Alaska DOT&PF

Statewide Design and Engineering Services
Pavement Management and Preservation Office
5800 East Tudor Road, Anchorage AK 99507-1286

Pavement Inspection Report
Bethel Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Bethel	BET	PABE	60° 46' 42.8" N	161° 50' 13.8" W	126.8

Please refer all questions or for further information about this report, please contact the AKDOT&PF Pavement Management and Preservation Office as follows:

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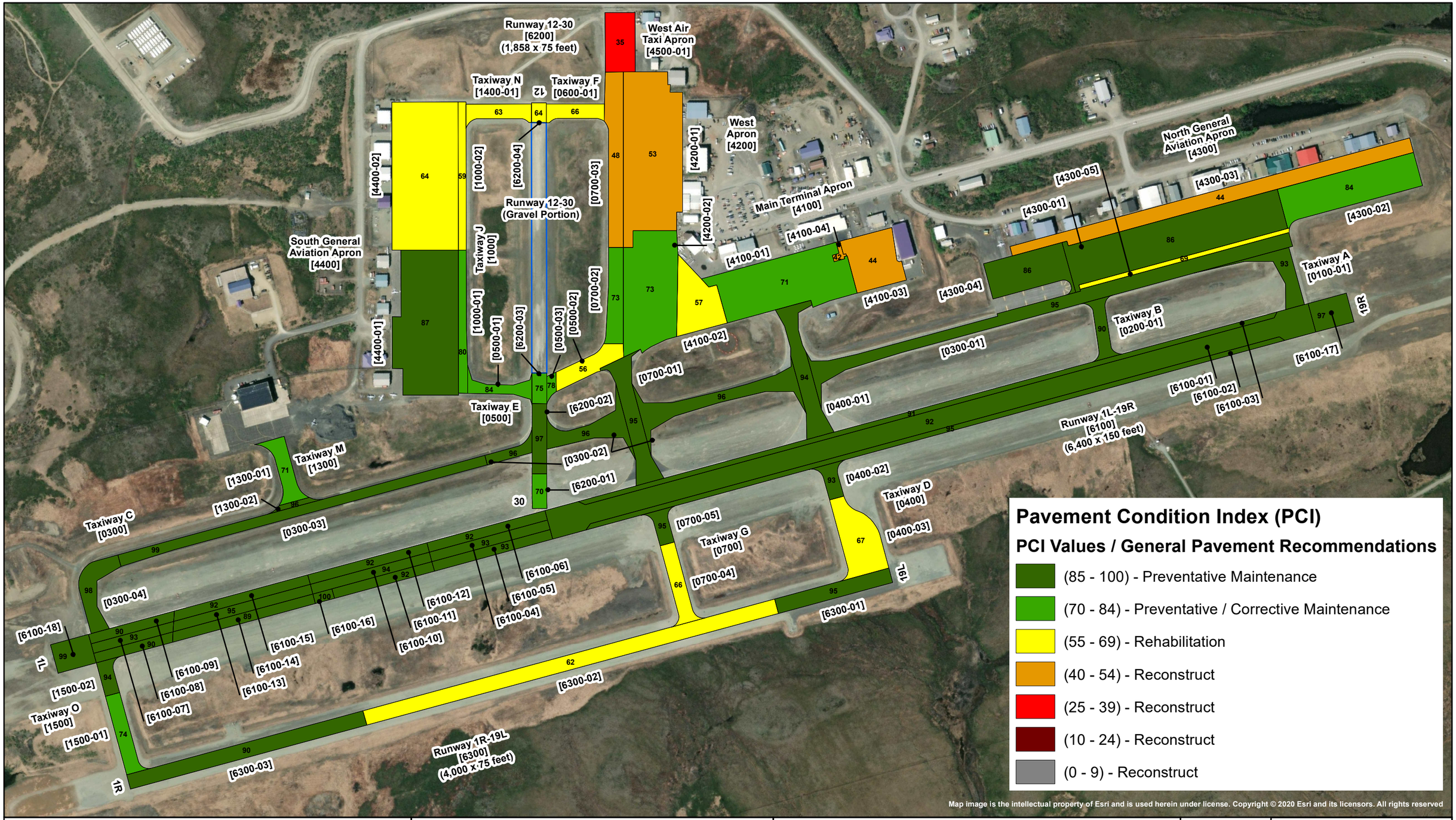
TABLE OF CONTENTS



Bethel Airport

Airport Code: BET
Site Number: 50061.1*A

Pavement Condition Index (PCI)

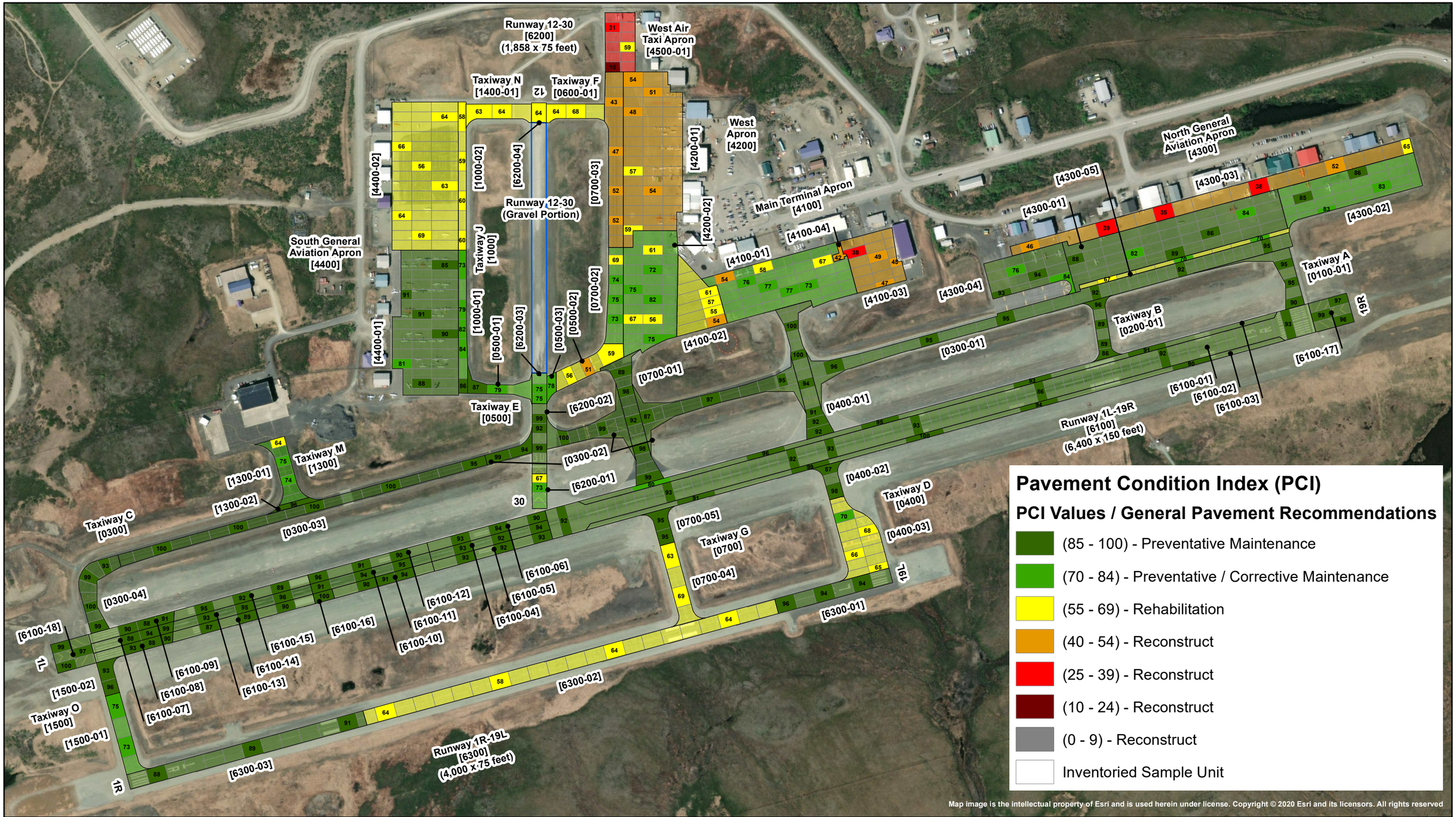
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 1 of 6



Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

- (85 - 100) - Preventative Maintenance
- (70 - 84) - Preventative / Corrective Maintenance
- (55 - 69) - Rehabilitation
- (40 - 54) - Reconstruct
- (25 - 39) - Reconstruct
- (10 - 24) - Reconstruct
- (0 - 9) - Reconstruct
- Inventoried Sample Unit

Bethel Airport

Airport Code: BET
Site Number: 50061.1*A

Sample Unit
Pavement Condition Index (PCI)

Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering
for AK DOT&PF

Map 2 of 6

Runway 12-30 [6200] (1,858 x 75 feet)
West Air Taxi Apron [4500-01]
Taxiway N [1400-01]
Taxiway F [0600-01]
West Apron [4200]
North General Aviation Apron [4300]
Main Terminal Apron [4100]
Runway 12-30 (Gravel Portion)
South General Aviation Apron [4400]
Taxiway J [1000]
Taxiway A [0100-01]
Taxiway B [0200-01]
Taxiway E [0500]
Taxiway M [1300]
Taxiway C [0300]
Taxiway D [0400]
Taxiway G [0700]
Taxiway O [1500]
Runway 1L-19R [6100] (6,400 x 150 feet)
Runway 1R-19L [6300] (4,000 x 75 feet)

5 Year Predicted* (Year 2029)

Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

- (85 - 100) - Preventative Maintenance
- (70 - 84) - Preventative / Corrective Maintenance
- (55 - 69) - Rehabilitation
- (40 - 54) - Reconstruct
- (25 - 39) - Reconstruct
- (10 - 24) - Reconstruct
- (0 - 9) - Reconstruct

*Assumes continued preventive maintenance

Bethel Airport

Airport Code: BET
Site Number: 50061.1*A

5 Year Predicted Pavement Condition Index (PCI)

Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6

Runway 12-30 [6200] (1,858 x 75 feet)
West Air Taxi Apron [4500-01]
Taxiway N [1400-01]
Taxiway F [0600-01]
West Apron [4200]
North General Aviation Apron [4300]
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Runway 12-30 (Gravel Portion)
South General Aviation Apron [4400]
Taxiway J [1000]
Taxiway A [0100-01]
Taxiway B [0200-01]
Taxiway E [0500]
Taxiway M [1300]
Taxiway C [0300]
Taxiway D [0400]
Taxiway G [0700]
Runway 1L-19R [6100] (6,400 x 150 feet)
Runway 1R-19L [6300] (4,000 x 75 feet)

10 Year Predicted* (Year 2034)

Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

- (85 - 100) - Preventative Maintenance
- (70 - 84) - Preventative / Corrective Maintenance
- (55 - 69) - Rehabilitation
- (40 - 54) - Reconstruct
- (25 - 39) - Reconstruct
- (10 - 24) - Reconstruct
- (0 - 9) - Reconstruct

*Assumes continued preventive maintenance

Bethel Airport

Airport Code: BET
Site Number: 50061.1*A

10 Year Predicted Pavement Condition Index (PCI)

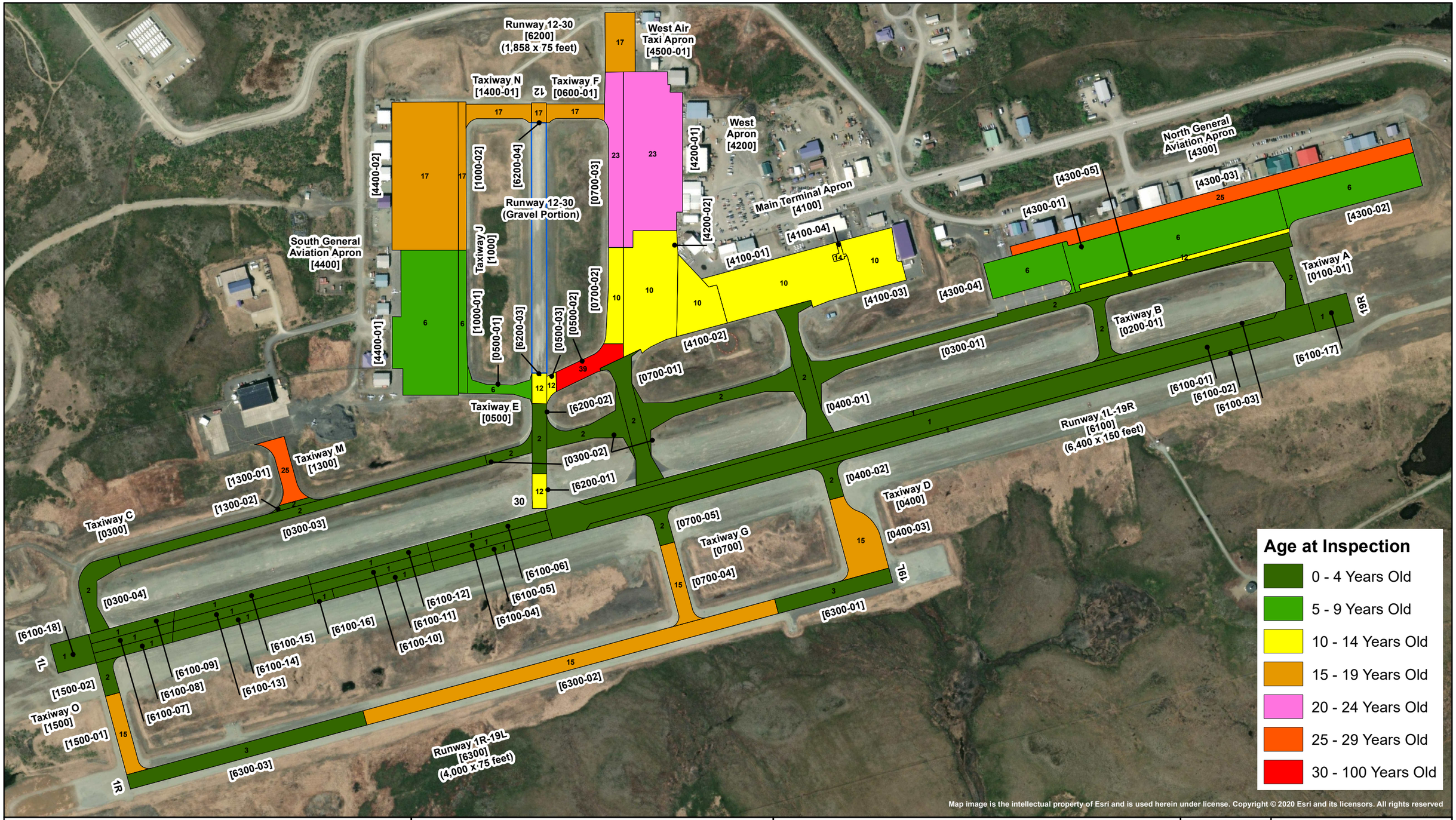
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6



Bethel Airport

Airport Code: BET
Site Number: 50061.1*A

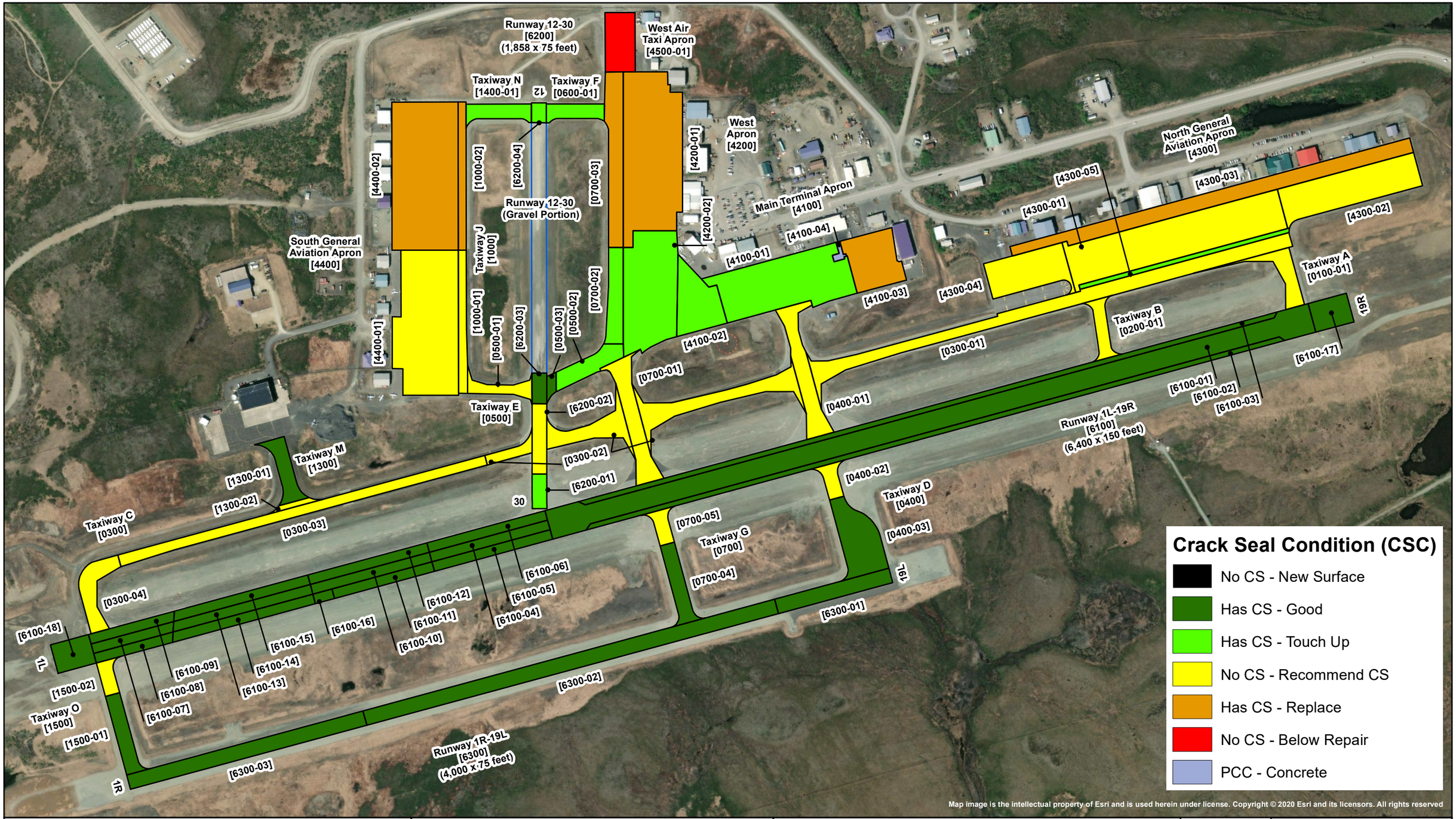
Pavement Age at Inspection

2024 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Bethel Airport

Airport Code: BET
Site Number: 50061.1*A

Pavement Crack Seal Condition (CSC)

2024 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

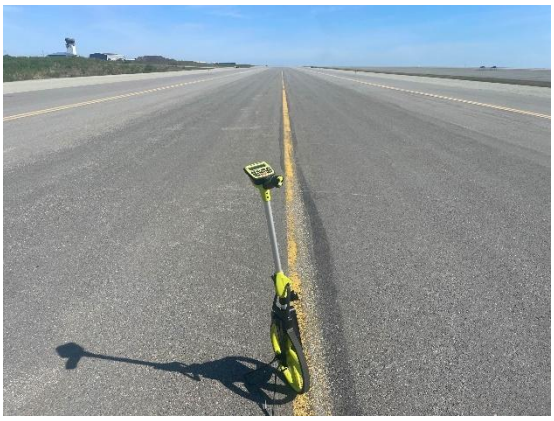
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	1	30,264	93

Taxiway A was initially constructed in 1985 then received a 2-inch mill and overlay in 2012 and another mill and overlay in 2022. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling, plus cracks developing on the new pavement that should be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	21,557	90

Like Taxiway A, Taxiway B was initially constructed in 1985 then received a 2-inch mill and overlay in 2012 and another mill and overlay in 2022. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling, plus cracks developing on the new pavement that should be crack sealed.

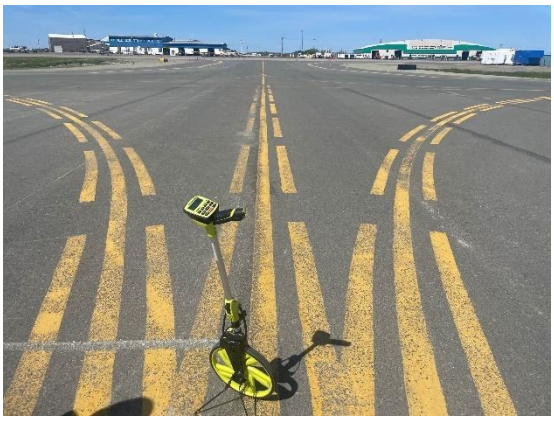
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	4	431,255	96



Like Taxiway A and Taxiway B, Taxiway C Section 0300-01 was initially constructed in 1985 then received a 2-inch mill and overlay in 2012 and another mill and overlay in 2022. Taxiway C Sections 0300-02 through 0300-04 were initially constructed in 1998 and 1999 then all received a mill and overlay 2022. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling, plus cracks developing on the new pavement that should be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	3	144,127	81

Section 0400-01 (94 PCI), 0400-02 (93 PCI)



Taxiway D Section 0400-01 was initially constructed in 1989 then received a 2-inch mill and overlay in 2012 and another mill and overlay in 2022. Section 0400-02 was initially constructed in 2009 then received a mill and overlay in 2022. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling, plus cracks developing on the new pavement that should be crack sealed.

Section 0400-03 (67 PCI)

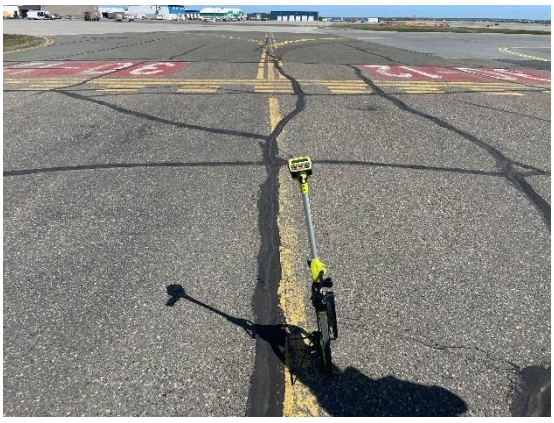
Taxiway D Section 0400-03 was initially constructed in 2009 and has not received any major work since. Occasional crack seal operations have been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include a large amount of cracking, all of which are sealed, plus localized spots of medium to high severity raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	3	58,811	68

Section 0500-01 (84 PCI), 0500-03 (78 PCI)

Taxiway E Section 0500-01 was initially constructed in 1988 and received a 2-inch overlay in 2018. Section 0500-03 was initially constructed in 1985 and received a complete reconstruction in 2012. Crack seal operations have been performed on Section 0500-03 but not on Section 0500-01. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include unsealed cracks on the larger Section 0500-01 (20,315 Sq Ft), but cracks are sealed on the smaller Section 0500-03 (5,368 Sq Ft).

Section 0500-02 (56 PCI)



Taxiway E Section 0500-02 was constructed in 1985 and has not received any major work since. Occasional crack seal operations have been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. Field observations include wearing of the surface leading to the medium severity weathering, and sealed cracks that should be touched up with additional sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	1	22,380	66

Taxiway F was constructed in 2007 and has not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks that should be touched up with additional sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	5	217,076	71

Section 0700-01 (95 PCI), 0700-05 (95 PCI)

Taxiway G Sections 0700-01 and 0700-05 were initially constructed in 1996 and 2009, respectively, then both received a mill and overlay in 2022. Crack seal operations have not been performed on these sections. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling, plus cracks developing on the new pavement that should be crack sealed.

Section 0700-02 (73 PCI)

Section 0700-02 was initially constructed in 1985 then received a surface reconstruction in 2001 and a 2-inch overlay in 2017. Occasional crack seal operations have been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include sealed cracks, some of which have progressed into medium severity, that should be touched up with additional sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	5	217,076	71

Section 0700-03 (48 PCI)

Taxiway G Section 0700-03 was initially constructed in 1985 and received a surface reconstruction in 2001. Occasional crack seal operations have been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. Field observations include wearing of the surface leading to the medium severity weathering, and sealed cracks where the sealant is failing in areas.

Section 0700-04 (66 PCI)

Section 0700-04 was constructed in 2009 and has not received any major work since. Occasional crack seal operations have been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include a large amount of cracking that is adequately sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1000	Taxiway J	Taxiway	2	60,429	69

Section 1000-01 (80 PCI)

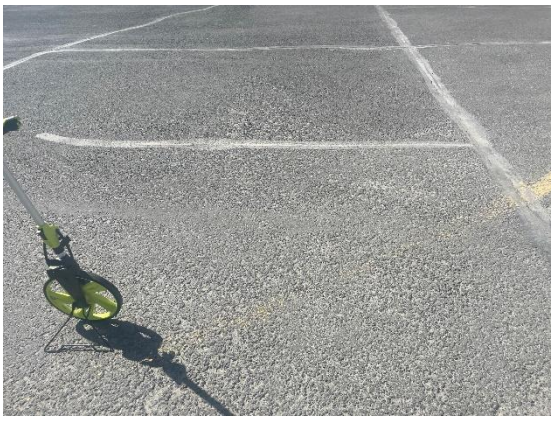
Taxiway J Section 1000-01 was initially constructed in 1988 and received a mill and overlay in 2018. Crack seal operations have not been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include localized spots of low to high severity raveling, plus the development of cracks that should be crack sealed.

Section 1000-02 (59 PCI)

Section 1000-02 was constructed in 2007 and has not received any major work since. Occasional crack seal operations have been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks where the sealant is failing in areas.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1300	Taxiway M	Taxiway	2	34,914	75

Section 1300-01 (71 PCI)

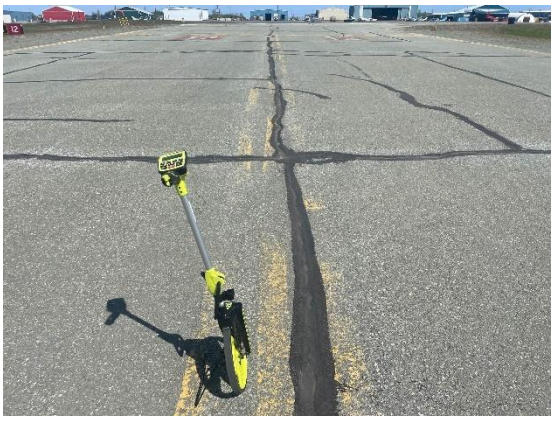


Taxiway M Section 1300-01 was constructed in 1999 and has not received any major work since. Occasional crack seal operations have been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking and low severity raveling. Field observations include localized spots of medium to high severity raveling, plus cracks that are adequately sealed.

Section 1300-02 (96 PCI)

Section 1300-02 was initially constructed in 1999 and received a mill and overlay in 2022. Crack seal operations have not been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include cracks developing on the new pavement that should be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1400	Taxiway N	Taxiway	1	25,842	63



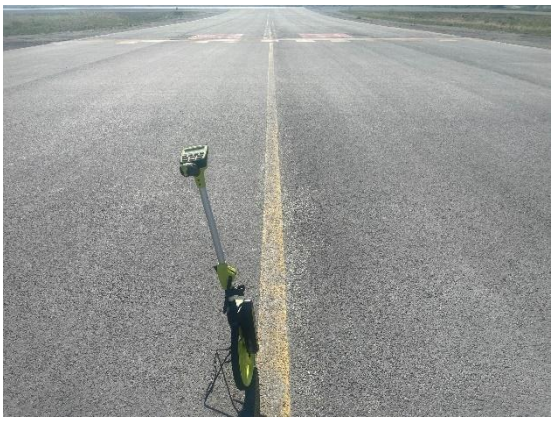
Taxiway N was constructed in 2007 and has not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks that should be touched up with additional sealant, as some are progressing into medium severity cracks.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1500	Taxiway O	Taxiway	2	45,381	80

Section 1500-01 (74 PCI)

Taxiway O Section 1500-01 was constructed in 2009 and has not received any major work since. Occasional crack seal operations have been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking and low to medium severity weathering. Field observations include sealed cracks and further wearing of the pavement surface leading to the medium severity weathering.

Section 1500-02 (94 PCI)



Section 1500-02 was also constructed in 2009, but then received a mill and overlay in 2022. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling and weathering, plus cracks developing on the new pavement that should be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Main Terminal Apron	Apron	4	311,550	62

Section 4100-01 (71 PCI)

The main terminal apron consists of 4 sections with varying work history, conditions, and surface types. Section 4100-01 was initially constructed in 1989 then received a 2-inch mill and overlay in 2001 and a 2-inch overlay in 2017. Occasional crack seal operations have been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include localized spots of raveling, and low severity rutting developing near the concrete hardstand.

Section 4100-02 (57 PCI)

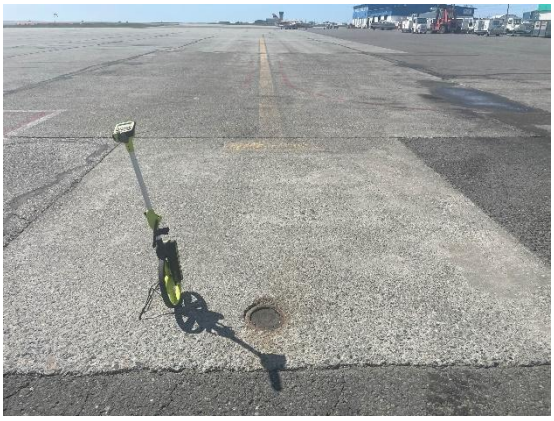
Section 4100-02 was initially constructed in 1973 then received a surface reconstruction in 2001. Occasional crack seal operations have been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. Field observations include wearing of the surface leading to the medium severity weathering, and sealed cracks that should be touched up with additional sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Main Terminal Apron	Apron	4	311,550	62

Section 4100-03 (44 PCI)

Section 4100-03 was constructed in 2001 and has not received any major work since. Occasional crack seal operations have been performed on the section, but the sealant is failing in areas. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. Field observations include localized spots of medium severity alligator cracking and high severity longitudinal and transverse cracking. This section functions primarily for the DOT maintenance shop trucks and does not handle much aircraft traffic.

PCC Section 4100-04 (42 PCI)



The PCC section 4100-04 was constructed in 2017 and has not received any major work since. The most common distresses observed are high severity joint seal damage, medium severity scaling, and medium severity joint and corner spalling. Field observations include wearing of the surface of the concrete leading to the medium severity scaling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	West Apron	Apron	2	391,948	61

Section 4200-01 (53 PCI)

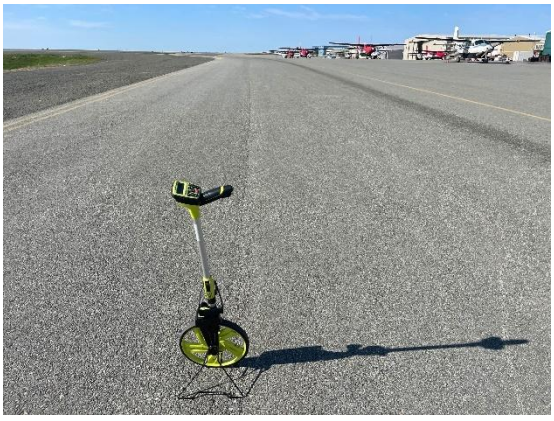
The west apron Section 4200-01 was initially constructed in 1985 and received a surface reconstruction in 2001. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. Field observations include wearing of the surface leading to the medium severity weathering, and sealed cracks where the sealant is failing in areas.

Section 4200-02 (73 PCI)

Section 4200-02 was also initially constructed in 1985 and received a surface reconstruction in 2001, but then also received a 2-inch overlay in 2017. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include sealed cracks that should be touched up with additional sealant, plus two additional sample units that contain low and medium severity depressions.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	North General Aviation Apron	Apron	5	609,647	75

Section 4300-01 (86 PCI), 4300-02 (84 PCI), 4300-04 (86 PCI)



The north GA apron consists of 5 sections with varying work history and conditions. Section 4300-01 was initially constructed in 1985 and received a 2-inch overlay in 2018. Section 4300-02 was initially constructed in 1999 and received a 2-inch overlay in 2018. Section 4300-04 was constructed in 2018 and has not received any major work since. Crack seal operations have not been performed on these sections. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include the development of low and medium severity cracking that should be crack sealed.

Section 4300-03 (44 PCI)

Section 4300-03 was constructed in 1999 and has not received any major work since. Occasional crack seal operations have been performed on the section, but the sealant is failing in areas. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include localized spots of low to medium severity alligator cracking, low to medium severity block cracking, and high severity longitudinal and transverse cracking.

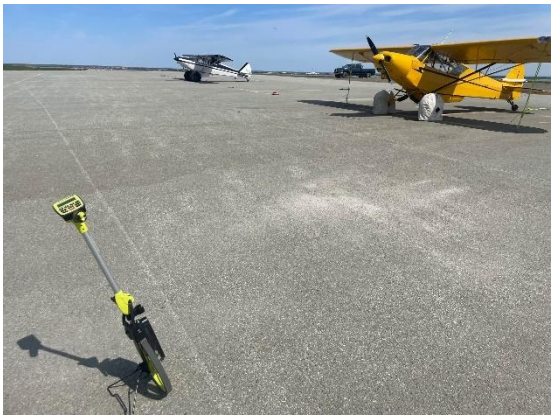
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	North General Aviation Apron	Apron	5	609,647	75

Section 4300-05 (69 PCI)

Section 4300-05 was initially constructed in 1985 and received a 2-inch overlay in 2012. Occasional crack seal operations have been performed on the section. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include localized spots of low to high severity raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4400	South General Aviation Apron	Apron	2	476,456	75

Section 4400-01 (87 PCI)



The south GA apron Section 4400-01 was initially constructed in 1988 and received a 2-inch mill and overlay in 2018. Crack seal operations have not been performed on the section. The most common distresses observed are low severity longitudinal and transverse cracking, oil spillage, and low severity weathering. Field observations include numerous locations of oil spillage from the GA aircrafts, and the development of low severity cracking that should be crack sealed.

Section 4400-02 (64 PCI)

Section 4400-02 was constructed in 2007 and has not received any major work since. Occasional crack seal operations have been performed on the section, but the sealant is failing in areas. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include further development of low and medium severity cracking, plus a large portion of the section that appears to have received a surface treatment.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4500	West Air Taxi Apron	Apron	1	45,000	35

The west air taxi apron was constructed in 2007 and has not received any major work since. Occasional crack seal operations have been performed on the branch, but the current condition is beyond repairing with crack sealant. The most common distresses observed are low to medium severity alligator cracking, low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include a highly degraded pavement with localized spots of low severity depression, low severity rutting, and medium to high severity raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 1L/19R	Runway	18	1,019,982	92




Runway 01L/19R consists of 18 sections with varied construction history, but the entire branch received a cold mill and overlay in 2023. Much of the runway pavement was initially constructed in 1989 and received a 2-inch cold mill and overlay in 2012 before receiving the 2023 work. Crack seal operations have been performed on the branch since construction. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of raveling and weathering, plus cracks already developing on the 1-year-old pavement that should continue to be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 12/30	Runway	3	58,767	82

Section 6200-01 (70 PCI), 6200-03 (75 PCI), 6200-04 (64 PCI),




Runway 12/30 Sections 6200-01 and 6200-03 were initially constructed in 1985 and received a complete reconstruction in 2012. Section 6200-04 was initially constructed in 2007 and has not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low to medium severity longitudinal and transverse cracking and low severity weathering. Field observations include localized spots of raveling and sealed cracks that should be touched up with additional sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 12/30	Runway	4	58,767	82

Section 6200-02 (97 PCI)

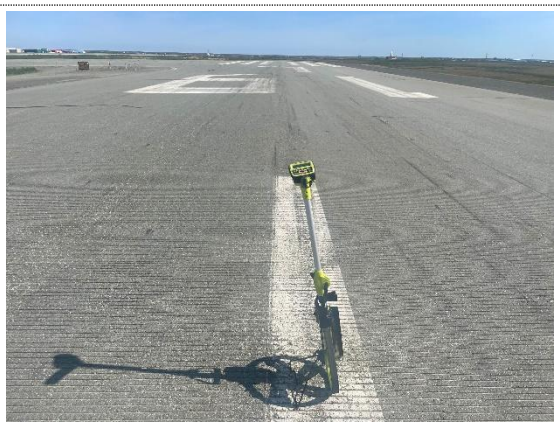



Section 6200-02 was also initially constructed in 1985 and received a complete reconstruction in 2012, but then received a mill and overlay in 2023. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of weathering, plus cracks developing on the new pavement that should be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6300	Runway 1R/19L	Runway	3	300,000	76

Section 6300-01 (95 PCI), 6300-03 (90 PCI)






Runway 01R/19L Sections 6300-01 and 6300-03 were initially constructed in 2009 and received a 2-inch overlay in 2021. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include localized spots of weathering and sealed cracks that should continue to be crack sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6300	Runway 1R/19L	Runway	3	300,000	76

Section 6300-02 (62 PCI)




Section 6300-02 was constructed in 2009 and has not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks that should continue to be crack sealed.

BRANCH CONDITION REPORT

Branch ID	No. of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (Sq Ft)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	1	300	100	30,264	TAXIWAY	93.40	0.00	93.40
0200	1	300	65	21,557	TAXIWAY	90.00	0.00	90.00
0300	4	6,375	68	431,255	TAXIWAY	96.75	1.72	96.16
0400	3	1,260	118	144,127	TAXIWAY	84.77	12.37	81.13
0500	3	765	77	58,811	TAXIWAY	72.77	11.84	67.90
0600	1	295	75	22,380	TAXIWAY	65.90	0.00	65.90
0700	5	2,605	76	217,076	TAXIWAY	75.40	17.91	71.25
1000	2	1,475	40	60,429	TAXIWAY	69.40	10.40	69.47
1300	2	357	138	34,914	TAXIWAY	83.55	12.45	75.04
1400	1	330	75	25,842	TAXIWAY	63.00	0.00	63.00
1500	2	585	75	45,381	TAXIWAY	84.00	10.20	79.99
4100	4	1,249	207	311,550	APRON	53.40	11.58	61.62
4200	2	1,395	288	391,948	APRON	63.15	9.95	61.15
4300	5	5,450	132	609,647	APRON	73.86	16.32	74.59
4400	2	1,485	311	476,456	APRON	75.55	11.75	74.87
4500	1	300	150	45,000	APRON	35.20	0.00	35.20
6100	18	18,985	61	1,019,982	RUNWAY	93.18	2.90	92.48
6200	4	785	75	58,767	RUNWAY	76.33	12.46	82.27
6300	3	4,000	75	300,000	RUNWAY	82.10	14.29	75.50

Note: the dimensions in the Branch Condition Report are derived from area calculations and may not reflect actual dimensions of individual sections. Refer to the maps for actual section dimensions.

BRANCH USE CONDITION REPORT

Use Category	No. of Sections	Total Area (Sq Ft)	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
APRON	14	1,834,601	63.96	17.68	68.62
RUNWAY	25	1,378,749	89.16	9.97	88.35
TAXIWAY	25	1,092,036	80.91	15.11	83.27
ALL	64	4,305,386	80.43	16.90	78.66

SECTION CONDITION REPORT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0100	0100-01	9/15/2022	AC	TAXIWAY	P	30,264	6/10/2024	2	93
0200	0200-01	9/15/2022	AC	TAXIWAY	P	21,557	6/10/2024	2	90
0300	0300-01	9/15/2022	AC	TAXIWAY	P	168,437	6/10/2024	2	95
0300	0300-02	9/15/2022	AC	TAXIWAY	P	127,265	6/10/2024	2	96
0300	0300-03	9/15/2022	AC	TAXIWAY	P	97,849	6/10/2024	2	99
0300	0300-04	9/15/2022	AC	TAXIWAY	P	37,704	6/10/2024	2	98
0400	0400-01	9/15/2022	AAC	TAXIWAY	P	59,779	6/10/2024	2	94
0400	0400-02	9/15/2022	AAC	TAXIWAY	S	14,750	6/10/2024	2	93
0400	0400-03	8/1/2009	AAC	TAXIWAY	S	69,598	6/10/2024	15	67
0500	0500-01	6/18/2018	AC	TAXIWAY	T	20,315	6/10/2024	6	84
0500	0500-02	9/1/1985	AC	TAXIWAY	P	33,128	6/10/2024	39	56
0500	0500-03	9/23/2012	AC	TAXIWAY	P	5,368	6/10/2024	12	78
0600	0600-01	8/1/2007	AAC	TAXIWAY	T	22,380	6/10/2024	17	66
0700	0700-01	9/15/2022	AC	TAXIWAY	P	59,555	6/10/2024	2	95
0700	0700-02	6/15/2014	AAC	TAXIWAY	P	38,997	6/10/2024	10	73
0700	0700-03	8/1/2001	AAC	TAXIWAY	P	71,829	6/10/2024	23	48
0700	0700-04	8/1/2009	AAC	TAXIWAY	S	32,190	6/10/2024	15	66
0700	0700-05	9/15/2022	AAC	TAXIWAY	S	14,505	6/10/2024	2	95
1000	1000-01	6/18/2018	AC	TAXIWAY	T	30,429	6/10/2024	6	80
1000	1000-02	8/1/2007	AC	TAXIWAY	T	30,000	6/10/2024	17	59
1300	1300-01	7/1/1999	AC	TAXIWAY	S	29,395	6/10/2024	25	71
1300	1300-02	9/15/2022	AC	TAXIWAY	S	5,519	6/10/2024	2	96
1400	1400-01	8/1/2007	AAC	TAXIWAY	T	25,842	6/10/2024	17	63
1500	1500-01	8/1/2009	AAC	TAXIWAY	S	31,600	6/10/2024	15	74
1500	1500-02	9/15/2022	AAC	TAXIWAY	S	13,781	6/10/2024	2	94
4100	4100-01	6/15/2014	AAC	APRON	P	174,113	6/10/2024	10	71
4100	4100-02	6/15/2014	AAC	APRON	P	63,793	6/10/2024	10	57
4100	4100-03	6/15/2014	AC	APRON	P	70,433	6/10/2024	10	44
4100	4100-04	8/1/2010	PCC	APRON	P	3,211	6/10/2024	14	42
4200	4200-01	8/1/2001	AAC	APRON	P	235,270	6/10/2024	23	53
4200	4200-02	6/15/2014	AAC	APRON	P	156,678	6/10/2024	10	73

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
4300	4300-01	6/23/2018	AC	APRON	T	232,035	6/10/2024	6	86
4300	4300-02	6/23/2018	AC	APRON	T	125,971	6/10/2024	6	84
4300	4300-03	7/15/1999	AAC	APRON	T	149,607	6/10/2024	25	44
4300	4300-04	6/23/2018	AC	APRON	T	77,827	6/10/2024	6	86
4300	4300-05	10/12/2012	AC	APRON	T	24,207	6/10/2024	12	69
4400	4400-01	6/18/2018	AC	APRON	T	224,456	6/10/2024	6	87
4400	4400-02	8/1/2007	AAC	APRON	T	252,000	6/10/2024	17	64
4500	4500-01	8/1/2007	AC	APRON	S	45,000	6/10/2024	17	35
6100	6100-01	7/1/2023	AAC	RUNWAY	P	418,700	6/10/2024	1	92
6100	6100-02	7/1/2023	AAC	RUNWAY	P	91,009	6/10/2024	1	95
6100	6100-03	7/1/2023	AAC	RUNWAY	P	91,023	6/10/2024	1	91
6100	6100-04	7/1/2023	AAC	RUNWAY	P	31,000	6/10/2024	1	93
6100	6100-05	7/1/2023	AAC	RUNWAY	P	31,000	6/10/2024	1	93
6100	6100-06	7/1/2023	AAC	RUNWAY	P	31,000	6/10/2024	1	92
6100	6100-07	7/1/2023	AAC	RUNWAY	P	21,250	6/10/2024	1	93
6100	6100-08	7/1/2023	AAC	RUNWAY	P	20,500	6/10/2024	1	90
6100	6100-09	7/1/2023	AAC	RUNWAY	P	22,000	6/10/2024	1	90
6100	6100-10	7/1/2023	AC	RUNWAY	P	31,250	6/10/2024	1	94
6100	6100-11	7/1/2023	AAC	RUNWAY	P	26,250	6/10/2024	1	92
6100	6100-12	7/1/2023	AC	RUNWAY	P	31,250	6/10/2024	1	92
6100	6100-13	7/1/2023	AAC	RUNWAY	P	36,250	6/10/2024	1	95
6100	6100-14	7/1/2023	AAC	RUNWAY	P	37,000	6/10/2024	1	89
6100	6100-15	7/1/2023	AAC	RUNWAY	P	35,500	6/10/2024	1	92
6100	6100-16	7/1/2023	AC	RUNWAY	P	5,000	6/10/2024	1	100
6100	6100-17	7/1/2023	AC	RUNWAY	T	30,000	6/10/2024	1	97
6100	6100-18	7/1/2023	AC	RUNWAY	T	30,000	6/10/2024	1	99
6200	6200-01	9/23/2012	AC	RUNWAY	T	13,080	6/10/2024	12	70
6200	6200-02	9/15/2022	AC	RUNWAY	S	26,551	6/10/2024	2	97
6200	6200-03	9/23/2012	AC	RUNWAY	S	11,636	6/10/2024	12	75
6200	6200-04	8/1/2007	AC	RUNWAY	S	7,500	6/10/2024	17	64
6300	6300-01	6/1/2021	AAC	RUNWAY	S	45,000	6/10/2024	3	95
6300	6300-02	8/1/2009	AAC	RUNWAY	S	162,000	6/10/2024	15	62
6300	6300-03	6/1/2021	AAC	RUNWAY	S	93,000	6/10/2024	3	90

SECTION CONDITION REPORT (SUMMARY BY AGE CATEGORY)

Age Category	Average Age at Inspection	Total Area (Sq Ft)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02	1	1,697,498	31	93.93	2.77	93.68
03-05	3	138,000	2	92.10	2.50	91.23
06-10	8	1,215,047	11	75.02	13.12	77.64
11-15	14	352,890	9	66.99	10.00	65.78
16-20	17	382,722	6	58.42	10.58	60.13
21-25	24	486,101	4	54.08	10.38	50.65
36-40	39	33,128	1	56.40	0.00	56.40
ALL	8	4,305,386	64	80.43	16.90	78.66

Work History Report

Pavement Database: Alaska

Network: Bethel Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30264 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1985	NC-IN	New Construction - Initial	0.00	4.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 21557 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
9/23/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 2,520.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 168437 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,470.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 127265 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0300 Taxiway C **Section:** 0300-03 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,925.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 97849 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
7/1/1999	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0300 Taxiway C **Section:** 0300-04 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 37704 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
7/15/2004	PA-AL	Patching - AC Leveling	0.00	0.00	☐	(Funded via AIP)
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:** AAC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 675.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 59779 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
9/23/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0400 Taxiway D **Section:** 0400-02 **Surface:** AAC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** S **Length:** 175.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 14750 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0400 Taxiway D **Section:** 0400-03 **Surface:** AAC

L.C.D. 8/1/2009 **Use:** TAXIWAY **Rank:** S **Length:** 410.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 69598 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:** AC

L.C.D. 6/18/2018 **Use:** TAXIWAY **Rank:** T **Length:** 325.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 20315 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/18/2018	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
9/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0500 Taxiway E **Section:** 0500-02 **Surface:** AC

L.C.D. 9/1/1985 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 33128 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0500 Taxiway E **Section:** 0500-03 **Surface:** AC

L.C.D. 9/23/2012 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 5368 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	11.00	☑	11" Gravel (4" RAP, 7" SCBC), (Fund
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" HMA, (Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0600 Taxiway F **Section:** 0600-01 **Surface:** AAC

L.C.D. 8/1/2007 **Use:** TAXIWAY **Rank:** T **Length:** 295.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 22380 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2007	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0700 Taxiway G **Section:** 0700-01 **Surface:**AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** P **Length:** 640.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 59555 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
8/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0700 Taxiway G **Section:** 0700-02 **Surface:**AAC

L.C.D. 6/15/2014 **Use:** TAXIWAY **Rank:** P **Length:** 490.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 38997 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2014	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0700 Taxiway G **Section:** 0700-03 **Surface:**AAC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 890.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 71829 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0700 Taxiway G **Section:** 0700-04 **Surface:**AAC

L.C.D. 8/1/2009 **Use:** TAXIWAY **Rank:** S **Length:** 410.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 32190 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 0700 Taxiway G **Section:** 0700-05 **Surface:**AAC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** S **Length:** 175.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 14505 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1000 Taxiway J **Section:** 1000-01 **Surface:**AC

L.C.D. 6/18/2018 **Use:** TAXIWAY **Rank:** T **Length:** 725.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 30429 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/18/2018	MOL-2	Cold Mill and Overlay - 2 Inches	0.00	2.00	☑	(Funded via AIP)
9/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1000 Taxiway J **Section:** 1000-02 **Surface:**AC

L.C.D. 8/1/2007 **Use:** TAXIWAY **Rank:** T **Length:** 750.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 30000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2007	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1300 Taxiway M **Section:** 1300-01 **Surface:** AC

L.C.D. 7/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 330.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 29395 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/1999	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1300 Taxiway M **Section:** 1300-02 **Surface:** AC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** S **Length:** 27.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 5519 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
7/1/1999	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1400 Taxiway N **Section:** 1400-01 **Surface:** AAC

L.C.D. 8/1/2007 **Use:** TAXIWAY **Rank:** T **Length:** 330.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 25842 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2007	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1500 Taxiway O **Section:** 1500-01 **Surface:** AAC

L.C.D. 8/1/2009 **Use:** TAXIWAY **Rank:** S **Length:** 410.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 31600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 1500 Taxiway O **Section:** 1500-02 **Surface:** AAC

L.C.D. 9/15/2022 **Use:** TAXIWAY **Rank:** S **Length:** 175.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 13781 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4100 Main Terminal Apr **Section:** 4100-01 **Surface:** AAC

L.C.D. 6/15/2014 **Use:** APRON **Rank:** P **Length:** 675.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 174113 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2014	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4100 Main Terminal Apr **Section:** 4100-02 **Surface:** AAC

L.C.D. 6/15/2014 **Use:** APRON **Rank:** P **Length:** 265.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 63793 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2014	OL_2	2 in overlay	0.00	0.00	☑	(Funded via AIP)
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
8/1/1973	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4100 Main Terminal Apr **Section:** 4100-03 **Surface:**AC
L.C.D. 6/15/2014 **Use:** APRON **Rank:** P **Length:** 275.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 70433 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2014	OL_2	2 in overlay	0.00	2.00	☑	
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4100 Main Terminal Apr **Section:** 4100-04 **Surface:**PCC
L.C.D. 8/1/2010 **Use:** APRON **Rank:** P **Length:** 34.00 (Ft) **Width:** 68.00 (Ft) **True Area:** 3211 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2010	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Bethel Airport **Branch:** 4200 West Apron **Section:** 4200-01 **Surface:**AAC
L.C.D. 8/1/2001 **Use:** APRON **Rank:** P **Length:** 805.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 235270 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4200 West Apron **Section:** 4200-02 **Surface:**AAC
L.C.D. 6/15/2014 **Use:** APRON **Rank:** P **Length:** 590.00 (Ft) **Width:** 275.00 (Ft) **True Area:** 156678 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2014	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4300 North GA Apron **Section:** 4300-01 **Surface:**AC
L.C.D. 6/23/2018 **Use:** APRON **Rank:** T **Length:** 1,122.00 (Ft) **Width:** 205.00 (Ft) **True Area:** 232035 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/23/2018	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4300 North GA Apron **Section:** 4300-02 **Surface:**AC
L.C.D. 6/23/2018 **Use:** APRON **Rank:** T **Length:** 715.00 (Ft) **Width:** 175.00 (Ft) **True Area:** 125971 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/23/2018	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1999	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4300 North GA Apron **Section:** 4300-03 **Surface:**AAC
L.C.D. 7/15/1999 **Use:** APRON **Rank:** T **Length:** 2,100.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 149607 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/15/1999	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4300 North GA Apron **Section:** 4300-04 **Surface:** AC

L.C.D. 6/23/2018 **Use:** APRON **Rank:** T **Length:** 413.00 (Ft) **Width:** 185.00 (Ft) **True Area:** 77827 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/23/2018	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4300 North GA Apron **Section:** 4300-05 **Surface:** AC

L.C.D. 10/12/201 **Use:** APRON **Rank:** T **Length:** 1,100.00 (Ft) **Width:** 22.00 (Ft) **True Area:** 24207 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/12/2012	OL_2	2 in overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4400 South GA Apron **Section:** 4400-01 **Surface:** AC

L.C.D. 6/18/2018 **Use:** APRON **Rank:** T **Length:** 735.00 (Ft) **Width:** 285.00 (Ft) **True Area:** 224456 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/18/2018	MOL-2	Cold Mill and Overlay - 2 Inches	0.00	2.00	☑	(Funded via AIP)
9/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4400 South GA Apron **Section:** 4400-02 **Surface:** AAC

L.C.D. 8/1/2007 **Use:** APRON **Rank:** T **Length:** 750.00 (Ft) **Width:** 336.00 (Ft) **True Area:** 252000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	ST-ST	Surface Treatment - Sand Tar	0.00	0.00	☐	Work date is an estimate. Approximat
8/1/2007	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 4500 West Air Taxi Apr **Section:** 4500-01 **Surface:** AC

L.C.D. 8/1/2007 **Use:** APRON **Rank:** S **Length:** 300.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 45000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-01 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 4,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 418700 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-02 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 3,700.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 91009 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-03 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 3,700.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 91023 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-04 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 620.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 31000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-05 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 620.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 31000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-06 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 620.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 31000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-07 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 425.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 21250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1998	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-08 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 410.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 20500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1998	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-09 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 440.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 22000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1998	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-10 **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 625.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 31250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-11 **Surface:** AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 525.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 26250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
9/1/2004	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑	4" AC over 8" CABC, (Funded via AI
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-12 **Surface:**AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 625.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 31250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/1995	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-13 **Surface:**AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 725.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 36250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
9/1/2004	SR-AC	Surface Reconstruction - AC	0.00	6.00	☑	4" top, 2" middle, 8" CABC, (Funded
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-14 **Surface:**AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 740.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 37000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
9/1/2004	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑	4" AC over 8" CABC, (Funded via AI
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-15 **Surface:**AAC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 710.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 35500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
9/1/2004	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑	4" AC over 8" CABC, (Funded via AI
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-16 **Surface:**AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
10/12/2012	CM-OL-2	2 in Cold Mill & Overlay	0.00	2.00	☑	(Funded via AIP)
8/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-17 **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 30000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
9/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Bethel Airport **Branch:** 6100 01L/19R **Section:** 6100-18 **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 30000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
9/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Bethel Airport **Branch:** 6200 12/30 **Section:** 6200-01 **Surface:** AC

L.C.D. 9/23/2012 **Use:** RUNWAY **Rank:** T **Length:** 175.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 13080 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	11.00	☑	11" Gravel (4" RAP, 7" SCBC), (Fund
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" HMA, (Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6200 12/30 **Section:** 6200-02 **Surface:** AC

L.C.D. 9/15/2022 **Use:** RUNWAY **Rank:** S **Length:** 355.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 26551 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/15/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)No. 3-02-0029-028-2
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	11.00	☑	11" Gravel (4" RAP, 7" SCBC), (Fund
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" HMA, (Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6200 12/30 **Section:** 6200-03 **Surface:** AC

L.C.D. 9/23/2012 **Use:** RUNWAY **Rank:** S **Length:** 155.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 11636 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	11.00	☑	11" Gravel (4" RAP, 7" SCBC), (Fund
9/23/2012	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" HMA, (Funded via AIP)
9/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6200 12/30 **Section:** 6200-04 **Surface:** AC

L.C.D. 8/1/2007 **Use:** RUNWAY **Rank:** S **Length:** 100.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 7500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Bethel Airport **Branch:** 6300 01R/19L **Section:** 6300-01 **Surface:** AAC

L.C.D. 6/1/2021 **Use:** RUNWAY **Rank:** S **Length:** 600.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 45000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2021	OL_2	2 in overlay	0.00	2.00	☑	
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6300 01R/19L **Section:** 6300-02 **Surface:** AAC

L.C.D. 8/1/2009 **Use:** RUNWAY **Rank:** S **Length:** 2,160.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 162000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: Bethel Airport **Branch:** 6300 01R/19L **Section:** 6300-03 **Surface:** AAC

L.C.D. 6/1/2021 **Use:** RUNWAY **Rank:** S **Length:** 1,240.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 93000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2021	OL_2	2 in overlay	0.00	2.00	☑	
8/1/2009	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
2 in Cold Mill & Overlay	19	1,071,582.00	2.00	0.00
2 in overlay	12	1,212,979.00	1.83	0.55
Cold Mill and Overlay	31	1,697,498.00	0.00	0.00
Cold Mill and Overlay - 2 Inches	2	254,885.00	2.00	0.00
Complete Reconstruction - AC	8	113,270.00	7.00	4.00
New Construction - AC	2	122,827.00	0.00	0.00
New Construction - Initial	62	4,182,559.00	0.69	1.29
Overlay - AC Thin	3	63,750.00	2.00	0.00
Patching - AC Leveling	1	37,704.00	0.00	0.00
Surface Reconstruction - AC	9	701,567.00	2.00	2.31
Surface Treatment - Sand Tar	1	252,000.00	0.00	0.00

PHYSICAL PROPERTY DATA

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway A 100	0100-01	7	P-401	9.6 [2]	P-208	-	-	ML-SM	9
Taxiway B 200	0200-01	4	P-401	6	P-208	12 [1]	P-154	ML-SM	9
Taxiway C 300	0300-01	7	P-401	9.6 [2]	P-208	-	-	ML-SM	9
	0300-02	4	P-401	13.1 [2]	P-208	-	-	ML-SM	9
	0300-03	4	P-401	13.1 [2]	P-208	-	-	ML-SM	9
	0300-04	4	P-401	13.1 [2]	P-208	-	-	ML-SM	9
Taxiway D 400	0400-01	7.2	P-401	7.2 [2]	P-220	-	-	ML-SM	9
	0400-02	7.2	P-401	7.2 [2]	P-220	-	-	ML-SM	9
	0400-03	3	P-401	3 5	P-208 P-220	18 [1]	P-154	ML-SM	9
Taxiway E 500	0500-01	2	P-401	6 [1]	P-208	-	-	ML-SM	9
	0500-02	2	P-401	8	P-208	12 [1]	P-154	ML-SM	9
	0500-03	2	P-401	8	P-208	12 [1]	P-154	ML-SM	9
Taxiway F 600	0600-01	3	P-401	3 3	P-208 P-220	-	-	ML-SM	9
Taxiway G 700	0700-01	4	P-401	12	P-220	60	P-154	ML-SM	9
	0700-02	2	P-401	6	P-208	12 [1]	P-154	ML-SM	9
	0700-03	2	P-401	6	P-208	12 [1]	P-154	ML-SM	9
	0700-04	3	P-401	3 5	P-208 P-220	24	P-154	ML-SM	9
	0700-05	4	P-401	3 5	P-208 P-220	24	P-154	ML-SM	9
Taxiway J 1000	1000-01	2	P-401	6	P-208	12	P-154	ML-SM	9
	1000-02	8	P-401	8	P-220	16	P-154	ML-SM	9
Taxiway M 1300	1300-01	4	P-401	9	P-208	60	P-154	ML-SM	9
	1300-02	4	P-401	9	P-208	60	P-154	ML-SM	9
Taxiway N 1400	1400-01	3	P-401	8	P-220	16	P-154	ML-SM	9
Taxiway O 1500	1500-01	3	P-401	3 5	P-208 P-220	24	P-154	ML-SM	9
	1500-02	4	P-401	3 5	P-208 P-220	24	P-154	ML-SM	9

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
Main Terminal Apron 4100	4100-01	7	P-401	5.5	P-220	12	P-154	ML-SM	9
	4100-02	4	P-401	12	P-208	12	P-154	ML-SM	9
	4100-03-	4	P-401	12	P-208	12	P-154	ML-SM	9
	4100-04	PCC	P-501	-	-	-	-	ML-SM	9
West Apron 4200	4200-01	4	P-401	12	P-208	12	P-154	ML-SM	9
	4200-02	4	P-401	12	P-208	12	P-154	ML-SM	9
North General Aviation Apron 4300	4300-01	2	P-401	6	P-208	48	P-154	ML-SM	9
	4300-02	2	P-401	6	P-208	60	P-154	ML-SM	9
	4300-03	2	P-401	6	P-208	36	P-154	ML-SM	9
	4300-04	2	P-401	6	P-208	48	P-154	ML-SM	9
	4300-05	2	P-401	6	P-208	48	P-154	ML-SM	9
South General Aviation Apron 4400	4400-01	2	P-401	6	P-208	24	P-154	ML-SM	9
	4400-02	3	P-401	8	P-220	16	P-154	ML-SM	9
West Air Taxi Apron 4500	4500-01	3	P-401	8	P-220	16	P-154	ML-SM	9
Runway 12/30 6200	6200-01	4	P-401	13.1	P-220	-	-	ML-SM	9
	6200-02	4	P-401	13.1	P-220	-	-	ML-SM	9
	6200-03	4	P-401	13.1	P-220	-	-	ML-SM	9
	6200-04	3	P-401	3 5	P-208 P-220	-	-	ML-SM	9
Runway 1R/19L 6300	6300-01	3	P-401	3 5	P-208 P-220	24	P-154	ML-SM	9
	6300-02	3	P-401	3 5	P-208 P-220	12	P-154	ML-SM	9
	6300-03	3	P-401	3 5	P-208 P-220	24	P-154	ML-SM	9
Runway 1L/19R 6100	6100-01	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-02	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-03	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-04	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-05	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
Runway 1L/19R 6100 [2]	6100-06	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-07	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-08	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-09	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-10	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-11	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-12	9 [2]	P-401	5 [2]	CTB [2]	18 [2]	P-154	ML-SM	6 [2]
	6100-13	6 [2]	P-401	14 [2]	CTB [2]	12 [2]	P-154	ML-SM	6 [2]
	6100-14	6 [2]	P-401	14 [2]	CTB [2]	12 [2]	P-154	ML-SM	6 [2]
	6100-15	6 [2]	P-401	14 [2]	CTB [2]	12 [2]	P-154	ML-SM	6 [2]
	6100-16	7 [2]	P-401	5 [2]	CTB [2]	24 [2]	P-154	ML-SM	6 [2]
	6100-17	7 [2]	P-401	5 [2]	CTB [2]	24 [2]	P-154	ML-SM	6 [2]
	6100-18	7 [2]	P-401	5 [2]	CTB [2]	24 [2]	P-154	ML-SM	6 [2]

Notes:
[1] Estimated, no as-built construction records
[2] Pavement layer type, thickness and CBR data from R&M 2021 Geotechnical Data Report

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	S-3	3,000	95.0	50	3,063	8,902
2	Cessna 206	3,612	95.0	52	28,238	86,030
3	S-5	5,000	95.0	50	6,794	22,382
4	PA-32-300	3,400	95.0	50	2,437	7,343
5	S-10	10,000	95.0	50	18	72
6	S-15	15,000	95.0	50	2,209	10,035
7	Cessna 208B	8,750	95.0	75	20,425	70,887
8	PA-31-325	6,536	95.0	66	1,051	3,488
9	D-15	15,000	95.0	55	424	2,788
10	Beechcraft King Air	12,590	95.0	98	18	105
11	Shorts 330-200	22,900	95.0	79	28	127
12	Q100/Dash 8	34,700	94.4	131	552	3,807
13	D-100	100,000	95.0	140	174	1,577
14	L-100-20	155,801	96.4	104	606	7,581
15	Saab 340B	29,000	95.0	55	5	41
16	B737-100	111,000	92.0	157	264	2,236
17	B737-300	140,000	90.8	201	219	1,839
18	B737-400	150,500	93.8	185	273	2,440
19	B737-7 MAX	177,500	93.6	204	1,411	12,531
20	EMB-175 STD	83,026	95.0	136	2	17
21	DC9-51	122,000	94.0	172	168	1,479
22	D-50	50,000	95.0	80	230	2,029
23	MD-83	161,000	94.8	195	954	8,789
24	B737-800	174,700	93.6	204	701	6,192
25	B737-900	174,700	94.6	204	2	18
26	B737-900 ER	188,200	94.6	220	16	142

PAVEMENT CLASSIFICATION RATING

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
1L-19R	B737-900 ER	39,980	13,500	9.0	1.0	530/F/C/X/T
1R-19L	B737-900 ER	143,925	13,500	23.0	1.0	360/F/C/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- Subgrade strength reduction for frost applied
- S-3, S-5, S-10 and S-15 refer to “generic single gear aircraft as modeled in FAARFIELD
- D-15, D-50 and D-100 refer to “generic” dual gear aircraft as modeled in FAARFIELD

REFERENCES

Year	Project No.	Document Title
2021	3-02-029-028, CFAPT00430	RW 1L/19R, TW A, B, C, D, G Reconstruction, As-Built
2021	CFAPT00430	R&M Geotechnical Data Report
2021	CFAPT00430	R&M Memo and Geotechnical Recommendations
2020	CFAPT00430	Abatech Geotech Report
2019	3-02-0029-026,CFAPT00429	Bid Plans Parallel Runway Reconstruction
2019	3-02-0029-026,CFATP00429	Parallel RW Reconstruction, Bid tab
2017	3-02-029-024, Z589710000	Improvements - South GA Apron TW J and North Air Apron, Plans
2017	3-02-029-024, Z589710000	Improvements - South GA Apron TW J and North Air Apron, Bid tab
2015	3-02-029-22, 51907	Apron Rehabilitation, Sand Seal, As-Built
2015	3-02-029-22, 51907	Apron Rehabilitation, Sand Seal, Bid tab
2011	3-02-0029-020, 52810	Pavement Rehabilitation, As-Built
2008	3-02-0029-017,55617	Parallel Taxiway, Phase III, Stage II, As-Built
2006	3-02-0029-xx06, 58805	Airport Improvements, As-Built
2005	3-02-0029-1405, 56625	Airport Improvements Phase III, As-Built
2004	3-02-0029-1003-1104, 55694	Airport Improvements 1 and 1A, As-Built
2000	3-02-0029-0900, 54195	Heavy Apron Expansion and Reconstruction, As-Built
1998	3-02-029-0798, 52888	Runway 36 Resurfacing As-Built

Year	Project No.	Document Title
1998	3-02-0029-0798, 52787	Taxiway C Extension, As-Built
1998	3-02-0029-0798, 52785	Taxiway C, North GA Apron Expansion, As-Built
1994	3-02--0029-04, 60043	Runway Stabilization and Taxiway G Construction, As-Built
1994	3-02-0029-04, 60043	Alask DOT&PF Geotechnical Report
1992	59651	Airport State Troopers Parking Lot, As-Advertised Plans
1990	3-02-000-01, 58443	Airport Taxiway Signing, As-Built
1988	3-02-029-02, 57022	Airport Paving Improvements Runway 18-36 and Apron, As-Built
1987	3-02-0029-01, 56302	Airport Misc Improvements, As-Built
1984	D03182	Airport Misc Improvements, As-Built
1982	81-031-01	Airport Safety Fencing, As-Built
1981	D03151	Airport Taxiway, Apron and Parking Lot Paving, As-Built
1980	6-02-0029-07	Airport Misc Improvements, As-Built
1977	6-02-0029-05	Airport Apron Cross Wind Runway, Taxiway Grading, As-Built
1975	8-02-0029-03	Airport Taxiway, Apron Paving, As-Built
1974	8-02-0029-02	Airport Erosion, As-Built
1973	8-02-0029-02	Airport Stage VII, As-Built
1970		Airport Stage V, As-Built