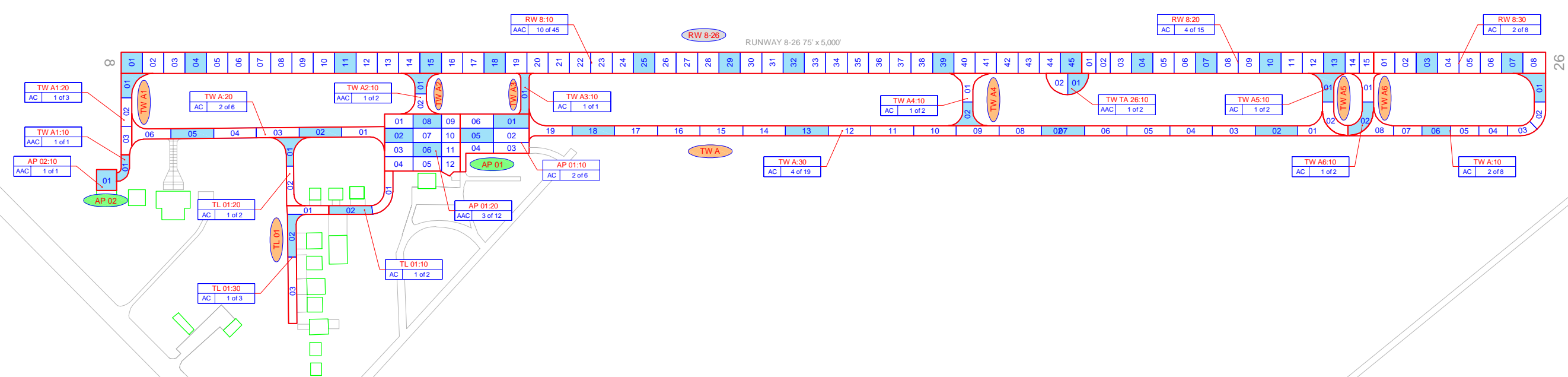
Table 1 - Recent Airfield Pavement Construction

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





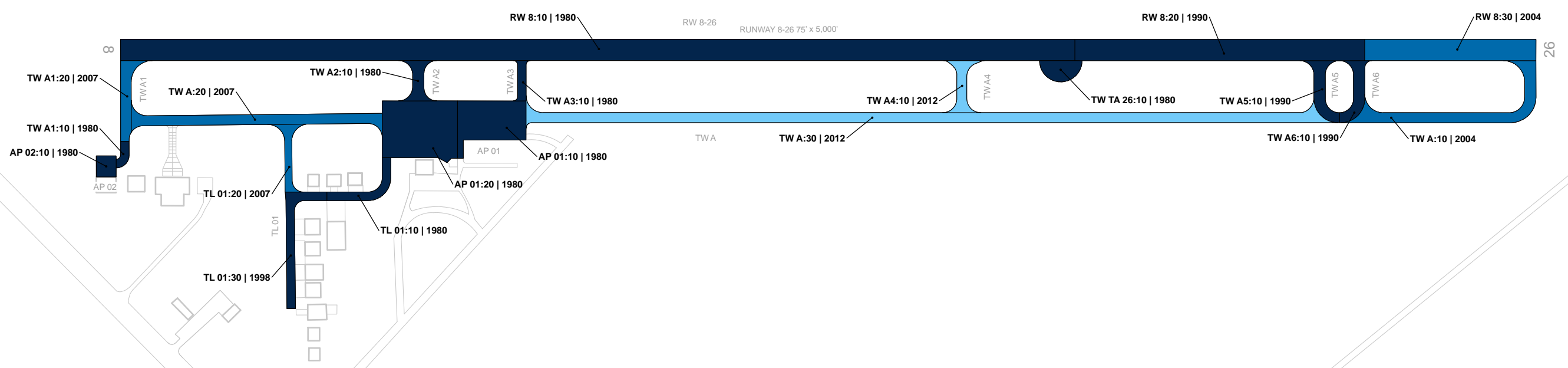
LEGEND

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

TOTAL SAMPLES INSPECTED = 41
AC: 41 PCC: 0

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





Legend

Estimated Age at Inspection

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

— CQW_ConcJointFromCivil

┌ BRANCH IDENTIFIER
└ SECTION IDENTIFIER

TWA:20 | 1985

└ LAST MAJOR WORK DATE

Functional Evaluation

Pavement Condition Index

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

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

Figure 3 – Representation of Pavement Condition Index Values



Poor/Failed Pavement

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



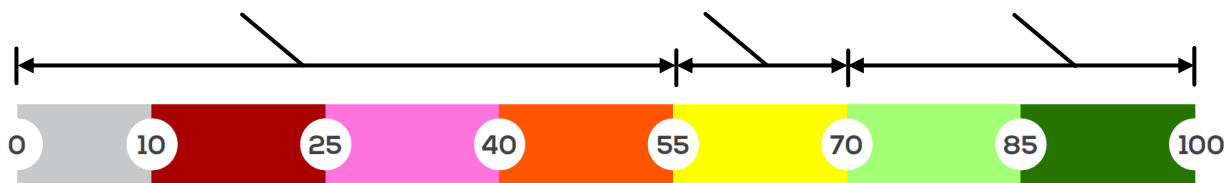
Fair Pavement

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



Good/New Pavement

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



Pavement Condition Index (PCI)

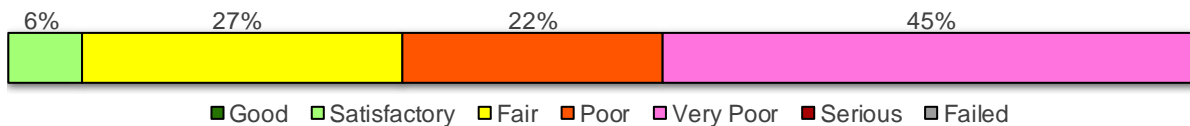
Critical PCI

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

PCI Results

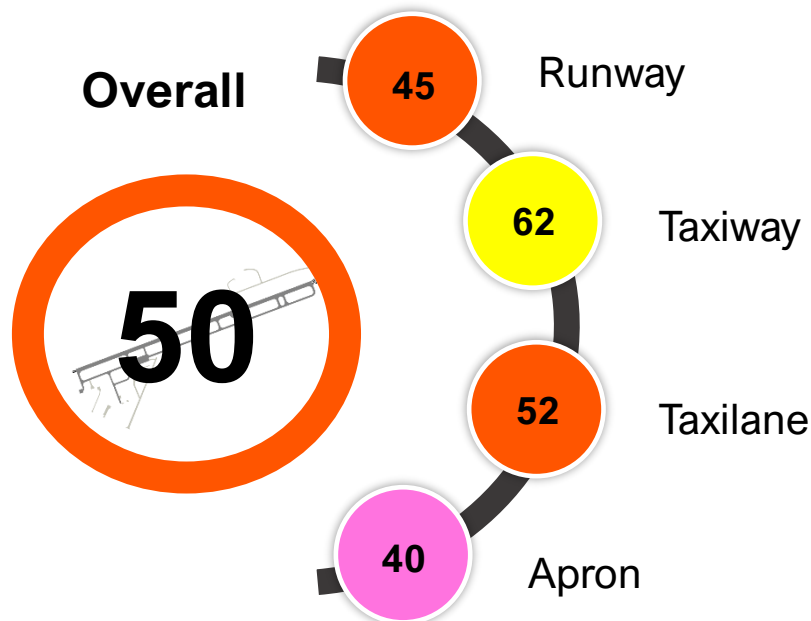
The PCI survey for Cheraw Municipal Airport/Lynch Bellinger Field (CQW) was performed in February 2023. **The overall area-weighted average PCI value of the network was 50**, representing a condition rating of **Poor**. Approximately 6% of inspected pavements are in Good or Satisfactory condition, 27%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





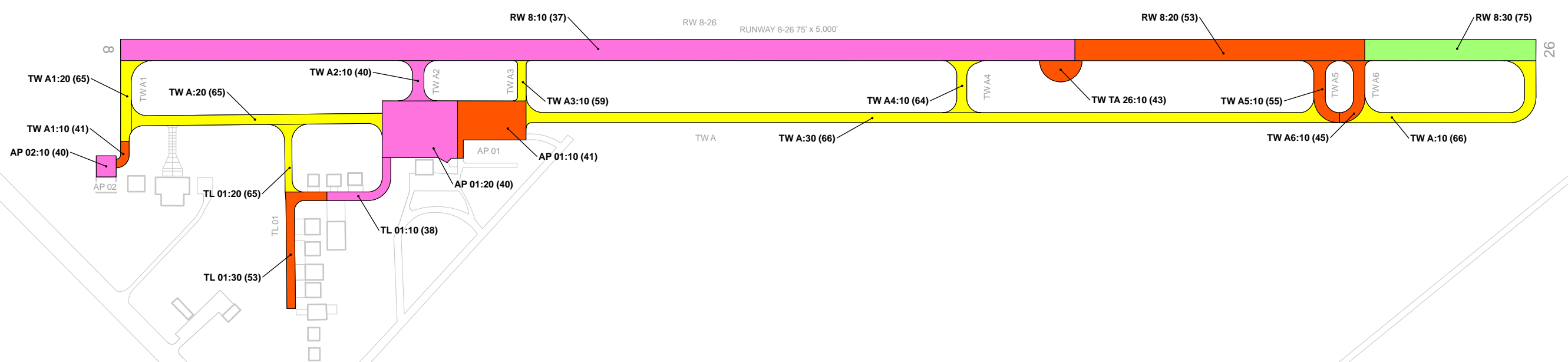
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

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Table 2 – Current Pavement Condition Index Summary - Section

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
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.



Legend

2023 Pavement Condition Index

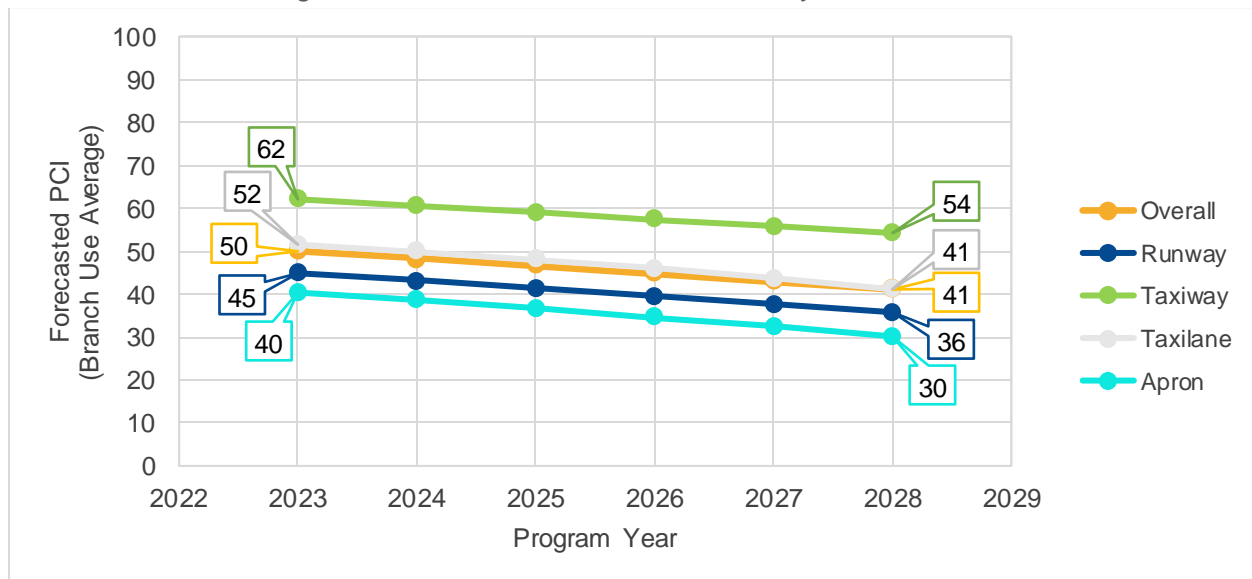
- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed
- CQW_ConcJointFromCivil

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

Pavement Condition Forecast

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

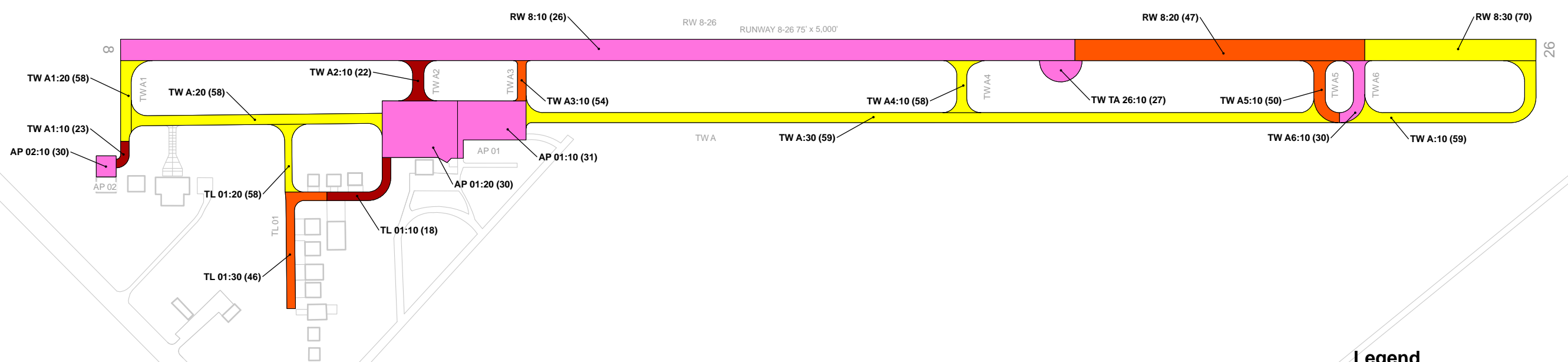


STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CQW - Cheraw Municipal Airport/Lynch Bellinger Field

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

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI				
				2024	2025	2026	2027	2028
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	TW A6	10	45	43	40	37	34	30
CQW	TW TA 26	10	43	41	38	34	31	27



Legend

2028 Forecasted Pavement Condition Index

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

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



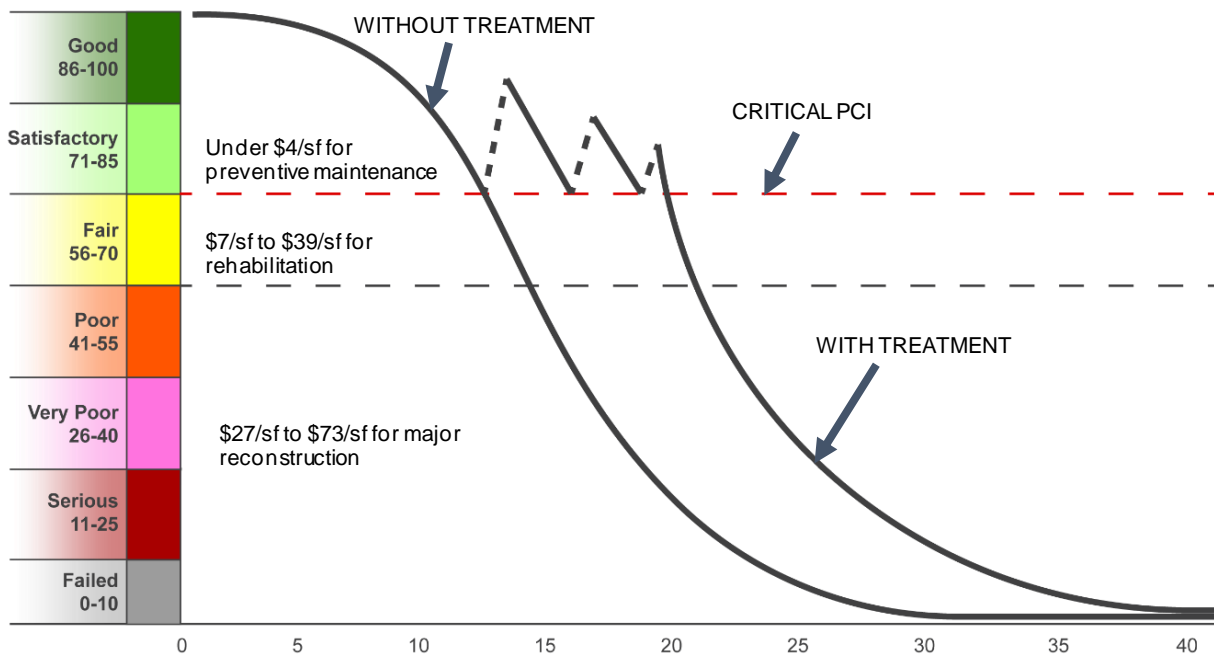
M&R Overview

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



Localized Maintenance and Repair

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

Table 4 – Localized Maintenance Summary by Policy Type

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing Narrow	1,875	LF	\$ 6,580
	<i>Localized Preventive Maintenance Total =</i>			\$ 6,580
Localized Stopgap Maintenance	AC Crack Sealing Narrow	36,189	LF	\$ 126,770
	Surface Seal	100,023	SF	\$ 165,100
	AC Full-Depth Patching	214	SF	\$ 3,830
<i>Localized Stopgap Maintenance Total =</i>			\$ 295,700	
<i>Planning-Level Localized M&R Needs =</i>				\$ 302,280

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**.



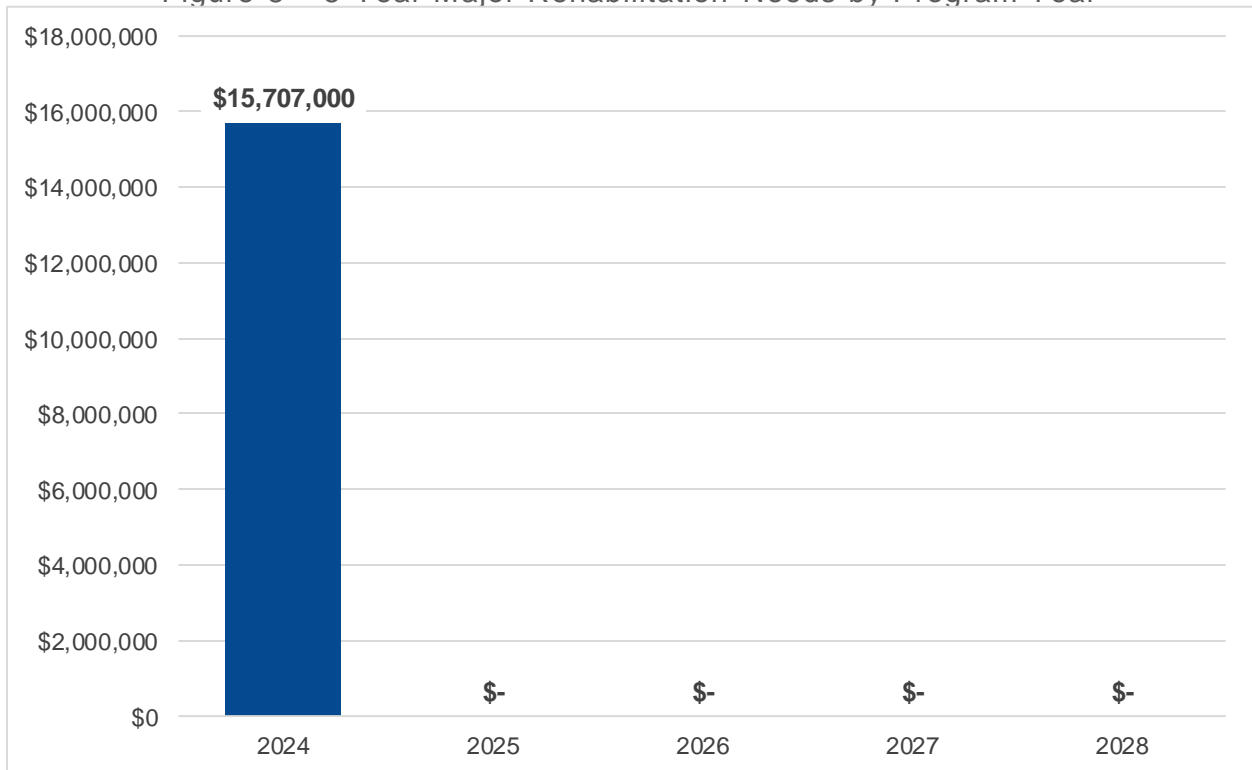
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

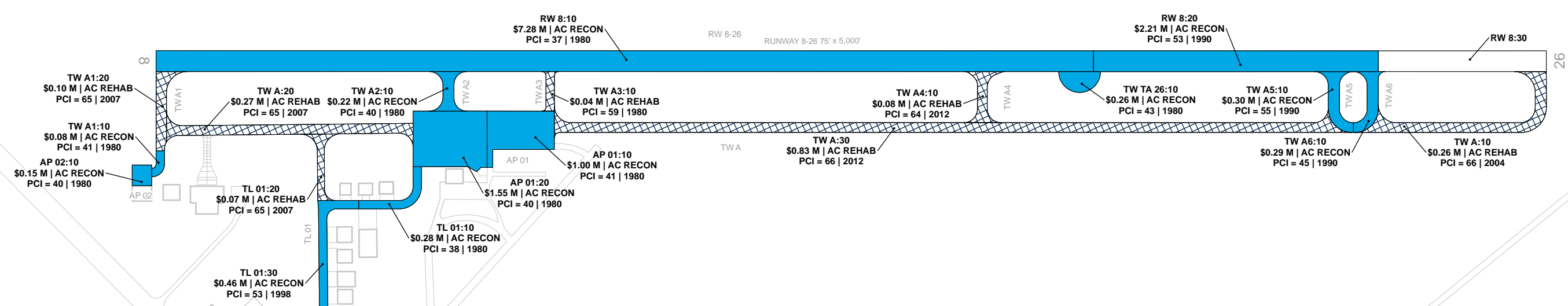
CQW - Cheraw Municipal Airport/Lynch Bellinger Field

Table 5 – 5-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	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

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





Legend

5-Year Major Rehabilitation Needs

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

M&R COST
BRANCH IDENTIFIER
SECTION IDENTIFIER
M&R WORK TYPE

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

PCI LAST MAJOR WORK DATE

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



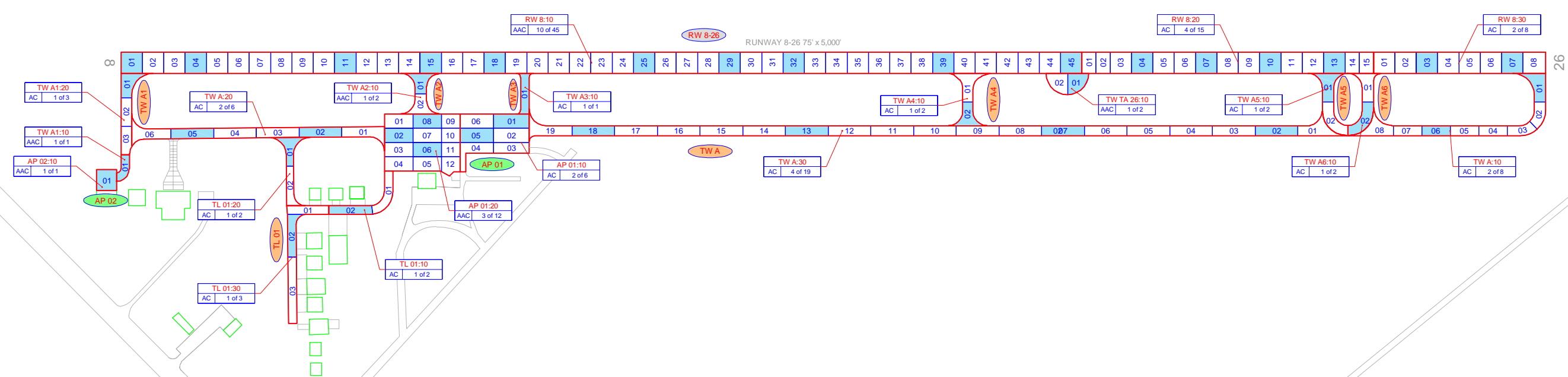
SECTION I

Appendices





Appendix A – Exhibits



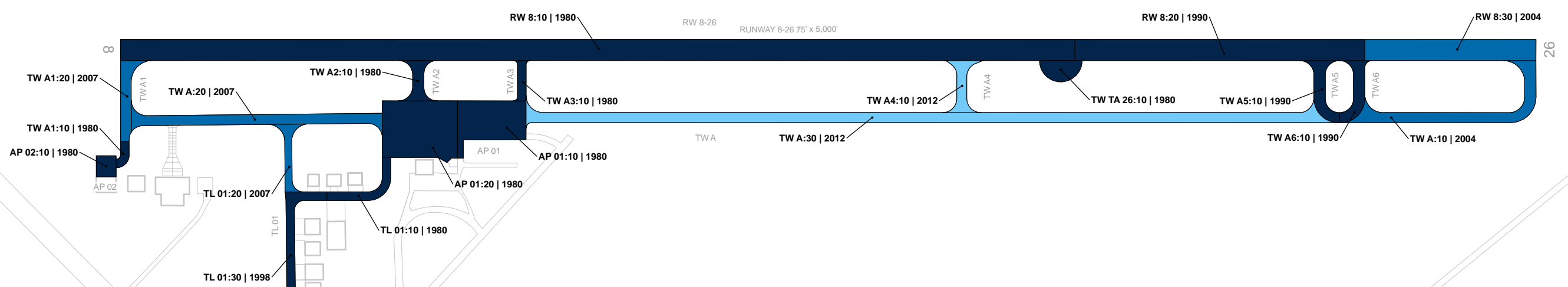
LEGEND

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

TOTAL SAMPLES INSPECTED = 41
AC: 41 PCC: 0

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





Legend

Estimated Age at Inspection

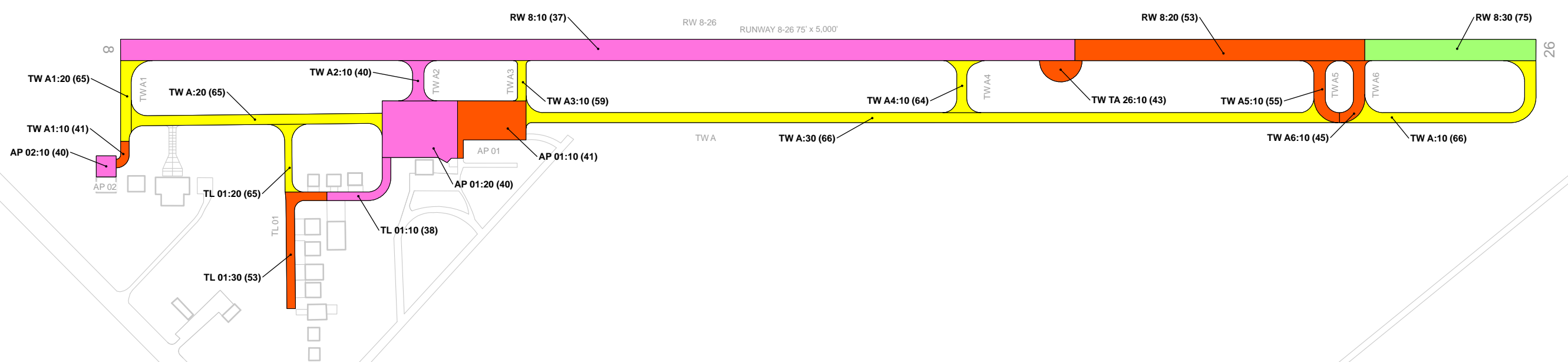
- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

— CQW_ConcJointFromCivil

┌ BRANCH IDENTIFIER
└ SECTION IDENTIFIER

TWA:20 | 1985

└ LAST MAJOR WORK DATE



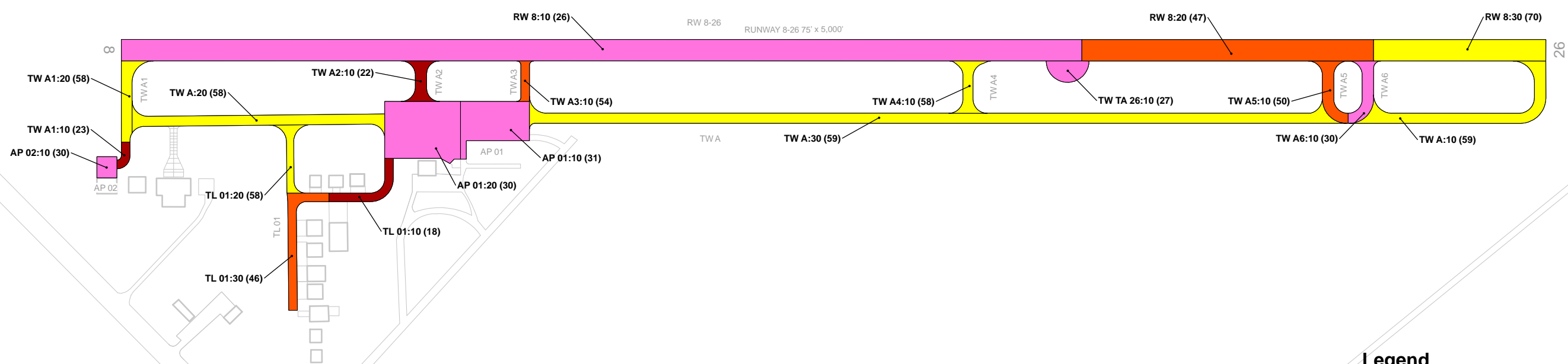
Legend

2023 Pavement Condition Index

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

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





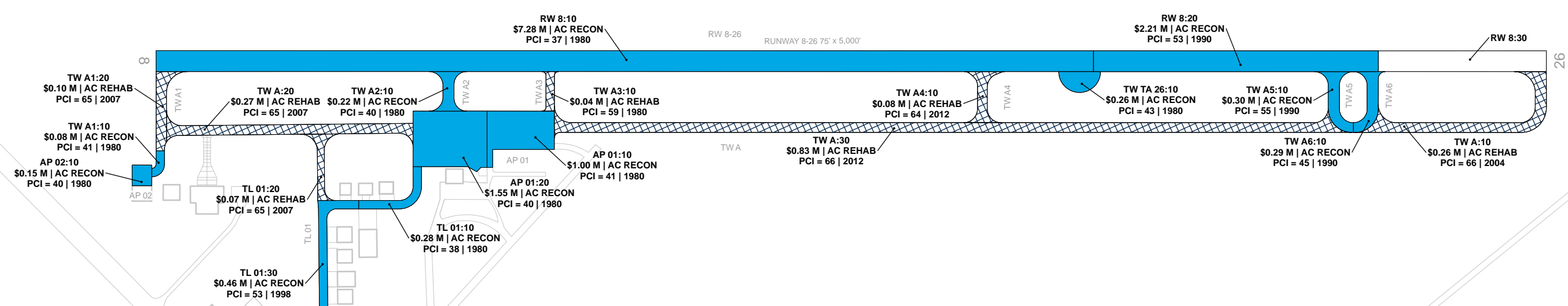
Legend

2028 Forecasted Pavement Condition Index

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

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





Legend

5-Year Major Rehabilitation Needs

- Year 1 Reconstruction Needs (Solid Blue)
- Year 1 Rehabilitation Needs (Blue Hatched)
- Year 2 Rehabilitation Needs (Green Hatched)
- Year 3 Rehabilitation Needs (Purple Hatched)
- Year 4 Rehabilitation Needs (Yellow Hatched)
- Year 5 Rehabilitation Needs (Red Hatched)
- CQW_ConcJointFromCivil (Dashed Line)

Label Legend:

- M&R COST
- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- M&R WORK TYPE

TWA:20

- \$9.38 M | AC RECON
- PCI = 52 | 1987
- PCI
- LAST MAJOR WORK DATE

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





Appendix B – Analysis Tables



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

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	TL 01	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



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

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



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CQW - Cheraw Municipal Airport/Lynch Bellinger Field

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

Network ID	Branch ID	Section ID	Current PCI	Forecasted PCI					
				2024	2025	2026	2027	2028	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	TL 01	10	38	35	31	27	23	18	14
CQW	TL 01	20	65	64	62	61	60	58	57
CQW	TL 01	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



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 Material Cost
Localized Preventive Maintenance	AC Crack Sealing Narrow	1,875	LF	\$ 6,580
Localized Preventive Maintenance Total =				\$ 6,580
Localized Stopgap Maintenance	AC Crack Sealing Narrow	36,189	LF	\$ 126,770
	Surface Seal	100,023	SF	\$ 165,100
	AC Full-Depth Patching	214	SF	\$ 3,830
Localized Stopgap Maintenance Total =				\$ 295,700
Planning-Level Localized M&R Needs =				\$ 302,280

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



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CQW - 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	Unit Cost	Work Cost
CQW	RW 8	30	L & T CR	Low	924	LF	2.0%	Preventive	AC Crack Sealing Narrow	924	LF	\$ 3.50	\$ 3,240
CQW	RW 8	30	L & T CR	Medium	952	LF	2.1%	Preventive	AC Crack Sealing Narrow	952	LF	\$ 3.50	\$ 3,340
CQW	AP 01	10	BLOCK CR	Medium	6,156	SF	17.7%	Stopgap	AC Crack Sealing Narrow	1,876	LF	\$ 3.50	\$ 6,570
CQW	AP 01	10	L & T CR	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	BLOCK CR	Medium	11,689	SF	21.7%	Stopgap	AC Crack Sealing Narrow	3,563	LF	\$ 3.50	\$ 12,470
CQW	AP 01	20	L & T CR	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 & T CR	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	BLOCK CR	Medium	52,529	SF	20.8%	Stopgap	AC Crack Sealing Narrow	16,011	LF	\$ 3.50	\$ 56,040
CQW	RW 8	10	L & T CR	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	BLOCK CR	Medium	782	SF	8.2%	Stopgap	AC Crack Sealing Narrow	239	LF	\$ 3.50	\$ 840
CQW	TL 01	10	L & T CR	Medium	453	LF	4.7%	Stopgap	AC Crack Sealing Narrow	453	LF	\$ 3.50	\$ 1,590
CQW	TL 01	20	L & T CR	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 & T CR	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 & T CR	Medium	1,426	LF	4.6%	Stopgap	AC Crack Sealing Narrow	1,426	LF	\$ 3.50	\$ 4,990
CQW	TW A	20	L & T CR	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 & T CR	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 & T CR	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 & T CR	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	BLOCK CR	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



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CQW - 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 & T CR	Medium	183	LF	4.1%	Stopgap	AC Crack Sealing Narrow	183	LF	\$ 3.50	\$ 650
CQW	TW A4	10	L & T CR	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	BLOCK CR	Medium	529	SF	5.0%	Stopgap	AC Crack Sealing Narrow	161	LF	\$ 3.50	\$ 570
CQW	TW A6	10	BLOCK CR	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	BLOCK CR	Medium	2,209	SF	25.0%	Stopgap	AC Crack Sealing Narrow	673	LF	\$ 3.50	\$ 2,360



STATEWIDE AIRFIELD PAVEMENT MANAGEMENT SYSTEM UPDATE

CQW - 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



Appendix D – PCI Results Summary

RW 8

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

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

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 Major Work Year	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	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A2	TAXIWAY	1	7,642	40	Very Poor

Section ID	Area (SF)	Surface	Est. Last Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	7,642	AAC	1980	-	40	Very Poor	100	0	0



TW A2-10

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
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	PCI % Load	PCI % Other
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	PCI % Climate	PCI % Load	PCI % Other
10	8,980	AC	2012	-	64	Fair	100	0	0

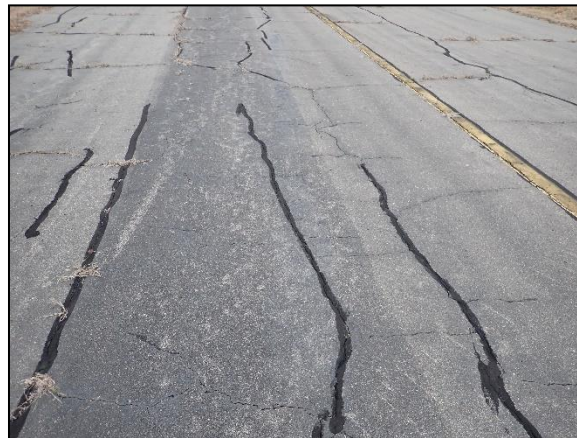


TW A4-10

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 Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
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 Major Work Year	Est. Last Global Treatment Year	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other
10	10,167	AC	1990	-	45	Poor	100	0	0



TW A6-10

TW TA 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	PCI % Load	PCI % Other
10	8,835	AAC	1980	-	43	Poor	100	0	0



TW TA 26-10

TL 01

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL01	TAXILANE	3	33,581	52	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	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

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 Major Work Year	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	PCI % Load	PCI % Other
10	5,180	AAC	1980	-	40	Very Poor	100	0	0



AP 02-10



Appendix E – Re-Inspection Report

Re-Inspection Report

SCAC_2023

Generated Date

5/31/2023

Page 1 of 21

Network:	CQW	Name:	Cheraw Municipal Airport/Lynch Bellinger Field				
Branch:	AP 01	Name:	APRON 01	Use:	APRON		
		Area:	88,511 SqFt				
Section:	10	of 2	From:	-	To:	-	
			Last Const.:	7/1/1980			
Surface:	AC	Family:	SC34_AP_AC	Zone:		Category:	G
		Rank:	P				
Area:	34,696 SqFt	Length:	250 Ft	Width:	137 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0		
Lanes:	0						

Section Comments:

Work Date:	7/1/1980	Work Type:	Surface Course - AC (Layer Construct)	Code:	SU-AC	Is Major M&R:	False
Work Date:	7/1/1980	Work Type:	New Construction - 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 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 **TotalSamples:** 6 **Surveyed:** 2

Conditions: PCI: 41

Inspection Comments:

Sample Number:	01	Type:	R	Area:	6250.00 SqFt	PCI:	42
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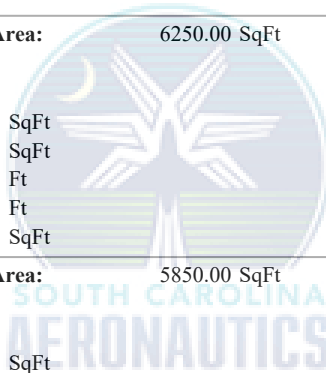
Sample Comments:

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
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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 & T CR	M	112.00	Ft
52	RAVELING	L	5558.00	SqFt
52	RAVELING	M	292.00	SqFt



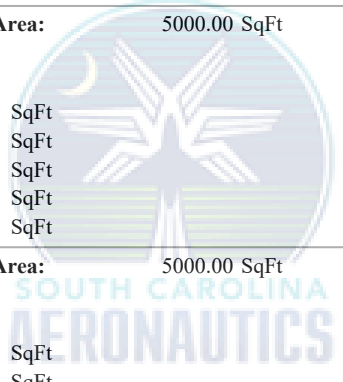
Network:	CQW	Name:	Cheraw Municipal Airport/Lynch Bellinger Field						
Branch:	AP 01	Name:	APRON 01	Use:	APRON	Area:	88,511 SqFt		
Section:	20	of	2	From:	-	To:	-	Last Const.:	7/1/1980
Surface:	AAC	Family:	SC34_AP_AC	Zone:		Category:	G	Rank:	P
Area:	53,815 SqFt	Length:	260 Ft	Width:	200 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	6/1/1964	Work Type:	Surface Course - AC (Layer Construct)		Code:	SU-AC	Is Major M&R:	False	
Work Date:	6/1/1964	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	7/1/1980	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	7/1/1980	Work Type:	Overlay - AC Structural		Code:	OL-AS	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 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	TotalSamples:	12	Surveyed:	3
Conditions:	PCI: 40				
Inspection Comments:					

Sample Number:	02	Type:	R	Area:	5000.00 SqFt	PCI:	35
Sample Comments:							
41	ALLIGATOR CR	M	24.00	SqFt			
43	BLOCK CR	L	3732.00	SqFt			
43	BLOCK CR	M	1244.00	SqFt			
52	RAVELING	L	4750.00	SqFt			
52	RAVELING	M	250.00	SqFt			

Sample Number:	06	Type:	R	Area:	5000.00 SqFt	PCI:	42
Sample Comments:							
43	BLOCK CR	L	3023.00	SqFt			
43	BLOCK CR	M	1008.00	SqFt			
48	L & T CR	L	13.00	Ft			
48	L & T CR	M	83.00	Ft			
52	RAVELING	L	5000.00	SqFt			

Sample Number:	08	Type:	R	Area:	5000.00 SqFt	PCI:	42
Sample Comments:							
43	BLOCK CR	L	3019.00	SqFt			
43	BLOCK CR	M	1006.00	SqFt			
48	L & T CR	L	47.00	Ft			
48	L & T CR	M	75.00	Ft			
52	RAVELING	L	5000.00	SqFt			



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: AP 02 **Name:** APRON 02 **Use:** APRON **Area:** 5,180 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 7/1/1980

Surface: AAC **Family:** SC34_AP_AC **Zone:** **Category:** G **Rank:** S

Area: 5,180 SqFt **Length:** 70 Ft **Width:** 74 Ft

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

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

Section Comments:

Work Date: 6/1/1964 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1964 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1964 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 7/1/1980 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: PCI: 40

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5180.00 SqFt **PCI:** 40

Sample Comments:

48 L & T CR L 61.00 Ft
48 L & T CR M 569.00 Ft
52 RAVELING L 3885.00 SqFt
52 RAVELING M 1295.00 SqFt



Network:	CQW		Name:	Cheraw Municipal Airport/Lynch Bellinger Field			
Branch:	RW 8	Name:	RUNWAY 8-26	Use:	RUNWAY	Area:	375,300 SqFt
Section:	10	of 3	From:	-	To:	-	Last Const.: 7/1/1980
Surface:	AAC	Family:	SC34_RW_AC	Zone:		Category:	G
Area:	253,050 SqFt	Length:	3,400 Ft	Width:	75 Ft	Rank:	P
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	6/1/1964	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False
Work Date:	6/1/1964	Work Type:	Surface Course - AC (Layer Construct)	Code:	SU-AC	Is Major M&R:	False
Work Date:	6/1/1964	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True
Work Date:	7/1/1980	Work Type:	Overlay - AC Structural	Code:	OL-AS	Is Major M&R:	True
Work Date:	6/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False
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 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 **TotalSamples:** 45 **Surveyed:** 10

Conditions: PCI: 37

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CR	L	2829.00	SqFt
43	BLOCK CR	M	1406.00	SqFt
48	L & T CR	L	50.00	Ft
48	L & T CR	M	95.00	Ft
52	RAVELING	L	5344.00	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5625.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	4219.00	SqFt
43	BLOCK CR	M	1406.00	SqFt
52	RAVELING	L	5344.00	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5625.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3028.00	SqFt
43	BLOCK CR	M	1009.00	SqFt
48	L & T CR	L	111.00	Ft
48	L & T CR	M	76.00	Ft
52	RAVELING	L	5344.00	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5625.00 SqFt **PCI:** 31

Sample Comments:

41	ALLIGATOR CR	L	28.00	SqFt
41	ALLIGATOR CR	M	12.00	SqFt
43	BLOCK CR	L	3841.00	SqFt
43	BLOCK CR	M	1294.00	SqFt
48	L & T CR	L	12.00	Ft
48	L & T CR	M	24.00	Ft
52	RAVELING	L	5344.00	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 18 **Type:** R **Area:** 5625.00 SqFt **PCI:** 39

Sample 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

Sample Number: 25 **Type:** R **Area:** 5625.00 SqFt **PCI:** 36

Sample 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	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 29 **Type:** R **Area:** 5625.00 SqFt **PCI:** 37

Sample 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	Ft
52	RAVELING	L	5344.00	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 32 **Type:** R **Area:** 5625.00 SqFt **PCI:** 37

Sample 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

Sample Number: 39 **Type:** R **Area:** 5625.00 SqFt **PCI:** 39

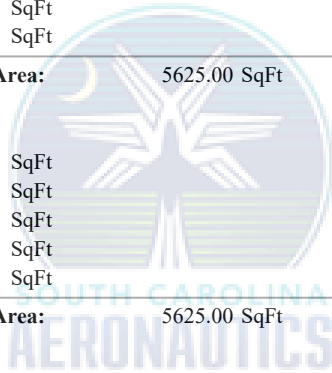
Sample Comments:

43	BLOCK CR	L	2813.00	SqFt
43	BLOCK CR	M	938.00	SqFt
48	L & T CR	L	60.00	Ft
48	L & T CR	M	148.00	Ft
52	RAVELING	L	5344.00	SqFt
52	RAVELING	M	281.00	SqFt

Sample Number: 45 **Type:** R **Area:** 5550.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	L	4162.00	SqFt
43	BLOCK CR	M	1388.00	SqFt
52	RAVELING	L	2925.00	SqFt
52	RAVELING	M	2625.00	SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: RW 8 **Name:** RUNWAY 8-26 **Use:** RUNWAY **Area:** 375,300 SqFt

Section: 20 of 3 **From:** - **To:** - **Last Const.:** 6/1/1990

Surface: AC **Family:** SC34_RW_AC **Zone:** **Category:** G **Rank:** P

Area: 76,875 SqFt **Length:** 1,000 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 6/1/1990 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1990 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1990 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1996 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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 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

Work Date: 1/1/2020 **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 **TotalSamples:** 15 **Surveyed:** 4

Conditions: PCI: 53

Inspection Comments:

Sample Number: 04 **Type:** R **Area:** 5625.00 SqFt **PCI:** 54

Sample Comments:

43 BLOCK CR L 5625.00 SqFt

52 RAVELING L 1688.00 SqFt

57 WEATHERING L 3937.00 SqFt

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 54

Sample Comments:

43 BLOCK CR L 5625.00 SqFt

52 RAVELING L 1688.00 SqFt

57 WEATHERING L 3937.00 SqFt

Sample Number: 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 54

Sample Comments:

42 BLEEDING N 2.00 SqFt

43 BLOCK CR L 5625.00 SqFt

52 RAVELING L 1688.00 SqFt

57 WEATHERING L 3937.00 SqFt

Sample Number: 13 **Type:** R **Area:** 5625.00 SqFt **PCI:** 49

Sample Comments:

43 BLOCK CR L 5625.00 SqFt

52 RAVELING L 5063.00 SqFt

52 RAVELING M 562.00 SqFt

Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: RW 8 **Name:** RUNWAY 8-26 **Use:** RUNWAY **Area:** 375,300 SqFt

Section: 30 of 3 **From:** - **To:** - **Last Const.:** 8/1/2004

Surface: AC **Family:** SC34_RW_AC **Zone:** **Category:** **Rank:** P

Area: 45,375 SqFt **Length:** 600 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 8/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/1/2023 **Total Samples:** 8 **Surveyed:** 2

Conditions: PCI: 75

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 80

Sample Comments:

48 L & T CR L 157.00 Ft
48 L & T CR M 42.00 Ft
57 WEATHERING L 2812.00 SqFt

Sample Number: 07 **Type:** R **Area:** 5625.00 SqFt **PCI:** 70

Sample Comments:

48 L & T CR L 72.00 Ft
48 L & T CR M 194.00 Ft
57 WEATHERING L 2812.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 33,581 SqFt

Section: 10 of 3 **From:** - **To:** - **Last Const.:** 7/1/1980

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

Area: 9,593 SqFt **Length:** 350 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 7/1/1980 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 7/1/1980 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: PCI: 38

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4598.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	1125.00	SqFt
43	BLOCK CR	M	375.00	SqFt
48	L & T CR	L	138.00	Ft
48	L & T CR	M	217.00	Ft
52	RAVELING	L	4598.00	SqFt
54	SHOVING	L	18.00	SqFt
54	SHOVING	M	45.00	SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 33,581 SqFt

Section: 20 of 3 **From:** - **To:** - **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 Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: PCI: 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4045.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	141.00 Ft
48	L & T CR	M	53.00 Ft
52	RAVELING	L	202.00 SqFt
57	WEATHERING	M	3843.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TL 01 **Name:** TAXILANE 01 **Use:** TAXILANE **Area:** 33,581 SqFt

Section: 30 of 3 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 16,118 SqFt **Length:** 525 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1998 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: PCI: 53

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4769.00 SqFt **PCI:** 53

Sample Comments:

48 L & T CR L 48.00 Ft
48 L & T CR M 431.00 Ft
52 RAVELING L 238.00 SqFt
57 WEATHERING M 4531.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 164,154 SqFt

Section: 10 of 3 **From:** - **To:** - **Last Const.:** 8/1/2004

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

Area: 31,110 SqFt **Length:** 800 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 8/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: PCI: 66

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5207.00 SqFt **PCI:** 64

Sample Comments:

48 L & T CR L 183.00 Ft

48 L & T CR M 270.00 Ft

57 WEATHERING L 5207.00 SqFt

Sample Number: 06 **Type:** R **Area:** 3500.00 SqFt **PCI:** 68

Sample Comments:

48 L & T CR L 121.00 Ft

48 L & T CR M 129.00 Ft

57 WEATHERING L 3500.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 164,154 SqFt

Section: 20 of 3 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 32,564 SqFt **Length:** 900 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: PCI: 65

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5250.00 SqFt **PCI:** 65

Sample Comments:

48 L & T CR L 161.00 Ft
48 L & T CR M 30.00 Ft
52 RAVELING L 262.00 SqFt
57 WEATHERING M 4988.00 SqFt

Sample Number: 05 **Type:** R **Area:** 5250.00 SqFt **PCI:** 65

Sample Comments:

48 L & T CR L 75.00 Ft
48 L & T CR M 75.00 Ft
52 RAVELING L 262.00 SqFt
57 WEATHERING M 4988.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 164,154 SqFt

Section: 30 of 3 **From:** - **To:** - **Last Const.:** 6/1/2012

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

Area: 100,480 SqFt **Length:** 2,850 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 6/1/2012 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/1/2023 **TotalSamples:** 19 **Surveyed:** 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

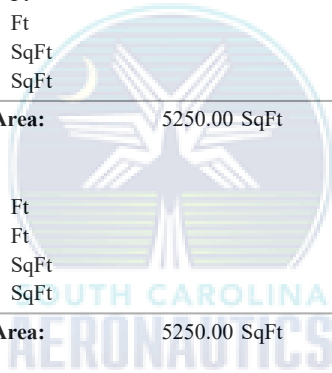
Sample Comments:

48 L & T CR L 150.00 Ft
48 L & T CR M 150.00 Ft
57 WEATHERING L 4988.00 SqFt
57 WEATHERING M 262.00 SqFt

Sample Number: 18 **Type:** R **Area:** 5250.00 SqFt **PCI:** 68

Sample Comments:

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:	Cheraw Municipal Airport/Lynch Bellinger Field			
Branch:	TW A1	Name:	TAXIWAY A1	Use:	TAXIWAY	Area:	14,645 SqFt
Section:	10	of 2	From:	-	To:	-	Last Const.: 7/1/1980
Surface:	AAC	Family:	SC34_TWTL_AC	Zone:		Category:	G
Area:	2,915 SqFt	Length:	95 Ft	Width:	30 Ft	Rank:	S
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	6/1/1964	Work Type:	Surface Course - AC (Layer Construct)	Code:	SU-AC	Is Major M&R:	False
Work Date:	6/1/1964	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True
Work Date:	6/1/1964	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False
Work Date:	7/1/1980	Work Type:	Overlay - AC Structural	Code:	OL-AS	Is Major M&R:	True
Work Date:	1/1/2012	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False
Last Insp. Date:	2/1/2023	TotalSamples:	1	Surveyed:	1		
Conditions:	PCI: 41						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	2915.00 SqFt	PCI:	41
Sample Comments:							

48	L & T CR	M	335.00 Ft
52	RAVELING	L	2186.00 SqFt
52	RAVELING	M	729.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 14,645 SqFt

Section: 20 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 11,730 SqFt **Length:** 300 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: PCI: 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4401.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	84.00 Ft
48	L & T CR	M	112.00 Ft
52	RAVELING	L	220.00 SqFt
57	WEATHERING	M	4181.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 7,642 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 7/1/1980

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

Area: 7,642 SqFt **Length:** 140 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 6/1/1964 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 6/1/1964 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/1964 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 7/1/1980 **Work Type:** Overlay - AC Structural **Code:** OL-AS **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 Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: PCI: 40

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3871.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	2903.00	SqFt
43	BLOCK CR	M	968.00	SqFt
52	RAVELING	L	3677.00	SqFt
52	RAVELING	M	194.00	SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 4,420 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 7/1/1980

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

Area: 4,420 SqFt **Length:** 143 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 7/1/1980 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 7/1/1980 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

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 Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: PCI: 59

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4420.00 SqFt **PCI:** 59

Sample Comments:

48 L & T CR L 284.00 Ft
48 L & T CR M 183.00 Ft
52 RAVELING L 4420.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 8,980 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 6/1/2012

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

Area: 8,980 SqFt **Length:** 184 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 6/1/2012 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

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

Conditions: PCI: 64

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4013.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	97.00 Ft
48	L & T CR	M	159.00 Ft
57	WEATHERING	L	3812.00 SqFt
57	WEATHERING	M	201.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 10,569 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 7/1/1990

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

Area: 10,569 SqFt **Length:** 245 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 7/1/1990 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 7/1/1990 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 7/1/1990 **Work Type:** New Construction - 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 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 **Total Samples:** 2 **Surveyed:** 1

Conditions: PCI: 55

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5073.00 SqFt **PCI:** 55

Sample Comments:

43 BLOCK CR L 4819.00 SqFt
43 BLOCK CR M 254.00 SqFt
57 WEATHERING L 5073.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW A6 **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 10,167 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 7/1/1990

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

Area: 10,167 SqFt **Length:** 245 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 7/1/1990 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 7/1/1990 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 7/1/1990 **Work Type:** New Construction - 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 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 **Total Samples:** 2 **Surveyed:** 1

Conditions: PCI: 45

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5496.00 SqFt **PCI:** 45

Sample Comments:

43 BLOCK CR L 5221.00 SqFt
43 BLOCK CR M 275.00 SqFt
52 RAVELING L 1594.00 SqFt
52 RAVELING M 220.00 SqFt
57 WEATHERING L 3682.00 SqFt



Network: CQW **Name:** Cheraw Municipal Airport/Lynch Bellinger Field

Branch: TW TA 26 **Name:** TAXIWAY TURNAROUND 26 **Use:** TAXIWAY **Area:** 8,835 SqFt

Section: 10 of 1 **From:** - **To:** - **Last Const.:** 7/1/1980

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

Area: 8,835 SqFt **Length:** 150 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 6/1/1964 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 6/1/1964 **Work Type:** Surface Course - AC (Layer Construct) **Code:** SU-AC **Is Major M&R:** False

Work Date: 7/1/1980 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 7/1/1980 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 6/1/1996 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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 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 **TotalSamples:** 2 **Surveyed:** 1

Conditions: PCI: 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4343.00 SqFt **PCI:** 43

Sample Comments:

43 BLOCK CR L 3257.00 SqFt
43 BLOCK CR M 1086.00 SqFt
52 RAVELING L 4343.00 SqFt





Kimley»»Horn