Alaska DOT&PF

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

Pavement Inspection Report
Deadhorse Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Deadhorse Airport	SCC	PASC	70° 11' 41.1148" N	148° 27' 54.5935" W	67.4

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

Point of Contact	Phone	Email	Date Inspected	Date Published
Mr. Andrew Pavey, Pavement Management Engineer	(907) 269 6213	andrew.pavey@alaska.gov	July 2023	December 2023

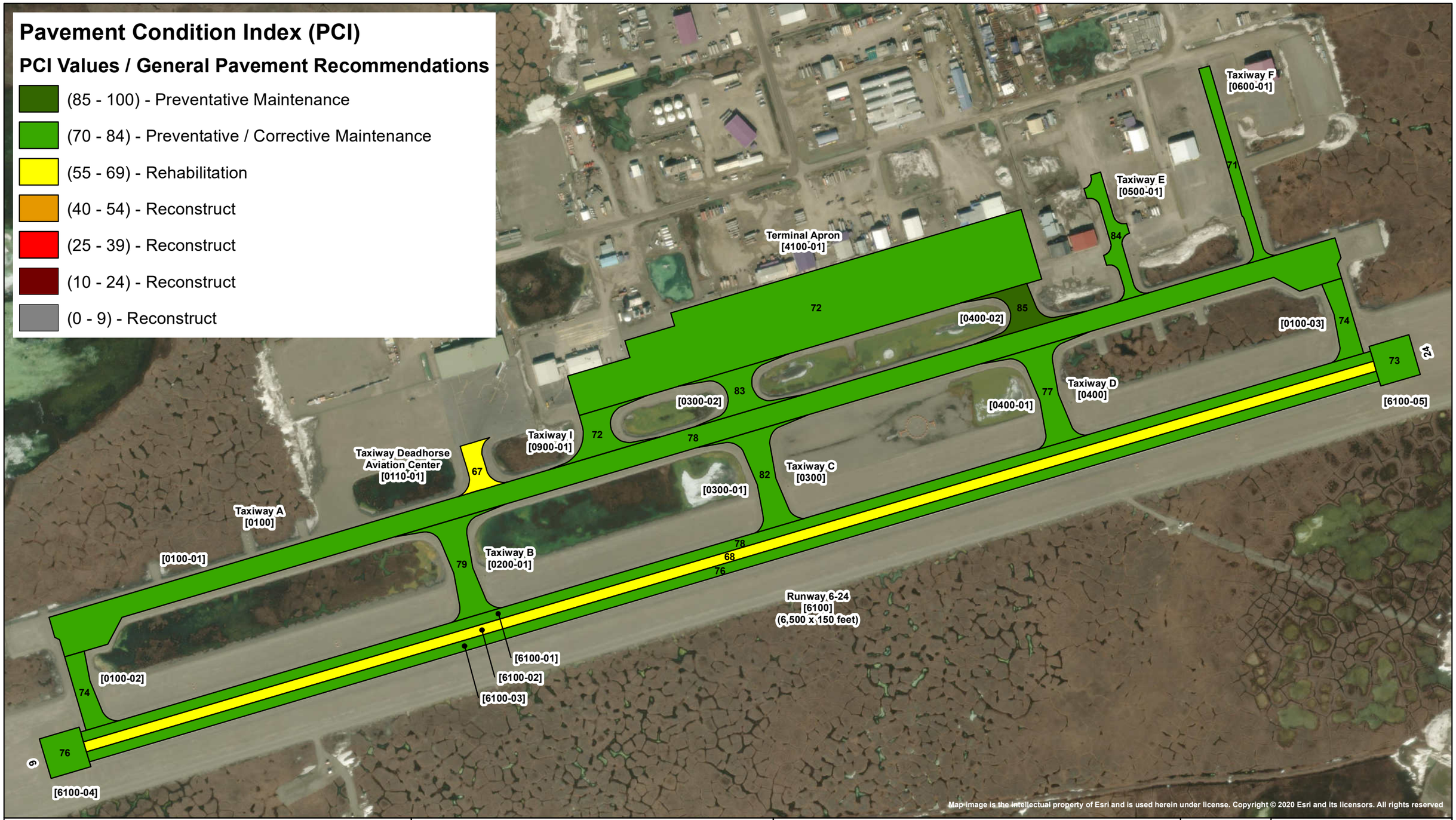
TABLE OF CONTENTS

- Airport Maps
    - Pavement Condition Index (PCI)
    - Sample Unit PCI
    - 5-Year Predicted PCI
    - 10-Year Predicted PCI
    - Pavement Age at Inspection
    - Pavement Crack Seal Condition
- Airport Pavement Inspection Notes by Branch
- Branch Condition Report
- Branch Use Condition Report
- Section Condition Report
- Section Condition Report (Summary by Age Category)
- Work History Report
- Physical Property Data Table
- Pavement Classification Rating (PCR)
- References

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



Deadhorse Airport

Airport Code: SCC
Site Number: 50140.7*A

Pavement Condition Index (PCI)

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

N W E S

2023 Pavement Inspection Results

0 300 600 1,200
Feet

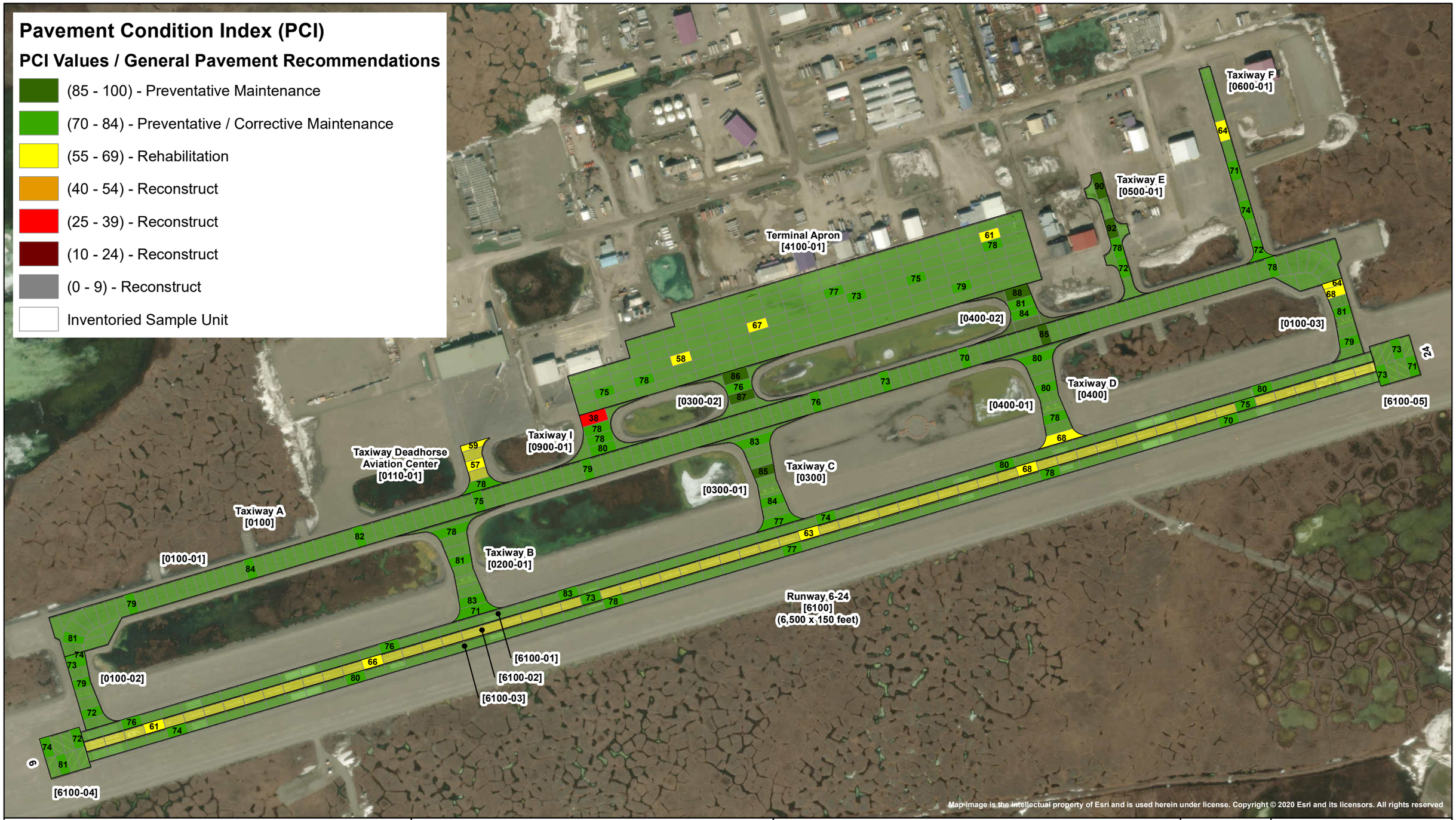
Map Created by Duval Engineering for AK DOT&PF

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



Deadhorse Airport

Airport Code: SCC
Site Number: 50140.7*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

N W E S

2023 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6

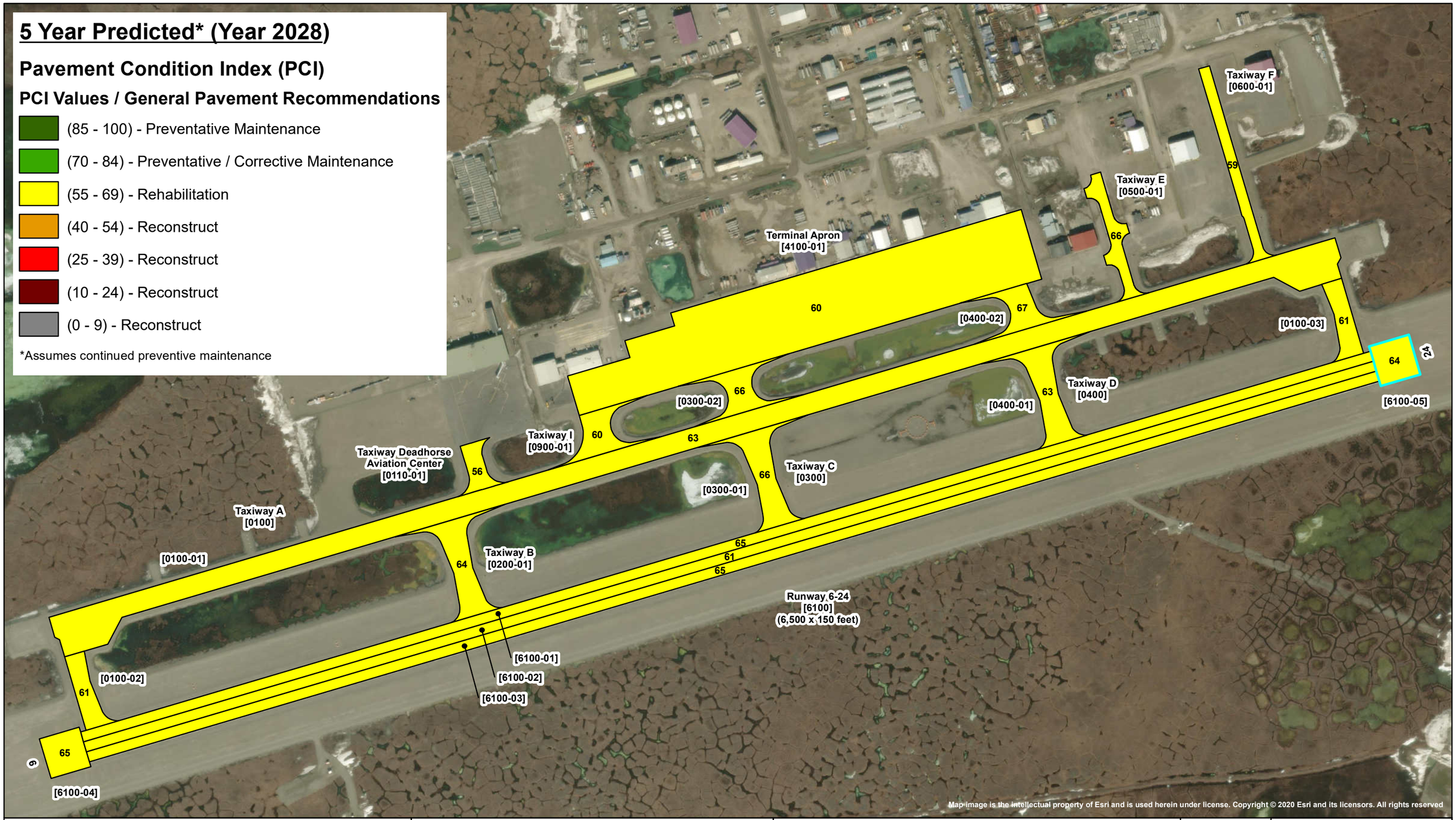
5 Year Predicted* (Year 2028)

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



Deadhorse Airport

Airport Code: SCC
Site Number: 50140.7*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

N W E S

2023 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6

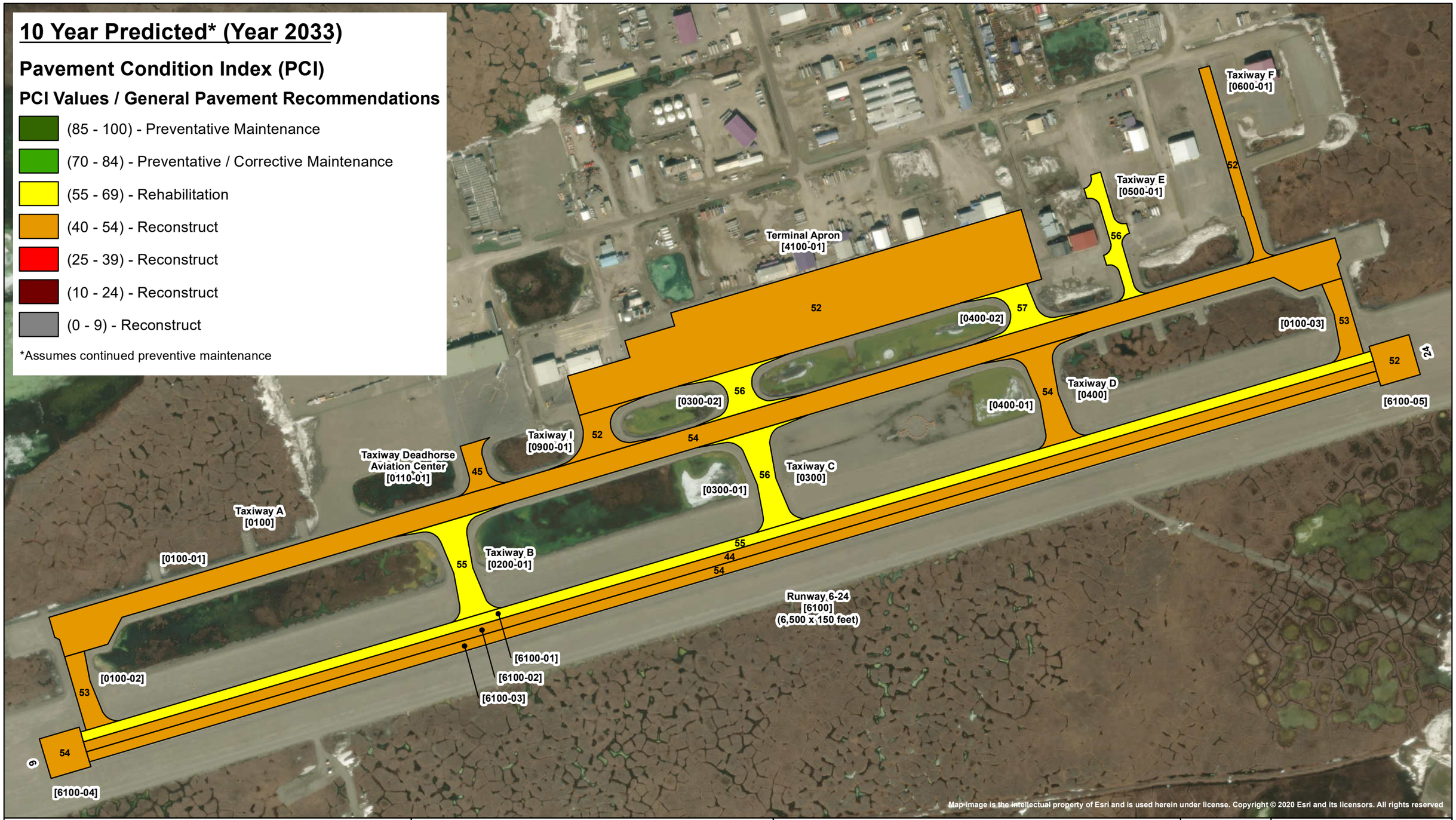
10 Year Predicted* (Year 2033)

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



Deadhorse Airport

Airport Code: SCC
Site Number: 50140.7*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

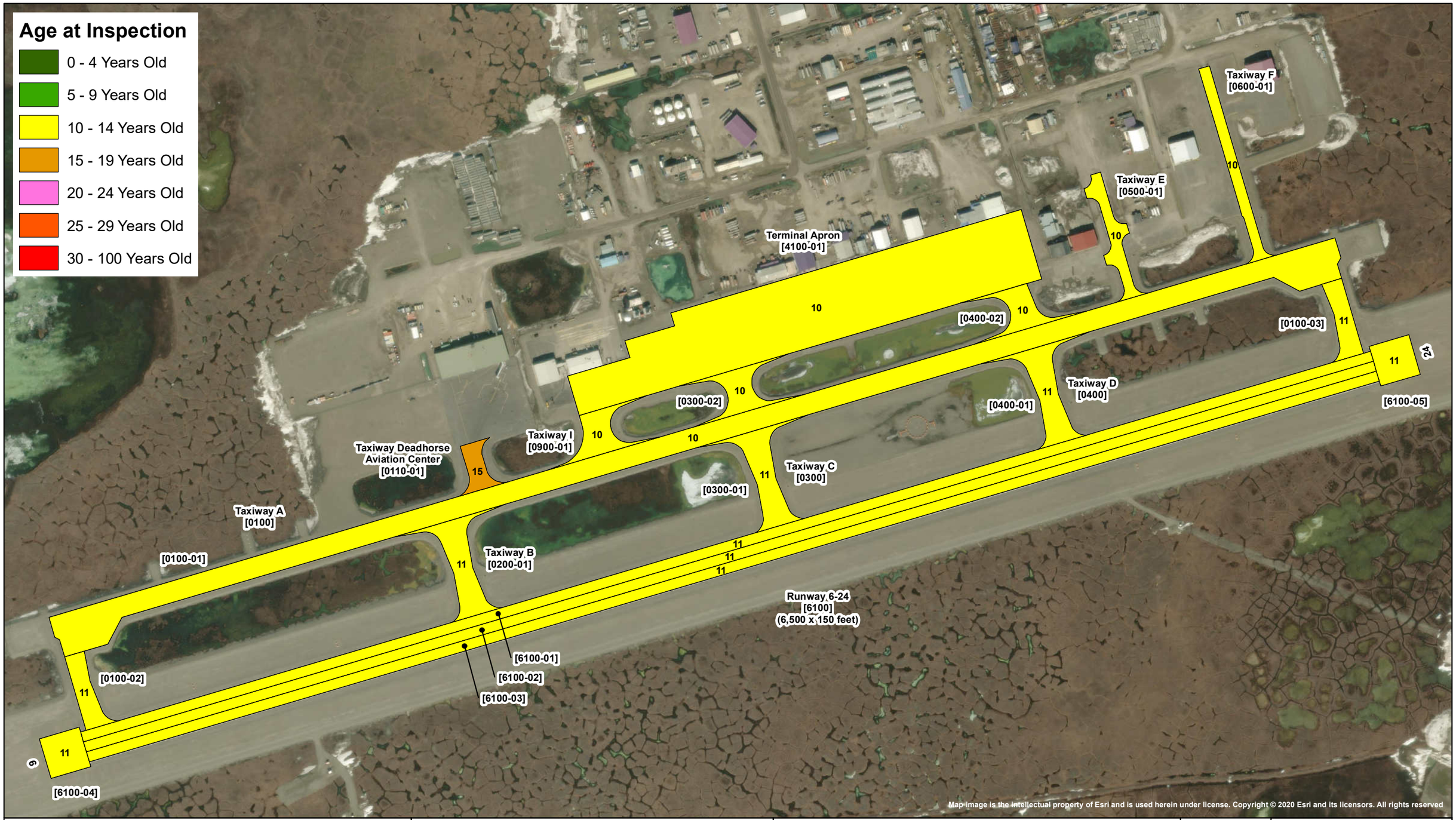
N W E S

2023 Pavement Inspection Results

0 300 600 1,200
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6



Deadhorse Airport

Airport Code: SCC
Site Number: 50140.7*A

Pavement Age at Inspection

2023 Pavement Inspection Results

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6

Crack Seal Condition (CSC)

- No CS - New Surface
- Has CS - Good
- Has CS - Touch Up
- No CS - Recommend CS
- Has CS - Replace
- No CS - Below Repair
- PCC - Concrete

Taxiway F [0600-01]
Taxiway E [0500-01]
Terminal Apron [4100-01]
[0400-02]
[0100-03]
24
Taxiway D [0400]
[0300-02]
[0400-01]
[6100-05]
Taxiway I [0900-01]
Taxiway Deadhorse Aviation Center [0110-01]
Taxiway C [0300]
[0300-01]
Taxiway A [0100]
[0100-01]
Taxiway B [0200-01]
Runway 6-24 [6100] (6,500 x 150 feet)
[6100-01]
[6100-02]
[6100-03]
[0100-02]
6
[6100-04]

Deadhorse Airport

Airport Code: SCC
Site Number: 50140.7*A

Pavement Crack Seal Condition (CSC)

N W E S

2023 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	3	775,810	78

Taxiway A was constructed in 1998 and had surface reconstruction in 2012. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include deterioration of the paving joints resulting in the need for them to be sealed. Also, there are a few transverse cracks that are starting to sag creating a depression and a ride quality issue.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0110	Taxiway Deadhorse Aviation Center	Taxiway	1	25,078	67

Taxiway for the Alaksa Airlines Leased Apron was constructed in 2008 and has not received any major work since. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity block cracking, low severity depression, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include most of the area is experiencing block cracking with the addition of a few medium severity cracks spanning the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	66,000	79

Like Taxiway A, Taxiway B was constructed in 1998 and had surface reconstruction in 2012. Annual 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 deterioration of the paving joints and the initial signs of wearing of the pavements surface defined by loss of the fine aggregate matrix.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	2	107,900	82

Like Taxiway A and B, Taxiway C was constructed in 1998 and had surface reconstruction in 2012. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include areas of standing water along the length of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	2	103,600	80

Like Taxiway A, B, and C, Taxiway D was constructed in 1998 and had surface reconstruction in 2012. Annual 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 deterioration of the paving joints resulting in the need for them to be sealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	1	43,525	84

Taxiway E was constructed in 1996 and had surface reconstruction in 2013. Taxiway E is for general aviation aircraft and leads to various lease lots. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include deterioration of the paving joints and isolated areas of coarse aggregate loss across the section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	1	52,000	71

Like Taxiway E, Taxiway F was constructed in 1996 and had surface reconstruction in 2013. Taxiway F is also for general aviation aircraft and leads to various lease lots. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include deterioration of the paving joints and areas of standing water along the length of the section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0900	Taxiway I	Taxiway	1	41,400	72

Taxiway I was constructed in 1997 and had surface reconstruction in 2013. Annual crack seal operations have been performed on the branch. The most common distresses observed are low to high severity depression, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include a very large depression almost half the width of the taxiway is holding a large amount of water.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Terminal Apron	Apron	1	752,700	72

The Terminal Apron was initially constructed in 1979 and underwent surface reconstruction in 2013. The most common distresses observed are low to medium severity depression, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include the further deterioration of existing cracks showing the need for annual crack seal operations to continue and large isolated areas of standing water.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 06/24	Runway	5	1,055,000	74




Runway 06/24 was constructed in 1998 and underwent surface reconstruction in 2012. Annual crack seal operations have been performed on the branch since construction. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field observations include further deterioration of the top layer of asphalt, contributing to weathering being called during this inspection. Crack seal operations have been conducted, but some areas are starting to have the cracks open back up. When the initial paint was laid down on the blast pads it was in the wrong location, so it had to be grinded off and repainted, this has led to large quantities of raveling.

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	3	7,230	100	775,810	TAXIWAY	75.33	1.89	77.62
0110	1	230	90	25,078	TAXIWAY	67.00	0.00	67.00
0200	1	475	100	66,000	TAXIWAY	79.00	0.00	79.00
0300	2	685	120	107,900	TAXIWAY	82.50	0.50	82.39
0400	2	685	120	103,600	TAXIWAY	81.00	4.00	79.90
0500	1	625	50	43,525	TAXIWAY	84.00	0.00	84.00
0600	1	970	50	52,000	TAXIWAY	71.00	0.00	71.00
0900	1	210	150	41,400	TAXIWAY	72.00	0.00	72.00
4100	1	2,332	350	752,700	APRON	72.00	0.00	72.00
6100	5	19,900	110	1,055,000	RUNWAY	74.20	3.49	74.04

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	1	752,700	72.00	0.00	72.00
RUNWAY	5	1,055,000	74.20	3.49	74.04
TAXIWAY	12	1,215,313	77.17	5.46	77.85
ALL	18	3,023,013	76.06	5.09	75.06

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	8/1/2013	AAC	TAXIWAY	P	702,810	7/17/2023	10	78
0100	0100-02	8/1/2012	AAC	TAXIWAY	P	36,150	7/17/2023	11	74
0100	0100-03	8/1/2012	AAC	TAXIWAY	P	36,850	7/17/2023	11	74
0110	0110-01	8/1/2008	AC	TAXIWAY	A	25,078	7/17/2023	15	67
0200	0200-01	8/1/2012	AAC	TAXIWAY	P	66,000	7/17/2023	11	79
0300	0300-01	8/1/2012	AAC	TAXIWAY	P	66,000	7/17/2023	11	82
0300	0300-02	8/1/2013	AAC	TAXIWAY	P	41,900	7/17/2023	10	83
0400	0400-01	8/1/2012	AAC	TAXIWAY	P	66,000	7/17/2023	11	77
0400	0400-02	8/1/2013	AAC	TAXIWAY	P	37,600	7/17/2023	10	85
0500	0500-01	8/1/2013	AAC	TAXIWAY	P	43,525	7/17/2023	10	84
0600	0600-01	8/1/2013	AAC	TAXIWAY	P	52,000	7/17/2023	10	71
0900	0900-01	8/1/2013	AAC	TAXIWAY	A	41,400	7/17/2023	10	72
4100	4100-01	8/1/2013	AAC	APRON	P	752,700	7/17/2023	10	72
6100	6100-01	8/1/2012	AAC	RUNWAY	P	325,000	7/17/2023	11	78
6100	6100-02	8/1/2012	AAC	RUNWAY	P	325,000	7/17/2023	11	68
6100	6100-03	8/1/2012	AAC	RUNWAY	P	325,000	7/17/2023	11	76
6100	6100-04	8/1/2012	AAC	RUNWAY	P	40,000	7/17/2023	11	76
6100	6100-05	8/1/2012	AAC	RUNWAY	P	40,000	7/17/2023	11	73

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
06-10	10	1,671,935	7	77.86	5.74	75.37
11-15	11	1,351,078	11	74.91	4.25	74.68
ALL	11	3,023,013	18	76.06	5.09	75.06

Work History Report

Pavement Database: Alaska

Network: Deadhorse Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:**AAC
L.C.D. 8/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 6,480.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 702810.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
7/1/1997	SR-AC	Surface Reconstruction - AC	0.00	3.50	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:**AAC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 375.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 36150.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0100 Taxiway A **Section:** 0100-03 **Surface:**AAC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 375.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 36850.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0110 Taxiway Deadhorse **Section:** 1000-01 **Surface:**AC
L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** A **Length:** 230.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 25078.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	NC-IN	New Construction - Initial	0.00	0.00	☑ X	

Network: Deadhorse Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:**AAC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 475.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 66000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:**AAC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 475.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 66000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.50	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:**AAC
L.C.D. 8/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 41900.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
7/1/1997	SR-AC	Surface Reconstruction - AC	0.00	3.50	☑ X	(Funded via AIP)

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

L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 475.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 66000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.50	☑ X	(Funded via AIP)

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

L.C.D. 8/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 37600.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
7/1/1997	SR-AC	Surface Reconstruction - AC	0.00	3.50	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:** AAC

L.C.D. 8/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 625.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 43525.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/15/1996	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

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

L.C.D. 8/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 970.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 52000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/15/1996	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 0900 Taxiway I **Section:** 0900-01 **Surface:** AAC

L.C.D. 8/1/2013 **Use:** TAXIWAY **Rank:** A **Length:** 210.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 41400.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1997	NC-IN	New Construction - Initial	0.00	3.50	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 4100 Terminal Apron **Section:** 4100-01 **Surface:** AAC

L.C.D. 8/1/2013 **Use:** APRON **Rank:** P **Length:** 2,332.00 (Ft) **Width:** 350.00 (Ft) **True Area:** 752700.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2013	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
7/1/1979	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 6100 06/24 **Section:** 6100-01 **Surface:** AAC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 6,500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 325000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/2003	CS-AC	Crack Sealing - AC	0.00	0.00	☐ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 6100 06/24 **Section:** 6100-02 **Surface:** AAC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 6,500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 325000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/2003	CS-AC	Crack Sealing - AC	0.00	0.00	☐ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 6100 06/24 **Section:** 6100-03 **Surface:** AAC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 6,500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 325000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/2003	CS-AC	Crack Sealing - AC	0.00	0.00	☐ X	(Funded via AIP)
8/1/1998	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)
8/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 6100 06/24 **Section:** 6100-04 **Surface:** AAC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Network: Deadhorse Airport **Branch:** 6100 06/24 **Section:** 6100-05 **Surface:** AAC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑ X	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - AC	1	752,700.00	3.00	0.00
Crack Sealing - AC	3	975,000.00	0.00	0.00
New Construction - Initial	6	812,003.00	1.25	1.35
Surface Reconstruction - AC	28	5,026,245.00	3.09	0.19

PHYSICAL PROPERTY DATA

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway A 0100	0100-01	3	P-401	14	P-209	6	P-154	SM	30*
	0100-02	3	P-401	10	P-209	6	P-154	SM	30*
	0100-03	3	P-401	14	P-209	6	P-154	SM	30*
Taxiway B 0200	0200-01	3	P-401	14	P-209	6	P-154	SM	30*
Taxiway C 0300	0300-01	3	P-401	14	P-209	6	P-154	SM	30*
	0300-02	3	P-401	9.5	P-209	6	P-154	SM	30*
Taxiway D 0400	0400-01	3	P-401	14	P-209	6	P-154	SM	30*
	0400-02	3	P-401	9.5	P-209	6	P-154	SM	30*
Taxiway E 0500	0500-01	2	P-401	8	P-209	6	P-154	SM	30*
Taxiway F 0600	0600-01	2	P-401	8	P-209	6	P-154	SM	30*
Taxiway I 0900	0900-01	3	P-401	9.5	P-209	6	P-154	SM	30*
Taxiway Deadhorse Aviation Ctr 0110	0110-01	3	P-401	7	P-208	6	P-154	SM	30*
Apron 4100	4100-01	3	P-401	12	P-209	6	P-154	SM	30*
Runway 6/24 6100	6100-01	3	P-401	8	P-209	6	P-154	SM	30*
	6100-02	3	P-401	8	P-209	6	P-154	SM	30*
	6100-03	3	P-401	8	P-209	6	P-154	SM	30*
	6100-04	2	P-401	4	P-209	6	P-154	SM	30*
	6100-05	2	P-401	4	P-209	6	P-154	SM	30*

Notes:

* Design CBR 30 used for RW 6/24 per 2011 Geotechnical Report by Shannon and Wilson

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	S-15	17,637	95	59	8	31
2	Cessna 208B	8,750	95	75	831	2,059
3	S-5	3,999	95	51	658	1,532
4	S-10	10,450	95	52	15	42
5	S-45	45,000	95	90	2	9
6	PA-31-325 Navajo	6,536	95	66	206	479
7	D-15	17,120	95	63	1,144	6,171
8	D-25	25,353	95	76	4	22
9	Saab 340B	29,000	95	55	4	27
10	Shorts 330-200	22,900	95	79	105	372
11	Q100/Dash 8-100	34,700	94.4	131	1,162	5,797
12	Q400/Dash 8-400	64,700	93	227	422	2,124
13	D-100	107,200	95	150	122	910
14	D-50	50,265	95	80	2	14
15	DC9-51	122,000	94	172	150	1,053
16	B737-100	111,000	92	157	249	1,677
17	B737-300	140,000	90.8	201	82	546
18	B737-400	150,500	93.8	185	568	4.095
19	B737-7 MAX	177,500	93.6	204	806	5,804
20	MD-83	161,000	94.8	195	68	506
21	L-100-20	155,801	96.4	104	797	8,467
22	B737-800	174,700	94.6	204	637	4,556
23	B737-900	174,700	94.6	204	2	14
24	B737-900 ER	174,700	94.6	220	7	50
25	C-130	155,000	95	105	326	3,426
26	C-17A	585,000	95	138	4	76

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
6/24	B737-7 MAX	329,803	45,000	14.0	1.00	801/F/A/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed.
- Subgrade strength reduction for frost applied.
- S-5, S-10, S-15, D-15, D-25, D-50 and D-100 refer to “generic” aircraft modeled in FAARFIELD.
- Overrun sections 6100-04 and 6100-05 excluded from PCR analysis.

REFERENCES

Year	Project No.	Document Title
2011		Proposed Airport Rehabilitation Project Geotechnical Study
2011		Preliminary Findings, Geotechnical Exploration, Proposed Airport Rehabilitation, Deadhorse, Alaska
2011	3-02-0339-xxx, 63626	Deadhorse Airport Rehabilitation
1993	3-02-0339-04, 64825	Geotechnical Report, Deadhorse Airport
1985	3-02-0339-01, D-10734	Material Investigation, Deadhorse Parallel Taxiway
1984	D10732	Deadhorse Parallel Taxiway, As-Builts
1978		Deadhorse Airport RW, TW, Apron Paving and Related Improvements, As-Builts
1976		Engineering Geology and Soils Report, Deadhorse Subsurface Soils