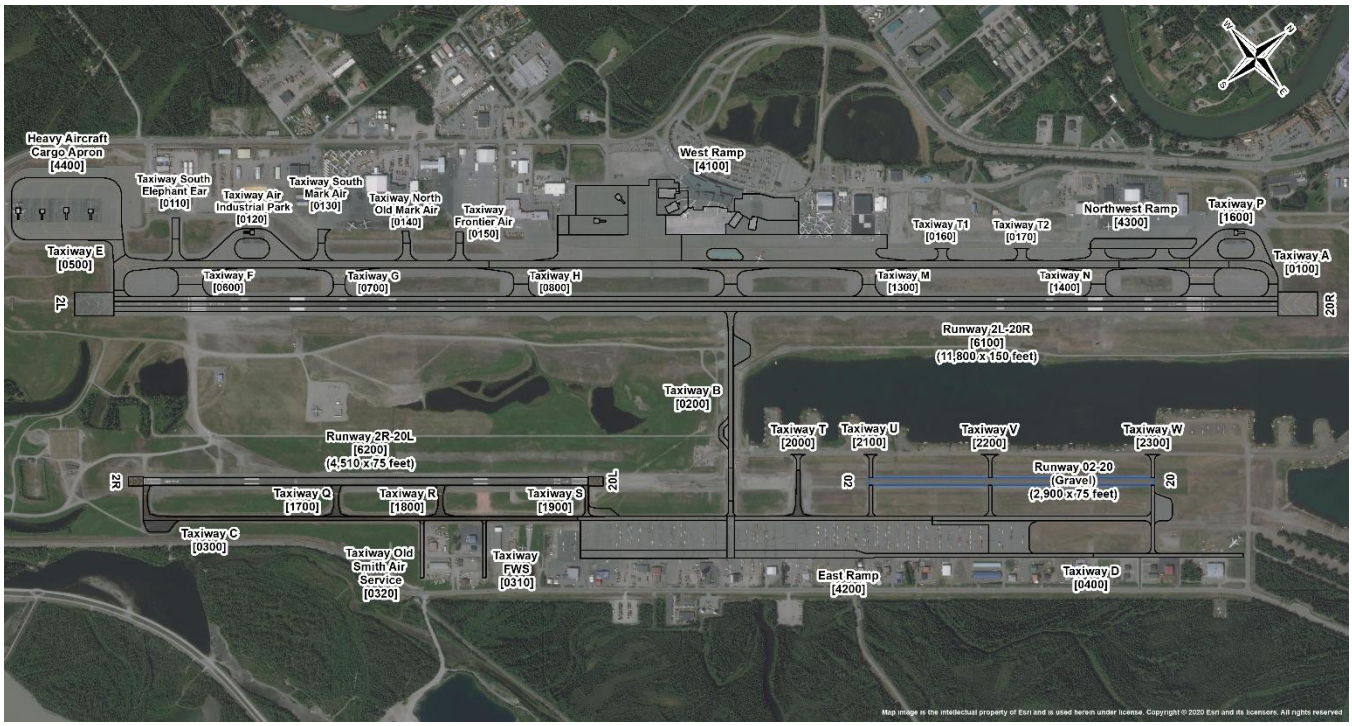
Alaska DOT&PF

Data Modernization and Innovation Office
Pavement Management and Preservation
5800 East Tudor Road, Anchorage AK 99507-1286

Pavement Inspection Report
Fairbanks Airport



Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Fairbanks Internation Airport	FAI	PAFA	64° 48' 55.28" N	147° 51' 24.00" W	438.9

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	June 2024	August 2025

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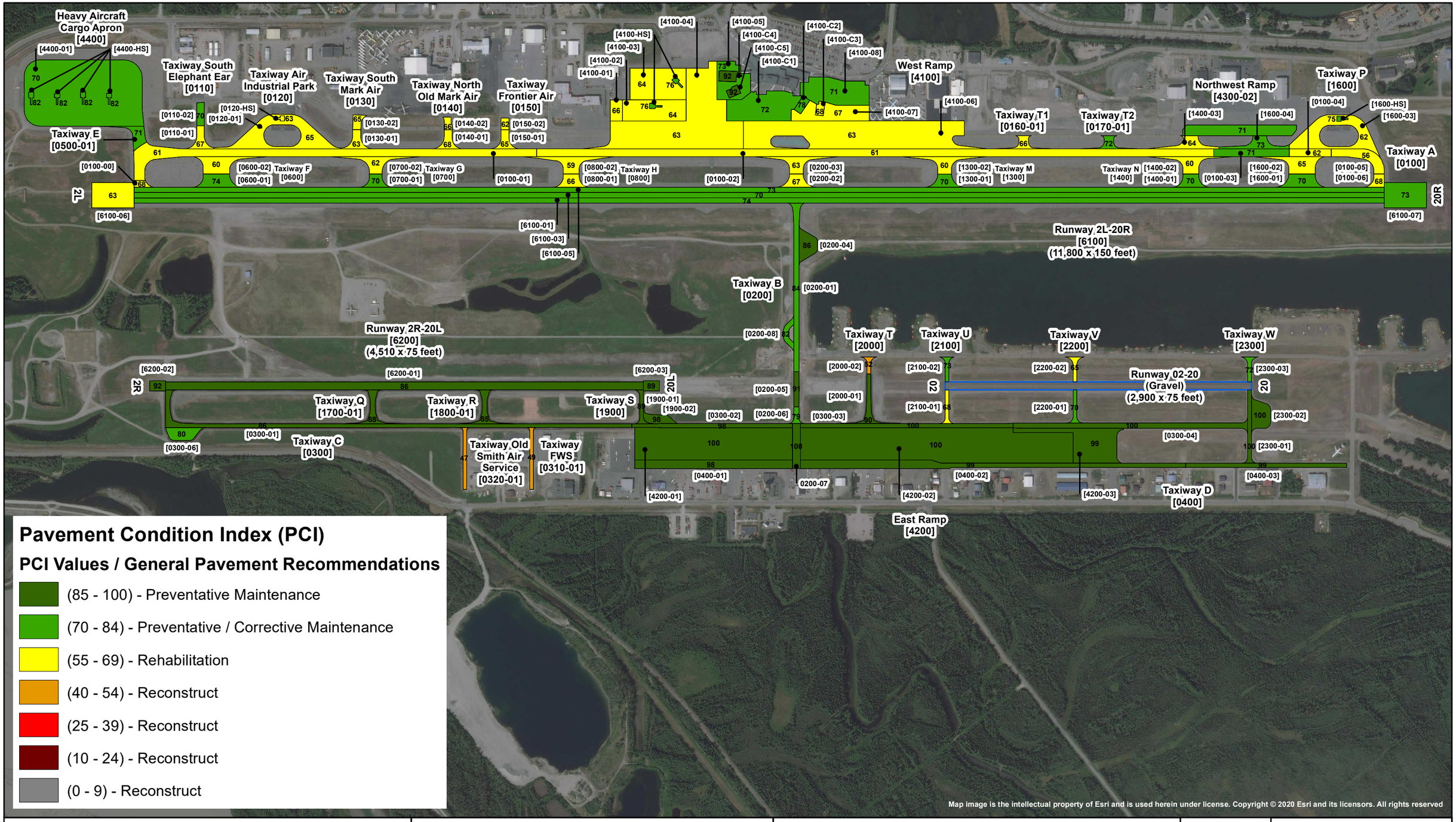


Pavement Condition Index (PCI)

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

Fairbanks International Airport

Airport Code: FAI
Site Number: 50219.*A

Pavement Condition Index (PCI)

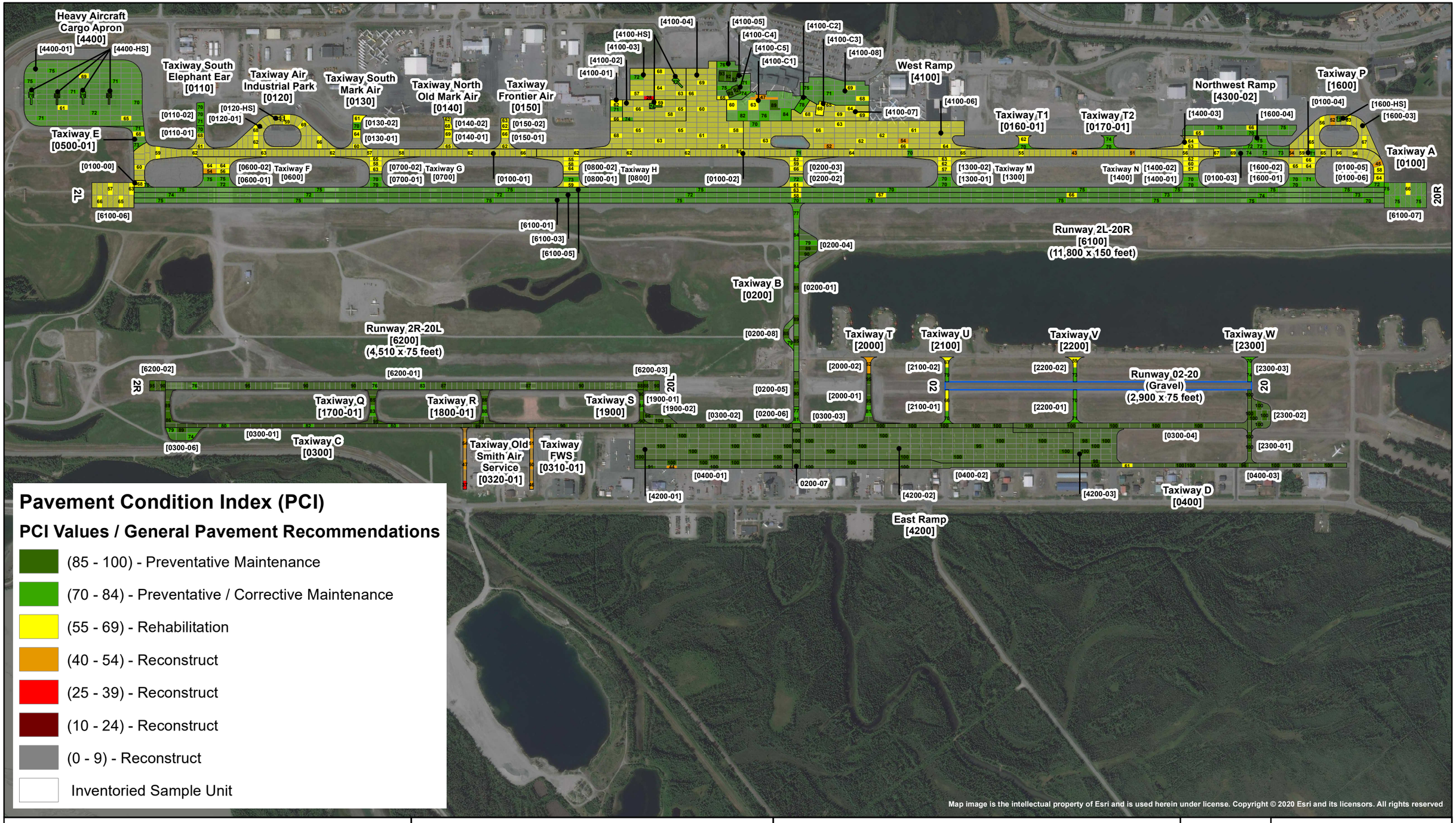
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 600 1,200 2,400
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 1 of 6



Fairbanks International Airport

Airport Code: FAI
Site Number: 50219.*A

Sample Unit
Pavement Condition Index (PCI)

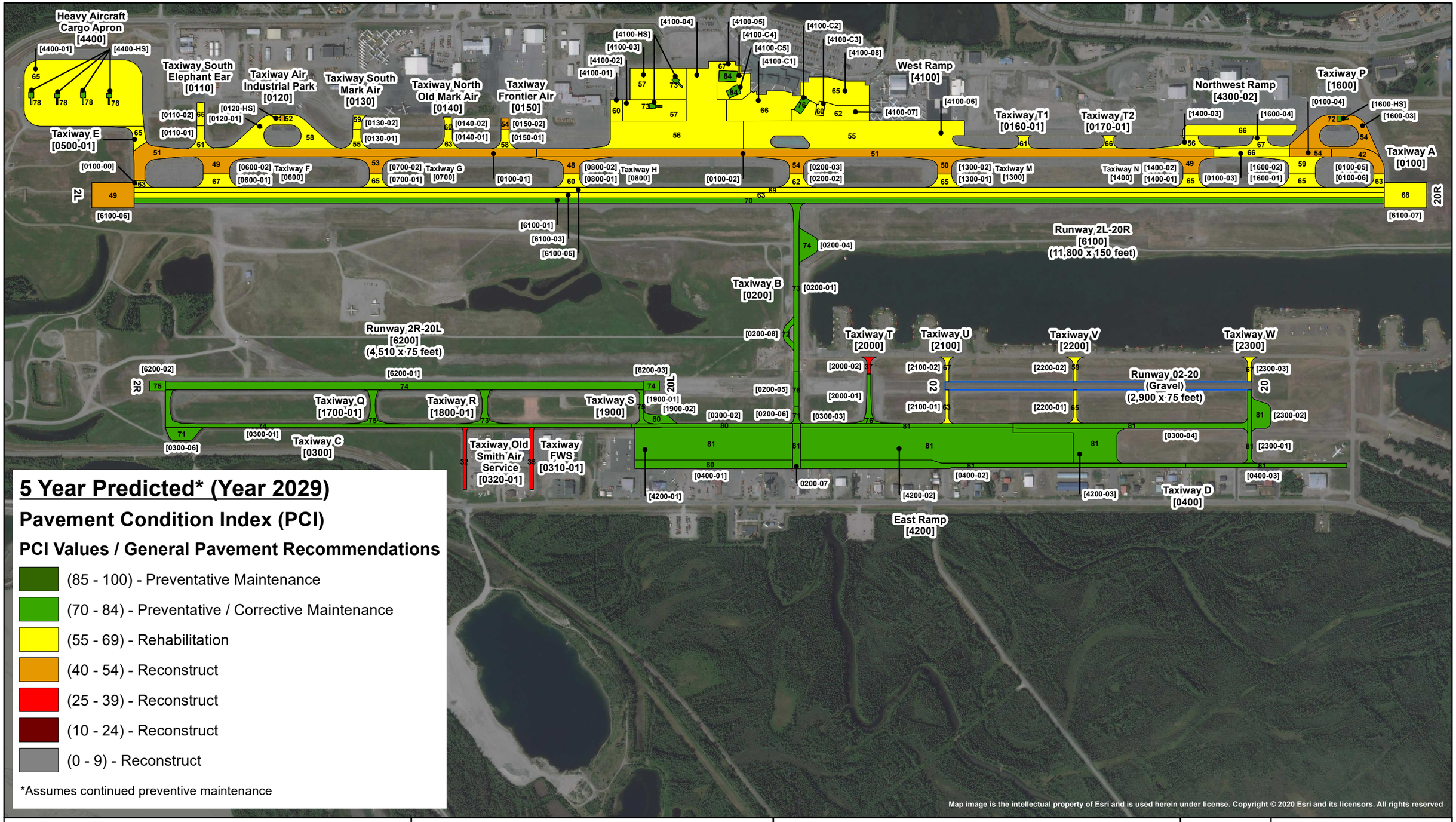
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 600 1,200 2,400
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6



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

Fairbanks International Airport

Airport Code: FAI
Site Number: 50219.*A

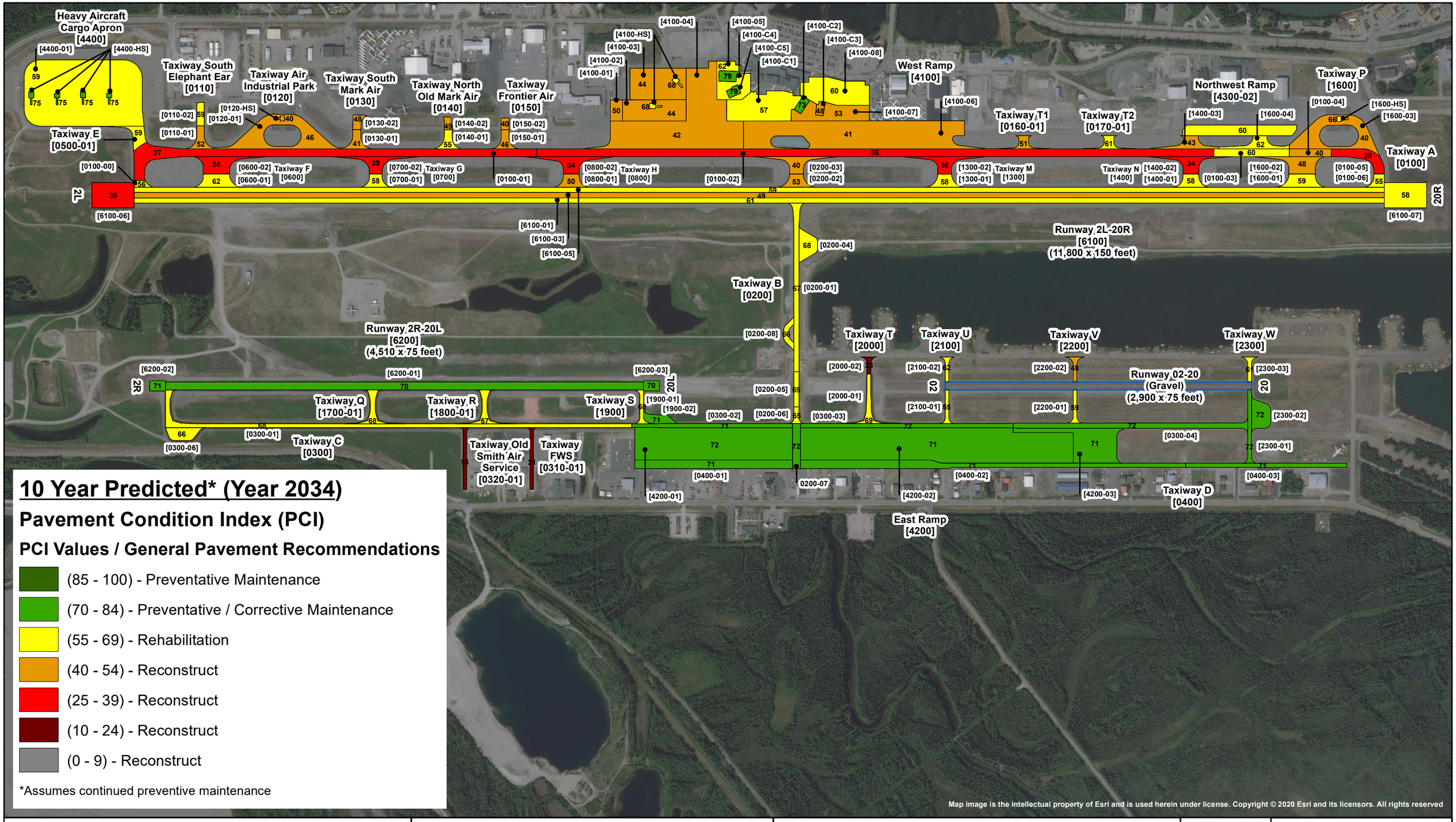
5 Year Predicted Pavement Condition Index (PCI)

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

2024 Pavement Inspection Results

0 600 1,200 2,400
Feet

Map Created by Duval Engineering for AK DOT&PF



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

Fairbanks International Airport

Airport Code: FAI
Site Number: 50219.*A

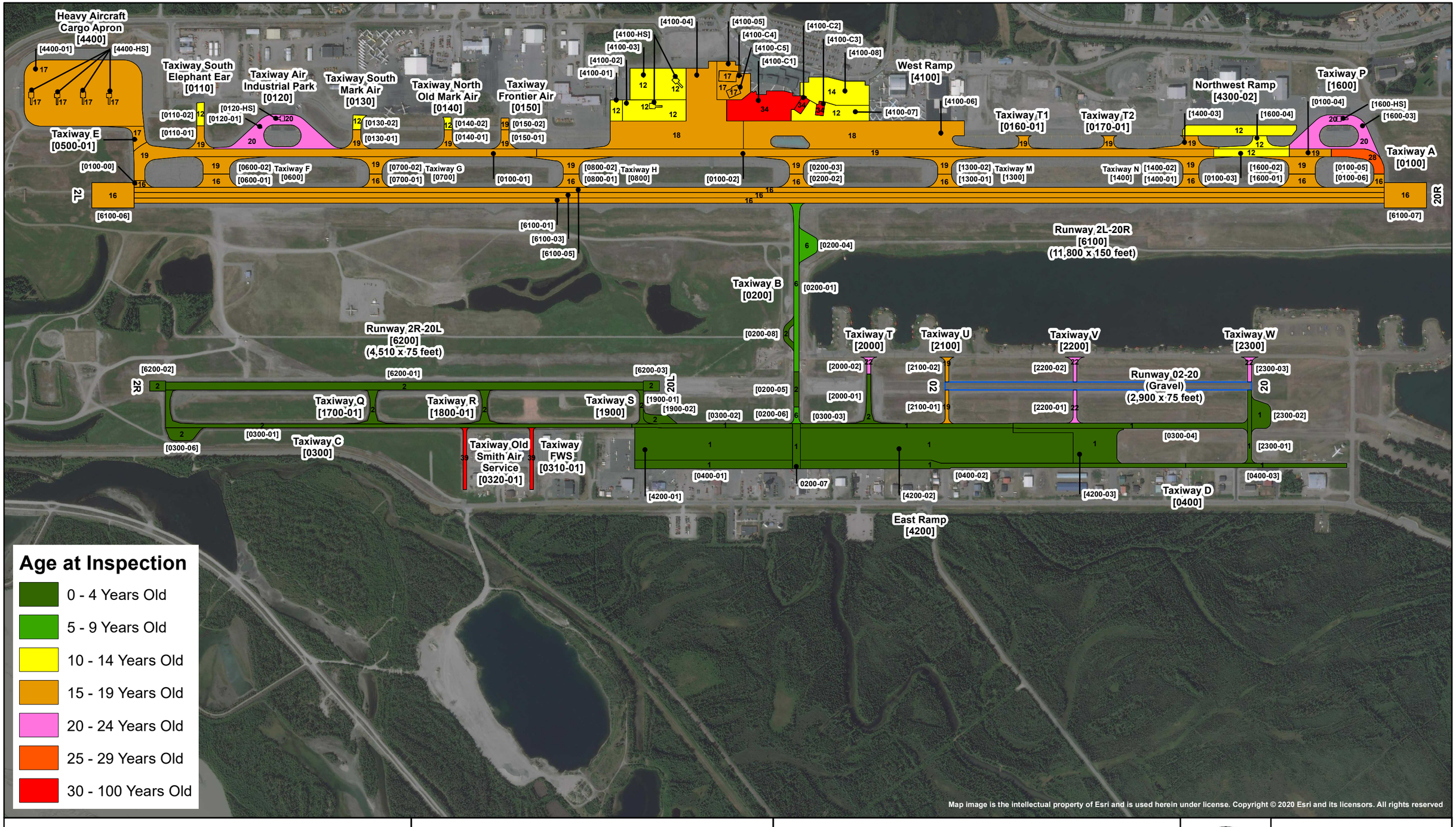
10 Year Predicted Pavement Condition Index (PCI)

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

2024 Pavement Inspection Results

0 600 1,200 2,400
Feet

Map Created by Duval Engineering for AK DOT&PF



Fairbanks International Airport

Airport Code: FAI
Site Number: 50219.*A

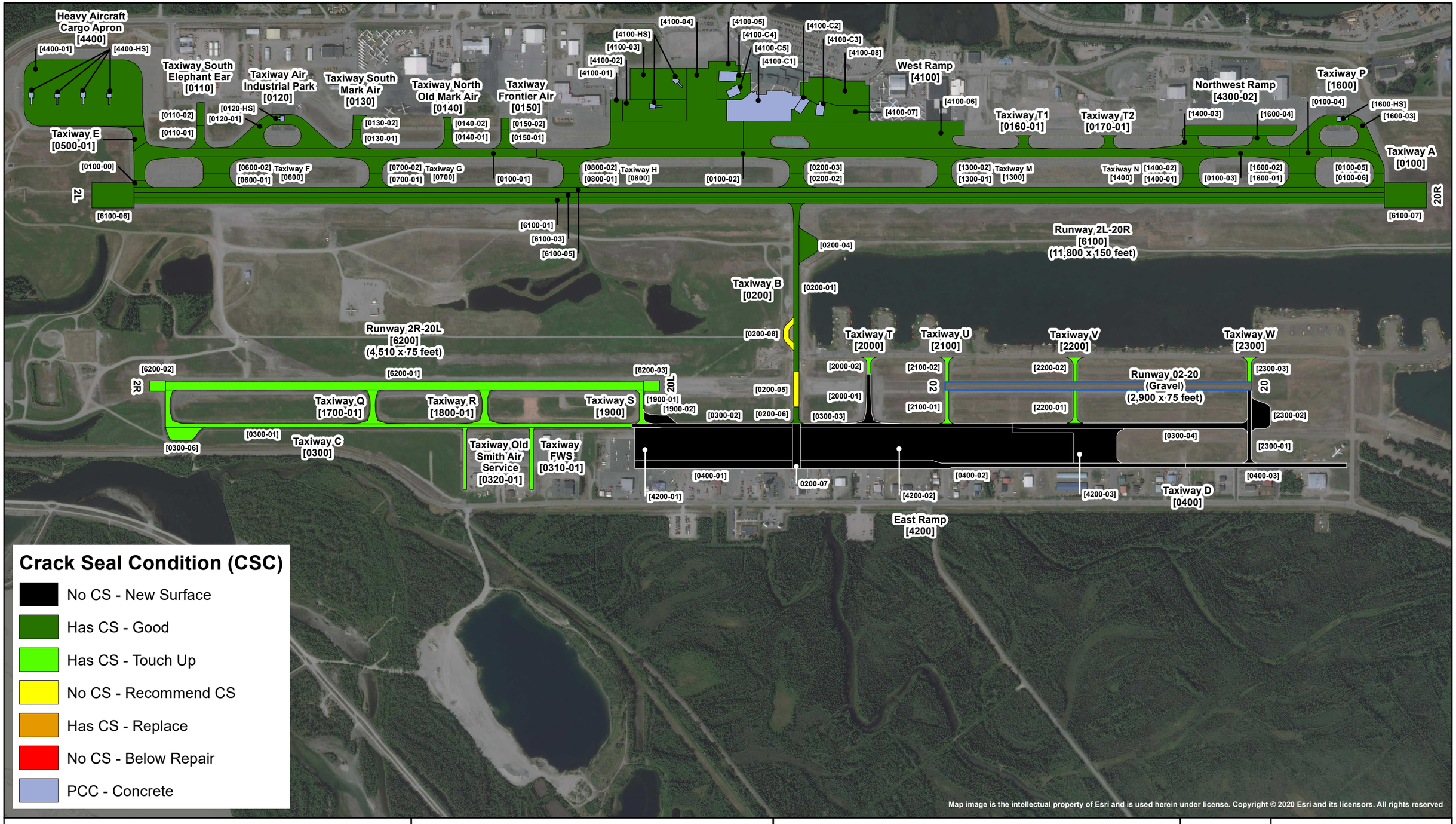
Pavement Age at Inspection

2024 Pavement Inspection Results

0 600 1,200 2,400
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Fairbanks International Airport

Airport Code: FAI
Site Number: 50219.*A

Pavement Crack Seal Condition (CSC)

2024 Pavement Inspection Results

0 600 1,200 2,400
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

An overall observation of the airport pavement indicates that preemptive relief cuts have been applied to the majority of asphalt concrete (AC) surfaces, with the exception of the general aviation areas that were improved in 2022 and 2023. These relief cuts are strategically implemented to enhance the ability of the pavement to accommodate seasonal temperature fluctuations, allowing the pavement to expand and contract without cracking. While this approach effectively mitigates the emergence of larger, uncontrolled cracks, it simultaneously contributes to an increase in the amount of longitudinal and transverse cracking documented during routine inspections. These additional cracks, though anticipated, contribute to a decrease in the Pavement Condition Index (PCI). This, in turn, results in an artificially elevated rate of deterioration in the initial stages of the pavement life cycle.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	7	960,856	61

Section 0100-00 (68 PCI), 0100-06 (68 PCI)

Taxiway A consists of seven sections, Sections 0100-00 through Section 0100-06. Sections 0100-00 and 0100-06 were constructed in 1996 and 1997 and were reconstructed in 2008. Routine crack seal operations have been performed on these sections. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	7	960,856	61

Section 0100-01 (61 PCI), 0100-02 (61 PCI), 0100-04 (62 PCI)

Sections 0100-01, 0100-02, and 0100-04 were most recently reconstructed in 2005. Routine crack seal operations have been performed on these sections. The most common distresses are low severity fatigue cracking, bleeding, low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, fatigue cracking is developing in high-traffic areas across these taxiway sections.

Section 0100-03 (71 PCI)

Section 0100-03 was originally constructed in 1961 and was most recently reconstruced in 2012. Routine crack seal operations have been performed on the section. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. Pavement inspectors note the development of fatigue cracking in high-traffic areas across the section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	7	960,856	61

Section 0100-05 (56 PCI)

Section 0100-05 was constructed in 1996 and has not undergone any major work since. Routine crack seal operations have been performed on the section. The most common distresses are low severity fatigue cracking, low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. Also noted is the development of fatigue cracking in high-traffic areas across the section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0110	Taxiway South Elephant Ear	Taxiway	2	37,631	68

Taxiway South Elephant Ear was constructed in 1961 and consists of two sections, Section 0110-01 and Section 0110-02. Section 0110-01 was reconstructed in 2005, and Section 0110-02 received an AC overlay in 2012. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include further deterioration of the AC surface and the commensurate increase in the quantity and severity of raveling and weathering across the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0120	TW Air Industrial Park	Taxiway	2	152,875	64

AC Section 0120-01 (65 PCI)

Taxiway Air Industrial Park consists of two sections, AC Section 0120-01 and portland cement concrete (PCC) Section 0120-02. AC Section 0120-01 was constructed in 1987 and was subsequently realigned and reconstructed in 2004. Routine crack seal operations have been performed on the section. The most common distresses are low to medium severity longitudinal and transverse cracking and low severity raveling. Pavement inspectors observed an increase in the amount of both longitudinal and fatigue cracking along the wheel paths on either side of the PCC hard stand.

PCC Section 0120-HS (63 PCI)

PCC Section 0120-HS was initially constructed in 2004 and has not received any major work since. Routine crack and joint seal operations have been performed on the section. The most common distresses are low severity linear cracking, low severity durability cracking, low severity scaling, and medium severity corner spalling. Durability cracking has initiated along the panel joints as well as along linear cracks in the panels. Durability cracking indicates the PCC mixture, specifically the coarse aggregate, is incapable of holding up to expansive and contractive stresses during freezing and thawing. This distress will eventually lead to disintegration of the PCC hardstand and the likely generation of a FOD hazard to aircraft operations.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0130	Taxiway S Mark Air	Taxiway	2	32,100	64

Taxiway South Mark Air was constructed in 1988 and consists of two sections, Section 0130-01 and Section 0130-02. Section 0130-01 was reconstructed in 2005 and Section 0130-02 received an AC overlay in 2012. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. The AC surface continues to deteriorate as evidenced by the higher quantity and severity of raveling and weathering across the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0140	Taxiway North Old Mark Air	Taxiway	2	26,931	67

Taxiway North Old Mark Air was constructed in 1988 and consists of two sections, Section 0140-01 and Section 0140-02. Section 0140-01 was reconstructed in 2005 and Section 0140-02 received an AC overlay in 2012. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. The AC surface continues to deteriorate as evidenced by the higher quantity and severity of raveling and weathering across the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0150	Taxiway Frontier Air	Taxiway	2	26,107	64

Taxiway Frontier Air was constructed in 1988 and consists of two sections, Section 0150-01 and Section 0150-02. Both sections were reconstructed in 2005. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The AC surface continues to deteriorate as evidenced by the higher quantity and severity of raveling and weathering across the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0160	Taxiway T1	Taxiway	1	15,174	66

Taxiway T1 was constructed in 1991 and in 2005 was subsequently realigned and reconstructed. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The AC surface continues to deteriorate as evidenced by the higher quantity and severity of raveling and weathering across the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0170	Taxiway T2	Taxiway	1	15,176	72

Taxiway T2 was constructed in 2005 and has not received any major work since. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. The AC surface continues to deteriorate and the amount and severity of raveling and weathering continues to increase across the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	8	252,790	82
Section 0200-02 (67 PCI), 0200-03 (63 PCI)					

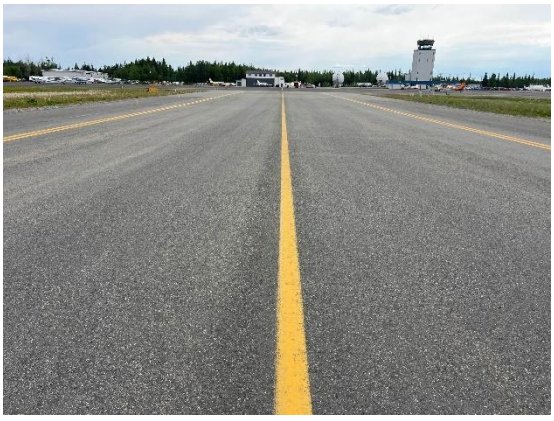
Taxiway B connects the West Ramp to the East Ramp and consists of eight sections, Sections 0200-01 through 0200-08. Section 0200-02 and Section 0200-03 were both originally constructed in 1950 and received overlays in 1987. Section 0200-03 was reconstructed in 2005 and Section 0200-02 was reconstructed in 2008. Routine crack seal operations have been performed on these sections. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	8	252,790	82

Section 0200-01 (84 PCI), 0200-04 (86 PCI), 0200-06 (79 PCI)

Originally constructed in 1975, Taxiway B Sections 0200-01, 0200-04, and 0200-06 were reconstructed in 2018. Routine crack seal operations have been performed on these sections. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. Transverse cracks are developing across the width of the taxiway.

Section 0200-05 (91 PCI), 0200-08 (82 PCI)



Taxiway B Section 0200-05 was constructed in 1975 and was reconstructed in 2022. Section 0200-08 was constructed as part of the 2008 project. Crack seal operations have yet to be performed on these sections. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. Transverse cracks are developing across the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	8	252,790	82

Section 0200-07 (100 PCI)

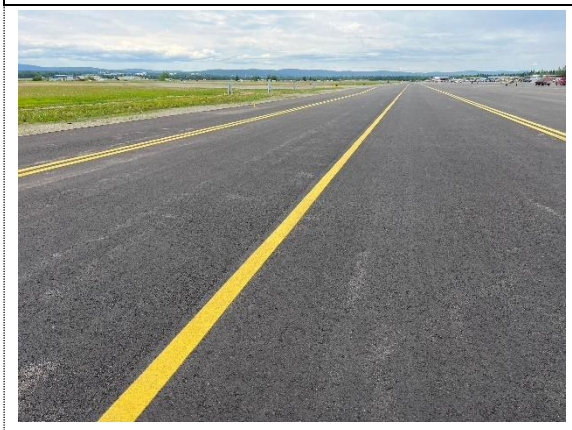
Taxiway B Section 0200-07 was constructed in 1970 and reconstructed through a process of full depth reclamation in 2023. Pavement inspectors observed no distresses during the inspection.

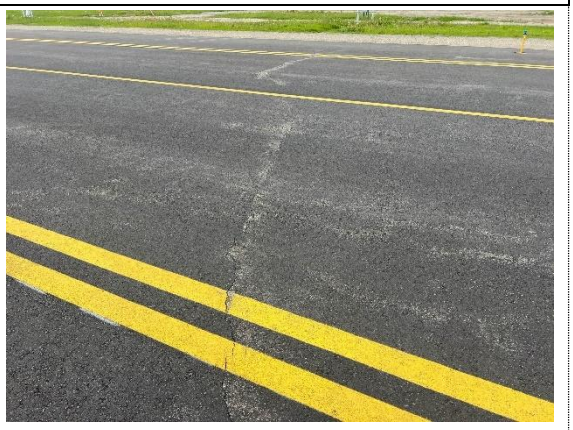
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	5	457,622	93

Section 0300-01 (86 PCI), 0300-06 (80 PCI)

Taxiway C includes five sections, Section 0300-01 through 0300-04 and Section 0300-06. Sections 0300-01 were originally constructed in 1985. In 2002 Section 0300-01 was reconstructed and Section 0300-06 was initially constructed. Both sections received an AC overlay in 2022. Routine crack seal operations have been performed on these sections. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Transverse cracks are developing across the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	5	457,622	93
Section 0300-02 (98 PCI), 0300-03 (100 PCI), 0300-04 (100PCI)					





Taxiway C Sections 0300-02, 0300-03, and 0300-04 were reconstructed through a process of full depth reclamation in 2023. Crack seal operations have yet to be performed on these sections. The most common distress is low severity longitudinal and transverse cracking. Transverse cracks are developing across the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0310	Taxiway FWS	Taxiway	1	20,799	49

The Fish and Wildlife Services (FWS) Taxiway was initially constructed in 1985 and has not received any major work since. Routine crack seal operations have been performed on the branch. The most common distresses are low severity block cracking, low to medium severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. The pavement surface is developing new unfilled cracks and raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0320	TW Old Smith Air Service	Taxiway	1	20,856	47

The Old Smith Air Service Taxiway was constructed in 1985 and has not received any major work since. Routine crack seal operations have been performed on the branch. The most common distresses are low severity block cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	3	377,982	99

Taxiway D consists of three sections, Sections 0400-01 through 0400-03. Originally constructed during the period 1970 to 1998, TW D was reconstructed in 2023 through a process of full depth reclamation. Crack seal operations have yet to be performed on the branch. The most common distress is a number of low to medium severity depressions. A large depression was observed with standing water at the edge of TW D near the Wright Air Services lot.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	1	26,742	71

Taxiway E was constructed in 2007 and has not received any major work since. Routine crack seal operations have been performed on the branch. The most common distresses are low severity depressions, low severity longitudinal and transverse cracking, and low to medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	2	87,045	66

Taxiway F is made up of two sections, Section 0600-01 and Section 0600-02. Both sections wer constructed in 1997. Section 0600-02 was constructed in 2005 and Section 0600-01 was reconstructed in 2008. Routine crack seal operations have been performed on the branch. The most common distresses observed are low severity block cracking, low severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

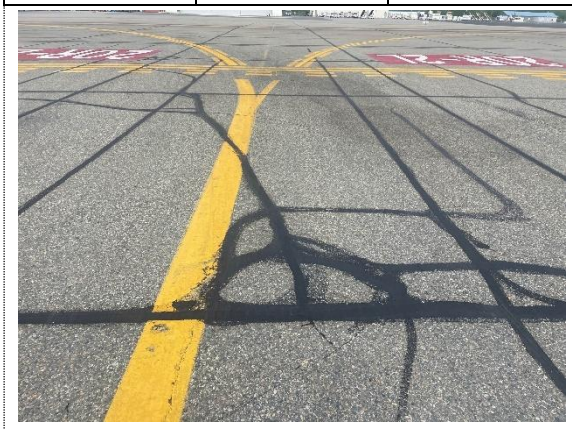
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	2	54,835	65

Taxiway G consists of two sections, Section 0700-01 and Section 0700-02, which were both originally constructed in 1987. Section 0700-02 was reconstructed in 2005 and Section 0700-01 was reconstructed in 2008. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0800	Taxiway H	Taxiway	2	65,341	62

Taxiway H includes two sections, Section 0800-01 and Section 0800-02 which were both originally constructed in 1987. Section 0800-02 was reconstructed in 2005, and Section 0800-01 was reconstructed in 2008. Routine crack seal operations have been performed on the branch. The most common distresses are low to medium severity depressions, low severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing. Furthermore, several depressions with standing water were observed along the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1300	Taxiway M	Taxiway	2	58,190	64



Taxiway M consists of two sections, Section 1300-01 and Section 1300-02, which were both constructed originally in 1987. Section 1300-02 was reconstructed in 2005, and Section 1300-01 was reconstructed in 2008. Routine crack seal operations have been performed on the branch. The most common distresses are low severity depression, low severity longitudinal and transverse cracking, low to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1400	Taxiway N	Taxiway	3	90,349	63

Taxiway N is made up of three sections, Section 1400-01 through Section 1400-03. Sections 1400-01 and 1400-02 were originally constructed in 1987 and Section 1400-03 was added in 1991. Sections 1400-02 and 1400-03 were reconstructed in 2005 and Section 1400-01 was reconstructed in 2008. Routine 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 to medium severity raveling, and medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1600	Taxiway P	Taxiway	5	251,400	66

AC Section 1600-01 (70 PCI), 1600-02 (65 PCI), 1600-03 (62 PCI), 1600-04 (73 PCI)

Taxiway P consists of five sections, AC Sections 1600-01 to 1600-04 and PCC Section 1600-HS. Sections 1600-01 and 1600-02 were originally constructed in 1987, 1600-03 in 2004 and 1600-04 in 2012. Section 1600-02 and 1600-01 were reconstructed in 2005 and 2008, respectively. Sections 1600-03 and 1600-04 have not received any major work yet. Routine crack seal operations have been performed on these sections. The most common distresses are low severity fatigue cracking, low severity block cracking, low severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Pavement inspectors noted the increase in the amount of both longitudinal cracking and fatigue cracking along the wheel paths on either side of the PCC hard stand.

PCC Section 1600-HS (75 PCI)

PCC Section 1600-HS was originally constructed in 2004 and has not received any major work since. Routine crack and joint seal operations have been performed on the section. The most common distresses are low severity linear cracking, low severity durability cracking, and shrinkage cracking. Durability cracking has initiated along the panel joints as well as along linear cracks in the panels. This distress will eventually lead to deterioration of the PCC hardstand and the likely generation of a FOD hazard to aircraft operations.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1700	Taxiway Q	Taxiway	1	25,600	88

Taxiway Q was constructed in 2002 and in 2022 received 4 inches of full depth reclamation (FDR) followed by a 3-inch thick AC overlay (this was a surface rehabilitation strategy applied to a number of taxiway branches in 2022). Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking and low severity weathering. Transverse cracks are developing across the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1800	Taxiway R	Taxiway	1	25,421	85

Taxiway R was originally constructed in 1985, reconstructed in 2002 and subsequently received an AC resurfacing in 2022 consisting of 4 inches of FDR and a 3-inch thick AC overlay. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking and low severity weathering. Transverse cracks are developing across the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1900	Taxiway S	Taxiway	2	36,474	94

Section 1900-01 (89 PCI)

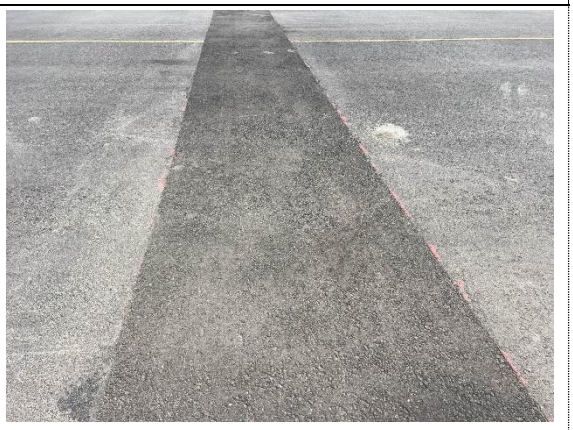
Taxiway S consists of two sections, Section 1900-01 and Section 1900-02. Section 1900-01 was originally constructed in 2002 and was resurfaced in 2022 (4 inches FDR followed by a 3-inch thick AC overlay). Routine crack seal operations have been performed on the section. The most common distresses are low severity longitudinal and transverse cracking and low severity weathering. Transverse cracks are developing across the width of the taxiway.

Section 1900-02 (98 PCI)

Taxiway S Section 1900-02 was newly constructed in 2022 together with the project on Section 1900-01. Crack seal operations have yet to be performed on the section. The most common distress was low severity weathering.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
2000	Taxiway T	Taxiway	2	33,184	81

Section 2000-01 (90 PCI)



Taxiway T is composed of two sections, Section 2000-01 and Section 2000-02. Section 2000-01 was originally constructed in 2002 and in 2022 received AC resurfacing (4 inches of FDR following by a 3-inch thick AC overlay). Routine crack seal operations have been performed on the section. The most common distresses are low severity patching and low severity weathering. A utility patch spans the width of the taxiway.

Section 2000-02 (52 PCI)

Taxiway T Section 2000-02 was initially constructed in 2002 and has not received any major work since. Routine crack sealing has been performed on the section. The most common distresses are low severity block cracking, low severity patching, low severity raveling, and medium severity weathering. Pavement inspectors observed that a high severity sealed transverse crack extends across the width of the taxiway. The pavement adjacent to the crack is fragmented and is raveling. Inspectors also noted that a utility patch spans the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
2100	Taxiway U	Taxiway	2	21,964	70

Taxiway U was initially constructed in 2005 and has not received any major work since. Routine crack seal operations have been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, low severity raveling, and low to medium severity weathering. Pavement inspectors noted several transverse cracks and a utility patch that span the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
2200	Taxiway V	Taxiway	2	23,155	68

Taxiway V was initially constructed in 2002 and has not received any major work since. Routine crack seal operations have been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, low severity raveling, and low to medium severity weathering. Pavement inspectors noted several transverse cracks and a utility patch that span the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
2300	Taxiway W	Taxiway	3	81,086	97

Section 2300-01 (100 PCI), 2300-02 (100 PCI)

Taxiway W is composed of three sections, Sections 2300-01 through 2300-03. Sections 2300-01 and 2300-02 were constructed in 2002 and were reconstructed using a full-depth reclamation process in 2023. Crack seal operations have yet to be performed on these sections. No distresses were observed during the inspection.

Section 2300-03 (72 PCI)

Taxiway W Section 2300-03 was constructed in 2002 and has not received any major work since. Crack seal operations have yet to be performed on the section. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, low severity raveling, and low severity weathering. Pavement inspectors noted several transverse cracks and a utility patch that span the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	West Ramp	Apron	14	1,834,197	66

AC Sections 4100-01 (66 PCI), 4100-02 (64 PCI), 4100-03 (64 PCI), 4100-04 (63 PCI), 4100-05 (73 PCI), 4100-06 (63 PCI), 4100-07 (67 PCI), 4100-08 (71 PCI)

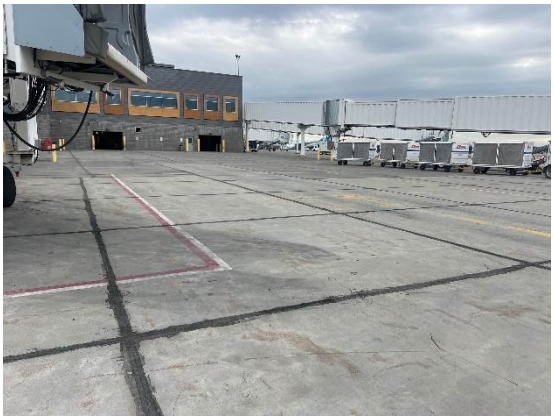
The West Ramp consists of 14 sections including eight AC Sections and six PCC sections. AC Sections 4100-01 through 4100-08 were most recently constructed or reconstructed during the period 2006 to 2012. Routine crack seal operations have been performed on these sections. The most common distresses observed are low severity block cracking, low to medium severity depressions, low severity longitudinal and transverse cracking, oil spillage, low to medium severity raveling, and low to medium severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing. Furthermore, several depressions with standing water were observed along the taxiway.

PCC Section 4100-C1 (72 PCI), 4100-C2 (78 PCI), 4100-C3 (68 PCI)

West Ramp PCC Sections 4100-C1, 4100-C2, 4100-C3 were constructed in 1960 and were subsequently reconstructed in 1990. Localized patching and slab replacements as well as routine crack and joint sealing has been performed on these sections. The most common distresses are low to medium severity linear cracking, low severity durability cracking, low severity small and large patching, low to medium severity scaling, low severity shattered slab, low to medium joint and corner spalling, and low severity alkali silica reaction (ASR). Inspectors noted the presence of durability cracking and ASR along the joints and linear cracks. These distresses can eventually lead to the disintegration of the PCC and generation of FOD.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	West Ramp	Apron	14	1,834,197	66

PCC Section 4100-C4 (92 PCI), 4100-C5 (92 PCI)



West Ramp PCC Sections 4100-C4 and 4100-C5 were constructed in 2007 and have not received any major work since. Routine crack and joint seal operations have been performed on these sections. The most common distresses observed are low severity scaling and low severity joint spalling. Pavement inspectors observed low severity scaling, which manifests as delamination of the slab surface.

PCC Section 4100-HS (76 PCI)

The West Ramp PCC Section 4100-HS was originally constructed in 1964 and was reconstructed in 2012. Routine crack and joint seal operations have been performed on the section. The most common distresses are low severity linear cracks, low severity popouts, and low severity scaling. Pavement inspectors noted that several slabs exhibited popouts, which are small pieces of aggregate that break loose from the pavement surface due to freeze-thaw action, potentially in combination with expansive aggregates.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	East Ramp	Apron	3	1,412,658	100

The East Ramp is made up of three sections, Section 4200-01 through 4200-03. Original construction of the East Ramp dates back to 1970. In 2023, the branch was reconstructed using the process of full depth reclamation. Crack seal operations have yet to be performed on the branch. Pavement inspectors observed no distresses other than a few core hole patches.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	North West Ramp	Apron	1	105,447	71

The North West Ramp has not received any major work since its initial construction in 2012. Routine crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. The pavement surface is developing new unfilled cracks outside the planned relief cuts. In addition, raveling of the coarse aggregate particles is progressing. Pavement inspectors observed a high severity sealed crack in which the pavement adjacent to the crack is fragmented and is raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4400	Heavy Aircraft Cargo Apron	Apron	2	680,520	70

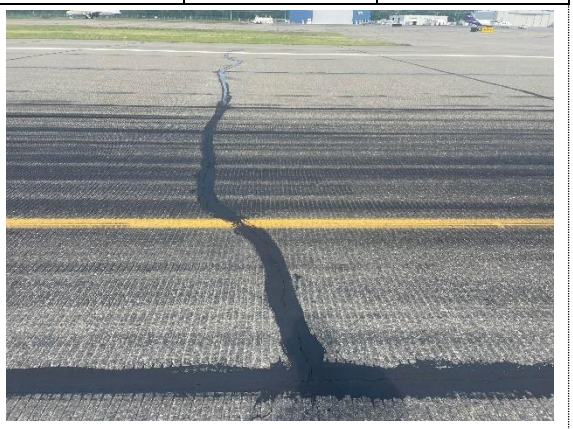
AC Section 4400-01 (70 PCI)

The Heavy Aircraft Cargo Apron consists of two sections, AC Section 4400-01 and PCC Section 4400-HS. AC Section 4400-01 was constructed in 2007 and has not received any major work since. Routine crack seal operations have been performed on the section. The most common distresses are bleeding, low severity depressions, low severity longitudinal and transverse cracking, and low severity weathering. Large areas on the parking apron exhibit bleeding, which occurs when the AC mix has less than optimal air voids and the asphalt binder expands to the surface of the pavement, especially during warmer temperatures.

PCC Section 4400-HS (82 PCI)

The PCC hardstands, Section 4400-HS, were constructed in 2007 and have not received any major work since. Routine crack and joint seal operations have been performed on the section. The most common distresses are low severity linear cracking, low severity scaling, and shrinkage cracking. Nearly every slab exhibits signs of shrinkage cracking, though this type of cracking typically does not extend through the full depth of the slab.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 02L/20R	Runway	5	1,962,000	72



Runway 02L/20R consists of five sections, Sections 6100-01, 6100-03, and 6100-05 to 6100-07. The runway was constructed in 1987 and most recently reconstructed in 2008. Periodic crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and medium severity weathering. Pavement inspectors observed the continued deterioration of the AC pavement surface, particularly the impact of the weathering on the pavement. The weather (loss of the fine aggregate) makes the pavement susceptible to future raveling and abrasion. In addition, inspectors noted the pavement surface is developing new unfilled cracks outside the planned relief cuts.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 02R/20L	Runway	3	366,750	87




Runway 02R/20L is made up of three sections, Sections 6200-01 to 6200-03. Constructed in 2002, the runway was rehabilitated in 2022 by conducting 4 inches FDR followed by a 3-inch AC overlay. Periodic crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking and low severity weathering. Pavement inspectors observed the initiation of transverse cracking extending across the width of the runway, along with the gradual opening of paving joints.

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	7	12,266	89	960,856	TAXIWAY	63.79	4.89	61.27
0110	2	436	72	37,631	TAXIWAY	68.35	1.65	68.08
0120	2	1,230	75	152,875	TAXIWAY	63.90	0.60	64.48
0130	2	320	75	32,100	TAXIWAY	64.00	1.10	63.72
0140	2	300	75	26,931	TAXIWAY	66.70	1.20	67.14
0150	2	290	75	26,107	TAXIWAY	63.40	1.30	63.87
0160	1	123	90	15,174	TAXIWAY	66.30	0.00	66.30
0170	1	123	90	15,176	TAXIWAY	71.80	0.00	71.80
0200	8	3,323	89	252,790	TAXIWAY	81.38	11.34	81.84
0300	5	10,560	89	457,622	TAXIWAY	92.88	8.06	93.13
0310	1	585	35	20,799	TAXIWAY	49.30	0.00	49.30
0320	1	585	35	20,856	TAXIWAY	46.60	0.00	46.60
0400	3	6,644	53	377,982	TAXIWAY	98.67	0.83	98.68
0500	1	220	118	26,742	TAXIWAY	70.50	0.00	70.50
0600	2	287	250	87,045	TAXIWAY	66.65	7.05	65.54
0700	2	287	120	54,835	TAXIWAY	65.85	3.85	64.68
0800	2	287	150	65,341	TAXIWAY	62.60	3.30	61.64
1300	2	287	130	58,190	TAXIWAY	65.05	4.65	64.03
1400	3	412	150	90,349	TAXIWAY	64.23	4.20	63.49
1600	5	1,717	156	251,400	TAXIWAY	69.10	4.68	65.60
1700	1	320	50	25,600	TAXIWAY	88.00	0.00	88.00
1800	1	320	50	25,421	TAXIWAY	85.10	0.00	85.10
1900	2	405	168	36,474	TAXIWAY	93.25	4.75	94.38
2000	2	626	35	33,184	TAXIWAY	70.55	18.95	81.24
2100	2	548	35	21,964	TAXIWAY	70.30	2.50	69.99
2200	2	545	35	23,155	TAXIWAY	67.80	2.60	68.01
2300	3	1,170	83	81,086	TAXIWAY	90.73	13.11	96.56
4100	14	7,726	169	1,834,197	APRON	72.06	9.43	65.81
4200	3	4,478	312	1,412,658	APRON	99.60	0.29	99.64
4300	1	1,070	100	105,447	APRON	70.90	0.00	70.90
4400	2	730	657	680,520	APRON	75.90	5.70	70.42
6100	5	36,200	126	1,962,000	RUNWAY	70.46	4.00	71.88
6200	3	4,810	88	366,750	RUNWAY	89.33	2.49	86.65

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	20	4,032,822	76.52	12.69	78.57
RUNWAY	8	2,328,750	77.54	9.79	74.20
TAXIWAY	67	3,277,685	73.47	14.08	74.48
ALL	95	9,639,257	74.46	13.57	76.13

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	0100-00	7/1/2008	AC	TAXIWAY	P	8,255	6/10/2024	16	68
0100	0100-01	8/1/2005	AC	TAXIWAY	P	324,943	6/10/2024	19	61
0100	0100-02	8/1/2005	AC	TAXIWAY	P	479,250	6/10/2024	19	61
0100	0100-03	3/3/2012	AC	TAXIWAY	P	53,475	6/10/2024	12	71
0100	0100-04	8/1/2005	AC	TAXIWAY	P	29,850	6/10/2024	19	62
0100	0100-05	1/1/1996	AC	TAXIWAY	P	50,678	6/10/2024	28	56
0100	0100-06	7/1/2008	AC	TAXIWAY	P	14,405	6/10/2024	16	68
0110	0110-01	8/1/2005	AAC	TAXIWAY	P	21,866	6/10/2024	19	67
0110	0110-02	7/5/2012	AAC	TAXIWAY	P	15,765	6/10/2024	12	70
0120	0120-01	7/1/2004	AC	TAXIWAY	P	149,900	6/10/2024	20	65
0120	0120-HS	7/1/2004	PCC	TAXIWAY	P	2,975	6/10/2024	20	63
0130	0130-01	8/1/2005	AAC	TAXIWAY	P	20,192	6/10/2024	19	63
0130	0130-02	7/5/2012	AAC	TAXIWAY	P	11,908	6/10/2024	12	65
0140	0140-01	8/1/2005	AAC	TAXIWAY	P	18,419	6/10/2024	19	68
0140	0140-02	7/5/2012	AAC	TAXIWAY	P	8,512	6/10/2024	12	66
0150	0150-01	9/23/2005	AAC	TAXIWAY	P	17,798	6/10/2024	19	65
0150	0150-02	9/23/2005	AAC	TAXIWAY	P	8,309	6/10/2024	19	62
0160	0160-01	8/1/2005	AC	TAXIWAY	P	15,174	6/10/2024	19	66
0170	0170-01	8/1/2005	AC	TAXIWAY	P	15,176	6/10/2024	19	72
0200	0200-01	7/1/2018	AC	TAXIWAY	T	83,295	6/10/2024	6	84
0200	0200-02	8/1/2008	AC	TAXIWAY	P	22,877	6/10/2024	16	67
0200	0200-03	8/1/2005	AC	TAXIWAY	P	35,301	6/10/2024	19	63
0200	0200-04	7/1/2018	AC	TAXIWAY	T	39,183	6/10/2024	6	86
0200	0200-05	7/1/2022	AC	TAXIWAY	T	16,580	6/10/2024	2	91
0200	0200-06	7/1/2018	AC	TAXIWAY	T	8,923	6/10/2024	6	79
0200	0200-07	9/1/2023	AC	TAXIWAY	T	31,842	6/10/2024	1	100

SECTION CONDITION REPORT (CONT.)

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0200	0200-08	7/1/2022	AC	TAXIWAY	T	14,789	6/10/2024	2	82
0300	0300-01	7/1/2022	AC	TAXIWAY	T	172,210	6/10/2024	2	86
0300	0300-02	9/1/2023	AC	TAXIWAY	T	59,327	6/10/2024	1	98
0300	0300-03	9/1/2023	AC	TAXIWAY	T	80,435	6/10/2024	1	100
0300	0300-04	9/1/2023	AC	TAXIWAY	T	111,967	6/10/2024	1	100
0300	0300-06	7/1/2022	AC	TAXIWAY	T	33,683	6/10/2024	2	80
0310	0310-01	1/1/1985	AC	TAXIWAY	T	20,799	6/10/2024	39	49
0320	0320-01	1/1/1985	AC	TAXIWAY	T	20,856	6/10/2024	39	47
0400	0400-01	9/1/2023	AC	TAXIWAY	T	119,012	6/10/2024	1	98
0400	0400-02	9/1/2023	AC	TAXIWAY	T	198,154	6/10/2024	1	99
0400	0400-03	9/1/2023	AC	TAXIWAY	T	60,816	6/10/2024	1	99
0500	0500-01	7/1/2007	AC	TAXIWAY	P	26,742	6/10/2024	17	71
0600	0600-01	8/1/2008	AC	TAXIWAY	P	36,658	6/10/2024	16	74
0600	0600-02	8/1/2005	AC	TAXIWAY	P	50,387	6/10/2024	19	60
0700	0700-01	8/1/2008	AC	TAXIWAY	P	19,066	6/10/2024	16	70
0700	0700-02	8/1/2005	AC	TAXIWAY	P	35,769	6/10/2024	19	62
0800	0800-01	8/1/2008	AC	TAXIWAY	P	23,169	6/10/2024	16	66
0800	0800-02	8/1/2005	AC	TAXIWAY	P	42,172	6/10/2024	19	59
1300	1300-01	8/1/2008	AC	TAXIWAY	P	22,699	6/10/2024	16	70
1300	1300-02	8/1/2005	AC	TAXIWAY	P	35,491	6/10/2024	19	60
1400	1400-01	8/1/2008	AC	TAXIWAY	P	23,307	6/10/2024	16	70
1400	1400-02	8/1/2005	AC	TAXIWAY	P	36,350	6/10/2024	19	60
1400	1400-03	8/1/2005	AC	TAXIWAY	P	30,692	6/10/2024	19	64
1600	1600-01	8/1/2008	AC	TAXIWAY	P	37,290	6/10/2024	16	70
1600	1600-02	8/1/2005	AC	TAXIWAY	P	49,326	6/10/2024	19	65
1600	1600-03	8/1/2004	AC	TAXIWAY	P	128,757	6/10/2024	20	62
1600	1600-04	3/3/2012	AC	TAXIWAY	P	33,052	6/10/2024	12	73
1600	1600-HS	7/1/2004	PCC	TAXIWAY	P	2,975	6/10/2024	20	75
1700	1700-01	7/1/2022	AC	TAXIWAY	T	25,600	6/10/2024	2	88
1800	1800-01	7/1/2022	AC	TAXIWAY	T	25,421	6/10/2024	2	85
1900	1900-01	7/1/2022	AC	TAXIWAY	T	13,917	6/10/2024	2	89
1900	1900-02	7/1/2022	AC	TAXIWAY	T	22,557	6/10/2024	2	98
2000	2000-01	7/1/2022	AC	TAXIWAY	T	25,955	6/10/2024	2	90
2000	2000-02	8/1/2002	AC	TAXIWAY	T	7,229	6/10/2024	22	52
2100	2100-01	8/1/2005	AC	TAXIWAY	T	12,359	6/10/2024	19	68

SECTION CONDITION REPORT (CONT.)

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
2100	2100-02	8/1/2005	AC	TAXIWAY	T	9,605	6/10/2024	19	73
2200	2200-01	8/1/2002	AC	TAXIWAY	T	12,508	6/10/2024	22	70
2200	2200-02	8/1/2002	AC	TAXIWAY	T	10,647	6/10/2024	22	65
2300	2300-01	9/1/2023	AC	TAXIWAY	T	25,630	6/10/2024	1	100
2300	2300-02	9/1/2023	AC	TAXIWAY	T	45,427	6/10/2024	1	100
2300	2300-03	8/1/2002	AC	TAXIWAY	T	10,029	6/10/2024	22	72
4100	4100-01	3/15/2012	AC	APRON	P	23,089	6/10/2024	12	66
4100	4100-02	3/15/2012	AC	APRON	P	115,864	6/10/2024	12	64
4100	4100-03	3/16/2012	AC	APRON	P	153,479	6/10/2024	12	64
4100	4100-04	8/1/2006	AC	APRON	P	503,358	6/10/2024	18	63
4100	4100-05	8/1/2007	AC	APRON	P	72,133	6/10/2024	17	73
4100	4100-06	8/1/2006	AC	APRON	P	506,295	6/10/2024	18	63
4100	4100-07	3/16/2012	AC	APRON	P	98,150	6/10/2024	12	67
4100	4100-08	3/1/2010	AC	APRON	P	143,400	6/10/2024	14	71
4100	4100-C1	3/16/1990	PCC	APRON	P	161,930	6/10/2024	34	72
4100	4100-C2	3/16/1990	PCC	APRON	P	11,921	6/10/2024	34	78
4100	4100-C3	3/16/1990	PCC	APRON	P	9,545	6/10/2024	34	68
4100	4100-C4	8/1/2007	PCC	APRON	P	17,559	6/10/2024	17	92
4100	4100-C5	8/1/2007	PCC	APRON	P	10,024	6/10/2024	17	92
4100	4100-HS	3/16/2012	PCC	APRON	P	7,450	6/10/2024	12	76
4200	4200-01	9/1/2023	AC	APRON	T	453,663	6/10/2024	1	100
4200	4200-02	9/1/2023	AC	APRON	T	797,458	6/10/2024	1	100
4200	4200-03	9/1/2023	AC	APRON	T	161,537	6/10/2024	1	99
4300	4300-02	3/3/2012	AC	APRON	P	105,447	6/10/2024	12	71
4400	4400-01	7/1/2007	AC	APRON	P	667,120	6/10/2024	17	70
4400	4400-HS	7/1/2007	PCC	APRON	P	13,400	6/10/2024	17	82
6100	6100-01	7/1/2008	AC	RUNWAY	P	590,000	6/10/2024	16	74
6100	6100-03	7/1/2008	AC	RUNWAY	P	590,000	6/10/2024	16	70
6100	6100-05	7/1/2008	AC	RUNWAY	P	590,000	6/10/2024	16	73
6100	6100-06	7/1/2008	AC	RUNWAY	T	96,000	6/10/2024	16	63
6100	6100-07	7/1/2008	AC	RUNWAY	T	96,000	6/10/2024	16	73
6200	6200-01	7/1/2022	AC	RUNWAY	T	338,250	6/10/2024	2	86
6200	6200-02	7/1/2022	AC	RUNWAY	T	14,250	6/10/2024	2	92
6200	6200-03	7/1/2022	AC	RUNWAY	T	14,250	6/10/2024	2	89

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	2	2,862,730	24	93.71	6.50	96.29
06-10	6	131,401	3	82.97	2.62	84.10
11-15	12	769,591	12	68.53	3.66	67.73
16-20	18	5,559,393	46	67.90	7.13	67.32
21-25	22	40,413	4	64.85	8.07	66.11
26-30	28	50,678	1	55.90	0.00	55.90
31-35	34	183,396	3	72.73	4.27	71.95
36-40	39	41,655	2	47.95	1.35	47.95
ALL	14	9,639,257	95	74.46	13.57	76.13

Work History Report

Pavement Database: Alaska

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-00 **Surface:** AC

L.C.D. 7/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 63.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 8255 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC, 12" Base Course, 60" Type A

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 4,007.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 324943 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC, 12" Base Course, 60" Type A

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 6,390.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 479250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC, 12" Crushed Aggregate Base C
1/1/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-03 **Surface:** AC

L.C.D. 3/3/2012 **Use:** TAXIWAY **Rank:** P **Length:** 713.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 53475 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/3/2012	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/1/1996	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" AC, 6" RAP Base Course, 51" Sub
1/1/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-04 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 398.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 29850 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/2/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-05 **Surface:** AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 570.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 50678 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC, 12" Base Course, 60" Type A

Network: Fairbanks Internationa **Branch:** 0100 Taxiway A **Section:** 0100-06 **Surface:** AC

L.C.D. 7/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 14405 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC, 12" Base Course, 60" Type A

Network: Fairbanks Internationa **Branch:** 0110 TW South Elephan **Section:** 0110-01 **Surface:** AAC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 218.00 (Ft) **Width:** 72.00 (Ft) **True Area:** 21866 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0110 TW South Elephan **Section:** 0110-02 **Surface:** AAC

L.C.D. 7/5/2012 **Use:** TAXIWAY **Rank:** P **Length:** 218.00 (Ft) **Width:** 72.00 (Ft) **True Area:** 15765 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/5/2012	OL-AS	Overlay - AC Structural	0.00	0.00	☑	4" AC (Funded via AIP)
1/1/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0120 TW Air Industrial **Section:** 0120-01 **Surface:** AC

L.C.D. 7/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,125.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 149900 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2004	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0120 TW Air Industrial **Section:** 0120-HS **Surface:** PCC

L.C.D. 7/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2975 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0130 Taxiway S Mark A **Section:** 0130-01 **Surface:** AAC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 20192 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0130 Taxiway S Mark A **Section:** 0130-02 **Surface:** AAC

L.C.D. 7/5/2012 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 11908 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/5/2012	OL-AS	Overlay - AC Structural	0.00	0.00	☑	4" AC (Funded via AIP)
1/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0140 TW North Old Mar **Section:** 0140-01 **Surface:** AAC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 18419 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0140 TW North Old Mar **Section:** 0140-02 **Surface:** AAC

L.C.D. 7/5/2012 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 8512 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/5/2012	OL-AS	Overlay - AC Structural	0.00	0.00	☑	4" AC (Funded via AIP)
1/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0150 Taxiway Frontier **Section:** 0150-01 **Surface:** AAC

L.C.D. 9/23/2005 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 17798 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/23/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0150 Taxiway Frontier **Section:** 0150-02 **Surface:** AAC

L.C.D. 9/23/2005 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 8309 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/23/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1988	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0160 Taxiway T1 **Section:** 0160-01 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 123.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 15174 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	5" AC, 12" Crushed Aggregate Base C
1/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0170 Taxiway T2 **Section:** 0170-01 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 123.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 15176 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	5"AC, 12" Crushed Aggregate Base C

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:** AC

L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 1,590.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 83295 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove 3" and replace with 3" HMA,
1/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-02 **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 22877 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC (Funded via AIP)
1/1/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1950	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-03 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 35301 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" Bituminous Mix (Cold Plane Aspha
1/1/1987	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1950	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-04 **Surface:** AC

L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 225.00 (Ft) **Width:** 175.00 (Ft) **True Area:** 39183 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove 3" asphalt, replace with 3" H
1/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-05 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 330.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16580 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
7/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove 3" asphalt, replace with 3" H
3/15/2012	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	2" AC, 8" Base Course (Funded via AI
8/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-06 **Surface:** AC

L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 158.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8923 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove 3" asphalt, replace with 3" H
3/15/2012	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" AC, 8" Base Course (Funded via AI
1/1/1985	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-07 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 425.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 31842 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	1.5" Bituminous Surface Course, 4" C
1/1/1970	NC-IN	New Construction - Initial	206,973.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0200 Taxiway B **Section:** 0200-08 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 310.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14789 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Fairbanks Internationa **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 4,700.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 172210 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	1.5" Bituminous Surface Course, 4" C

Network: Fairbanks Internationa **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 1,515.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 59327 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	1.5" Bituminous Mixture, 4" Crushed

Network: Fairbanks Internationa **Branch:** 0300 Taxiway C **Section:** 0300-03 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 2,010.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 80435 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0300 Taxiway C **Section:** 0300-04 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 2,215.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 111967 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0300 Taxiway C **Section:** 0300-06 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 120.00 (Ft) **Width:** 280.00 (Ft) **True Area:** 33683 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0310 Taxiway FWS **Section:** 0310-01 **Surface:** AC

L.C.D. 1/1/1985 **Use:** TAXIWAY **Rank:** T **Length:** 585.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 20799 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	1.5" Bituminous Surface Course, 4" C

Network: Fairbanks Internationa **Branch:** 0320 TW Old Smith Air **Section:** 0320-01 **Surface:** AC

L.C.D. 1/1/1985 **Use:** TAXIWAY **Rank:** T **Length:** 585.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 20856 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	1.5" Bituminous Surface Course, 4" C

Network: Fairbanks Internationa **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 1,487.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 119012 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1970	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0400 Taxiway D **Section:** 0400-02 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 3,637.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 198154 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	OL-AS	Overlay - AC Structural	0.00	0.00	☑	(Funded via AIP)
1/1/1979	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0400 Taxiway D **Section:** 0400-03 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 1,520.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 60816 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:** AC

L.C.D. 7/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 118.00 (Ft) **True Area:** 26742 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	5" AC (Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0600 Taxiway F **Section:** 0600-01 **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 36658 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC (Funded via AIP)
1/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0600 Taxiway F **Section:** 0600-02 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 50387 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" Bituminous Mixture, 12" Crushed
1/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0700 Taxiway G **Section:** 0700-01 **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 19066 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC (Funded via AIP)
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0700 Taxiway G **Section:** 0700-02 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 35769 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" Bituminous Mixture, 12" Crushed
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0800 Taxiway H **Section:** 0800-01 **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 23169 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC (Funded via AIP)
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 0800 Taxiway H **Section:** 0800-02 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 42172 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC, 12" Crushed Aggregate Base C
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1300 Taxiway M **Section:** 1300-01 **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 22699 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC (Funded via AIP)
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1300 Taxiway M **Section:** 1300-02 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 35491 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC, 12" Crushed Aggregate Base C
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1400 Taxiway N **Section:** 1400-01 **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 23307 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" AC (Funded via AIP)
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1400 Taxiway N **Section:** 1400-02 **Surface:**AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 36350 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" Bituminous Mixture, 12" Crushed
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1400 Taxiway N **Section:** 1400-03 **Surface:**AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 30692 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" Bituminous Mixture, 12" Crushed
1/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC, 8" Crushed Aggregate Base Co

Network: Fairbanks Internationa **Branch:** 1600 Taxiway P **Section:** 1600-01 **Surface:**AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 37290 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1600 Taxiway P **Section:** 1600-02 **Surface:**AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 49326 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" Bituminous Mixture, 12" Crushed
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1600 Taxiway P **Section:** 1600-03 **Surface:**AC

L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 128757 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1600 Taxiway P **Section:** 1600-04 **Surface:**AC

L.C.D. 3/3/2012 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 33052 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/3/2012	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1600 Taxiway P **Section:** 1600-HS **Surface:**PCC

L.C.D. 7/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2975 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1700 Taxiway Q **Section:** 1700-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 320.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 25600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 8" Base Cours

Network: Fairbanks Internationa **Branch:** 1800 Taxiway R **Section:** 1800-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 320.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 25421 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours
1/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 1900 Taxiway S **Section:** 1900-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 320.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 13917 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 1900 Taxiway S **Section:** 1900-02 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 85.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 22557 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 2000 Taxiway T **Section:** 2000-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 466.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 25955 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 2000 Taxiway T **Section:** 2000-02 **Surface:** AC

L.C.D. 8/1/2002 **Use:** TAXIWAY **Rank:** T **Length:** 160.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 7229 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 2100 Taxiway U **Section:** 2100-01 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** T **Length:** 318.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12359 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 2100 Taxiway U **Section:** 2100-02 **Surface:** AC

L.C.D. 8/1/2005 **Use:** TAXIWAY **Rank:** T **Length:** 230.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 9605 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 2200 Taxiway V **Section:** 2200-01 **Surface:** AC

L.C.D. 8/1/2002 **Use:** TAXIWAY **Rank:** T **Length:** 315.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12508 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 2200 Taxiway V **Section:** 2200-02 **Surface:** AC

L.C.D. 8/1/2002 **Use:** TAXIWAY **Rank:** T **Length:** 230.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 10647 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 2300 Taxiway W **Section:** 2300-01 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 690.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 25630 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 2300 Taxiway W **Section:** 2300-02 **Surface:** AC

L.C.D. 9/1/2023 **Use:** TAXIWAY **Rank:** T **Length:** 250.00 (Ft) **Width:** 180.00 (Ft) **True Area:** 45427 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 2300 Taxiway W **Section:** 2300-03 **Surface:** AC

L.C.D. 8/1/2002 **Use:** TAXIWAY **Rank:** T **Length:** 230.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 10029 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" Bituminous Mixture, 6" Base Cours

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-01 **Surface:** AC

L.C.D. 3/15/2012 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 115.00 (Ft) **True Area:** 23089 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2012	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	Remove asphalt, 5" HMA, CABC as n
1/1/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC (Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-02 **Surface:** AC

L.C.D. 3/15/2012 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 115864 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2012	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	Remove asphalt, 5" HMA, CABC as n
1/1/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	4" AC (Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-03 **Surface:** AC

L.C.D. 3/16/2012 **Use:** APRON **Rank:** P **Length:** 530.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 153479 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2012	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	Remove pavement, add 5" HMA (Fun
8/1/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	Repave around hardstand, (Funded via
1/1/1982	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-04 **Surface:** AC

L.C.D. 8/1/2006 **Use:** APRON **Rank:** P **Length:** 1,255.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 503358 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2006	MOL	Cold Mill and Overlay	0.00	0.00	☑	4" Bituminous Mix, (Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-05 **Surface:** AC

L.C.D. 8/1/2007 **Use:** APRON **Rank:** P **Length:** 360.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 72133 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2007	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-06 **Surface:** AC

L.C.D. 8/1/2006 **Use:** APRON **Rank:** P **Length:** 2,085.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 506295 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2006	MOL	Cold Mill and Overlay	0.00	0.00	☑	4" Bituminous Mix, (Funded via AIP)
1/1/1961	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-07 **Surface:** AC

L.C.D. 3/16/2012 **Use:** APRON **Rank:** P **Length:** 736.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 98150 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2012	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	Remove pavement, add 5" HMA, (Fun
8/1/2007	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
1/1/1953	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-08 **Surface:** AC

L.C.D. 3/1/2010 **Use:** APRON **Rank:** P **Length:** 650.00 (Ft) **Width:** 230.00 (Ft) **True Area:** 143400 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2010	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-C1 **Surface:**PCC

L.C.D. 3/16/1990 **Use:** APRON **Rank:** P **Length:** 610.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 161930 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/1990	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	5" PCC (Funded via AIP)
1/1/1964	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-C2 **Surface:**PCC

L.C.D. 3/16/1990 **Use:** APRON **Rank:** P **Length:** 155.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 11921 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/1990	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	5" PCC (Funded via AIP)
8/1/1964	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-C3 **Surface:**PCC

L.C.D. 3/16/1990 **Use:** APRON **Rank:** P **Length:** 130.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 9545 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/1990	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	(Funded via AIP)
8/1/1964	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-C4 **Surface:**PCC

L.C.D. 8/1/2007 **Use:** APRON **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17559 (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	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-C5 **Surface:**PCC

L.C.D. 8/1/2007 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 10024 (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	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4100 West Ramp **Section:** 4100-HS **Surface:**PCC

L.C.D. 3/16/2012 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7450 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2012	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	4" HMA Type II Class A, (Funded via
8/1/1964	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4200 East Ramp **Section:** 4200-01 **Surface:**AC

L.C.D. 9/1/2023 **Use:** APRON **Rank:** T **Length:** 1,490.00 (Ft) **Width:** 307.00 (Ft) **True Area:** 453663 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	1.5" Bituminous Surface Course, 4" C
1/1/1970	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4200 East Ramp **Section:** 4200-02 **Surface:**AC

L.C.D. 9/1/2023 **Use:** APRON **Rank:** T **Length:** 2,575.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 797458 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
1/1/1985	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	1.5" Bituminous Surface Course, 4" C
1/1/1970	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4200 East Ramp **Section:** 4200-03 **Surface:**AC

L.C.D. 9/1/2023 **Use:** APRON **Rank:** T **Length:** 413.00 (Ft) **Width:** 330.00 (Ft) **True Area:** 161537 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2023	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, Project No. N
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 4300 North West Ramp **Section:** 4300-02 **Surface:**AC

L.C.D. 3/3/2012 **Use:** APRON **Rank:** P **Length:** 1,070.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 105447 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/3/2012	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Fairbanks Internationa **Branch:** 4400 H.A. Cargo Apron **Section:** 4400-01 **Surface:**AC

L.C.D. 7/1/2007 **Use:** APRON **Rank:** P **Length:** 625.00 (Ft) **Width:** 1114.00 (Ft) **True Area:** 667120 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	5" Bituminous Mixture,12" Crushed A

Network: Fairbanks Internationa **Branch:** 4400 H.A. Cargo Apron **Section:** 4400-HS **Surface:**PCC

L.C.D. 7/1/2007 **Use:** APRON **Rank:** P **Length:** 105.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 13400 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	5" PCC,12" Crushed Aggregate Base

Network: Fairbanks Internationa **Branch:** 6100 02L/20R **Section:** 6100-01 **Surface:**AC

L.C.D. 7/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 11,800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 590000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	8" Asphalt Concrete (Funded via AIP)
3/16/1996	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" Asphalt Concrete, 16" Base Course,
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 6100 02L/20R **Section:** 6100-03 **Surface:**AC

L.C.D. 7/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 11,800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 590000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	8" Asphalt Concrete (Funded via AIP)
3/16/1996	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" Asphalt Concrete, 16" Base Course,
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 6100 02L/20R **Section:** 6100-05 **Surface:** AC

L.C.D. 7/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 11,800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 590000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	8" Asphalt Concrete (Funded via AIP)
3/16/1996	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" Asphalt Concrete, 16" Base Course,
1/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 6100 02L/20R **Section:** 6100-06 **Surface:** AC

L.C.D. 7/1/2008 **Use:** RUNWAY **Rank:** T **Length:** 400.00 (Ft) **Width:** 240.00 (Ft) **True Area:** 96000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	8" Asphalt Concrete (Funded via AIP)
3/16/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Fairbanks Internationa **Branch:** 6100 02L/20R **Section:** 6100-07 **Surface:** AC

L.C.D. 7/1/2008 **Use:** RUNWAY **Rank:** T **Length:** 400.00 (Ft) **Width:** 240.00 (Ft) **True Area:** 96000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	8" Asphalt Concrete (Funded via AIP)
3/16/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Fairbanks Internationa **Branch:** 6200 02R/20L **Section:** 6200-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** T **Length:** 4,510.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 338250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" FDR, 3" repavement, (Funded via
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 6200 02R/20L **Section:** 6200-02 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** T **Length:** 150.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 14250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Fairbanks Internationa **Branch:** 6200 02R/20L **Section:** 6200-03 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** T **Length:** 150.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 14250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Cold Mill and Overlay	2	1,009,653.00	0.00	0.00
Complete Reconstruction - AC	26	5,461,074.00	0.00	0.00
New Construction - Initial	95	9,639,257.00	0.00	0.00
Overlay - AC Structural	13	1,020,658.00	0.00	0.00
Patching - AC Deep	1	153,479.00	0.00	0.00
Surface Reconstruction - AC	49	5,015,198.00	0.00	0.00
Surface Reconstruction - PCC	4	190,846.00	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	0100-00	3	P-401	12	P-208	20	P-154	SP-SM	12 [1]
	0100-01	8	P-401	9	P-208	-	-	SP-SM	12 [1]
	0100-02	5	P-401	12	P-208	-	-	SP-SM	12 [1]
	0100-03	5	P-401	6	P-208	-	-	SP-SM	12 [1]
	0100-04	4	P-401	6	P-208	-	-	SP-SM	12 [1]
	0100-05	4	P-401	6	P-208	-	-	SP-SM	12 [1]
	0100-06	3	P-401	12	P-208	-	-	SP-SM	12 [1]
TW South Elephant Ear 0110	0110-01	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
	0110-02	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
TW Air Industrial Park 0120	0120-01	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
	0120-HS	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
Taxiway S Mark Air 0130	0130-01	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
	0130-02	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
TW North Old Mark Air 0140	0140-01	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
	0140-02	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
Taxiway Frontier Air 0150	0150-01	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
	0150-02	4 [1]	P-401	12 [1]	P-208	-	-	SP-SM	12 [1]
Taxiway T1 0160	0160-01	5	P-401	12	P-208	-	-	SP-SM	12 [1]
Taxiway T2 0170	0170-01	5	P-401	12	P-208	-	-	SP-SM	12 [1]

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway B 0200	0200-01	3	P-401	4	P-208	16	P-154	SP-SM	12 [1]
	0200-02	3	P-401	7	P-208	-	-	SP-SM	12 [1]
	0200-03	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
	0200-04	3	P-401	4	P-208	-	-	SP-SM	12 [1]
	0200-05	3	P-401	6	P-208	12	P-154	SP-SM	12 [1]
	0200-06	2	P-401	8	P-208	-	-	SP-SM	12 [1]
	0200-07	3	P-401	6	P-208	12	P-154	SP-SM	12 [1]
	0200-08	3	P-401	6	P-208	12	P-154	SP-SM	12 [1]
Taxiway C 0300	0300-01	3	P-401	5	P-208	6	P-154	SP-SM	12 [1]
	0300-02	3	P-401	4	P-208	6	P-154	SP-SM	12 [1]
	0300-03	3	P-401	4	P-208	6	P-154	SP-SM	12 [1]
	0300-04	3	P-401	6	P-208	-	-	SP-SM	12 [1]
	0300-06	3	P-401	4	P-208	-	-	SP-SM	12 [1]
Taxiway FWS 0310	0310-01	1.5	P-401	4	P-208	6	P-154	SP-SM	12 [1]
TW Old Smith Air Service 0320	0320-01	1.5	P-401	4	P-208	6	P-154	SP-SM	12 [1]
Taxiway D 0400	0400-01	1.5 [1]	P-401	4	P-208	6	P-154	SP-SM	12 [1]
	0400-02	1.5 [1]	P-401	4	P-208	6	P-154	SP-SM	12 [1]
	0400-03	2	P-401	4	P-208	-	-	SP-SM	12 [1]
Taxiway E 0500	0500-01	5	P-401	12	P-208	-	-	SP-SM	12 [1]

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway F 0600	0600-01	3	P-401	6 [1]	P-208	-	-	SP-SM	12 [1]
	0600-02	5 [1]	P-401	12[1]	P-208	-	-	SP-SM	12 [1]
Taxiway G 0700	0700-01	3	P-401	6 [1]	P-208	-	-	SP-SM	12 [1]
	0700-02	2	P-401	12[1]	P-208	-	-	SP-SM	12 [1]
Taxiway H 0800	0800-01	3	P-401	6[1]	P-208	-	-	SP-SM	12 [1]
	0800-02	5	P-401	12	P-208	-	-	SP-SM	12 [1]
Taxiway M 1300	1300-01	3	P-401	6 [1]	P-208	-	-	SP-SM	12 [1]
	1300-02	5	P-401	12	P-208	-	-	SP-SM	12 [1]
Taxiway N 1400	1400-01	3	P-401	6 [1]	P-208	-	-	SP-SM	12 [1]
	1400-02	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
	1400-03	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
Taxiway P 1600	1600-01	3	P-401	6	P-208	-	-	SP-SM	12 [1]
	1600-02	4	P-401	6	P-208	-	-	SP-SM	12 [1]
	1600-03	4 [1]	P-401	6 [1]	P-208	-	-	SP-SM	12 [1]
	1600-04	5	P-401	5	P-208	-	-	SP-SM	12 [1]
	1600-HS	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
Taxiway Q 1700	1700-01	3	P-401	6	P-208	12	P-154	SP-SM	12 [1]
Taxiway R 1800	1800-01	3	P-401	6	P-208	12	P-154	SP-SM	12 [1]
Taxiway S 1900	1900-01	3	P-401	4	P-208	-	-	SP-SM	12 [1]
	1900-02	2	P-401	6	P-208	-	-	SP-SM	12 [1]

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway T 2000	2000-01	3	P-401	4	P-208	-	-	SP-SM	12 [1]
	2000-02	2	P-401	6	P-208	-	-	SP-SM	12 [1]
Taxiway U 2100	2100-01	2	P-401	6	P-208	-	-	SP-SM	12 [1]
	2100-02	2	P-401	6	P-208	-	-	SP-SM	12 [1]
Taxiway V 2200	2200-01	1.5	P-401	4	P-208	6 [1]	P-154	SP-SM	12 [1]
	2200-02	1.5	P-401	4	P-208	6 [1]	P-154	SP-SM	12 [1]
Taxiway W 2300	2300-01	2	P-401	6	P-208	-	-	SP-SM	12 [1]
	2300-02	2	P-401	6	P-208	-	-	SP-SM	12 [1]
	2300-03	2	P-401	6	P-208	-	-	SP-SM	12 [1]
West Ramp 4100	4100-01	3	P-401	6	P-208	25	P-154	SP-SM	12 [1]
	4100-02	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
	4100-03	5	P-401	12	P-208	12 [1]	P-154	SP-SM	12 [1]
	4100-04	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
	4100-05	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
	4100-06	5	P-401	12	P-208	0-17	P-154	SP-SM	12 [1]
	4100-07	5	P-401	12 [1]	P-208	0-17	P-154	SP-SM	12 [1]
	4100-08	5	P-401	12 [1]	P-208	0-17	P-154	SP-SM	12 [1]
	4100-C1	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
	4100-C2	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
	4100-C3	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
West Ramp 4100	4100-C4	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
	4100-C5	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
	4100-HS	Unk	PCC	Unk	-	-	-	SP-SM	12 [1]
East Ramp 4200	4200-01	3	P-401	5	P-208	-	-	SP-SM	12 [1]
	4200-02	3	P-401	5	P-208	-	-	SP-SM	12 [1]
	4200-03	3	P-401	5	P-208	-	-	SP-SM	12 [1]
North West Ramp 4300	4300-02	5 [1]	P-401	12 [1]	P-208	0-17	P-154	SP-SM	12 [1]
Heavy Aircraft Cargo Apron 4400	4400-01	5	P-401	12	P-208	-	-	SP-SM	12 [1]
	4400-HS	14	PCC	12	P-208	-	-	SP-SM	12 [1]
Runway 02L/20R 6100	6100-01 East 50’	8	P-401	16	P-208	-	-	SP-SM	12 [1]
	6100-03 Keel	8	P-401	16	P-208	-	-	SP-SM	12 [1]
	6100-05 West 50’	8	P-401	16	P-208	-	-	SP-SM	12 [1]
	6100-06 South Overrun	3	P-401	6	P-208	-	-	SP-SM	12 [1]
	6100-07 North Overrun	4	P-401	6	P-208	-	-	SP-SM	12 [1]
Runway 02R/20L 6200	6200-01	3	P-401	6	P-208	-	-	SP-SM	12 [1]
	6200-02 South Overrun	2	P-401	6	P-208	12	P-154	SP-SM	12 [1]
	6200-03 North Overrun	2	P-401	4	P-208	-	-	SP-SM	12 [1]

Notes:
[1] *Estimated thickness from documents reviewed. For detailed as-built information, contact Fairbanks International Airport.*
“Unk” indicates the data is unknown.

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	Beechcraft Bonanza	3,412	95.0	40	107	834
2	Cessna 206 Stationair	3,612	95.0	52	475	3,566
3	S-3	3,400	95.0	57	98	723
4	PA-32-300 Cherokee Six	3,400	95.0	50	7	52
5	S-10	7,500	95.0	38	514	4,495
6	S-15	17,637	95.0	59	37	405
7	Cessna 208B	8,750	95.0	75	12,027	100,373
8	S-5	5,100	95.0	51	9	72
9	S-10	10,450	95.0	52	1,562	14,825
10	S-45	45,000	95.0	90	139	1,685
11	PA-31-325 Navajo C/R	6,536	95.0	66	5,245	42,189
12	D-15	17,120	95.0	63	1,114	16,394
13	Beechcraft King Air B200	12,590	95.0	98	5	68
14	D-25	25,353	95.0	76	198	3,350
15	Shorts 330-200	22,900	95.0	79	18	188
16	D-50	50,706	95.0	81	463	9,422
17	Q100/Dash 8 Series 100	34,700	94.4	131	845	13,937
18	D-100	107,200	95.0	150	186	3,929
19	L-100-20	155,801	96.4	104	24	664
20	Saab 340B	29,000	95.0	55	136	2,427
21	D-150	139,000	95.0	148	315	6,547
22	D-150	156,000	95.0	166	211	4,541
23	A319-100 std	141,978	92.6	173	166	3,208
24	A320-200 std	162,925	93.8	200	2	39
25	A321-200 opt	207,025	94.6	218	263	5,348
26	B727-200 Advanced Basic	185,200	96.0	148	2	45
27	B737-200	116,000	92.8	158	2	39
28	B737-400	150,500	93.8	185	2	41
29	B737-7 MAX	177,500	93.6	204	1,460	29,402
30	D-100	99,500	95.0	139	2	41
31	Q400/Dash 8 Series 400	64,700	93.0	227	624	10,292
32	EMB-175 STD	83,026	95.0	136	1,815	34,773
33	DC9-32	109,000	92.4	155	51	1,031
34	D-50	50,265	95.0	80	285	5,786

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
02L-20R	A321-200 opt	262,358	18,000	24.0	1.0	670/F/B/X/T
02R-20L	A321-200 opt	230,739	18,000	27.0	1.0	570/F/B/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- S-3, S-5, S-10, S-15 and S-45 refer to “generic” single gear aircraft as modeled in FAARFIELD
- D-15, D-25, D-50, D-100 and D-150 refer to “generic” dual gear aircraft as modeled in FAARFIELD
- Aircraft fleet mix and annual departures were provided by Alaska DOT&PF

REFERENCES

Year	Project No.	Document Title
2023	3-02-0096-xxx, NFAPT00689	GA Apron and Taxiway Reconstruction, Plans
2020	3-02-0096-059, NFAPT00483	RW 2R-20L Reconstruction, Conformed Plans
2020	3-02-0096-059, NFAPT00483	RW 2R-20L, S&W-HDR, Final Geotechnical EDR
2019	3-02-0096-052, NSAPT00169	Taxiway B, As-Built
2011	3-02-0096-040, 63884	Apron, As-Built
2007	3-02-0096-xxx, 76724	Runway 1L-19R, As-Built
2006	3-02-0096-032, 62214	Heavy Aircraft Cargo Apron Replacement, As-Built
2004	3-02-0096-031, 62576	Taxiway A Rehabilitation and Apron Improvement, As-Built
2001	3-02-0096-23, 60844 & 61124	Runway 1R-19L Extension and Float Pond Expansion, As-Built
1998	3-02-0096-18, 66623	Taxiway D Extension, As-Built
1996	3-02-0096-15	Runway 1L-19R Extension - Base and Alt 1 - Apr 1996 x-sections
1996	3-02-0096-15, 66670	Runway 1L-19R Extension, As-Built
1991	3-02-0096-05, 64971	NW Apron and Taxiway, Phase II, As-Built
1990	64416	West Apron Improvement, Hardstands, Plans
1989	3-02-0096-04, 64403	NW Apron and Taxiway Extension, As-Built
1985	3-02-0096-01, D65332	Runway 1L-19R Overlay, As-Built
1984	D48621	GA Ramp & Runway Improvements, As-Built
1979	SC 79-486-03	West Apron Expansion, As-Built
1973	8-02-0096-03	GA Apron Grading, Paving and Lighting, E Service Rd, and GA Runway, Taxiway, As-Built
1971	486-42-2-71	GA Gravel Landing Strip and Taxiway, As-Built
1969		Lt Craft Apron Extension and Cargo Taxiway, As-Built
1966	9-50-001-06	GA Apron and Taxiway Surfacing, As-Built