Alaska DOT&PF

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

Pavement Inspection Report
Galena Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Edward G Pitka Sr Airport	GAL	PAGA	64° 44' 10.28" N	156° 56' 04.4" W	153.7

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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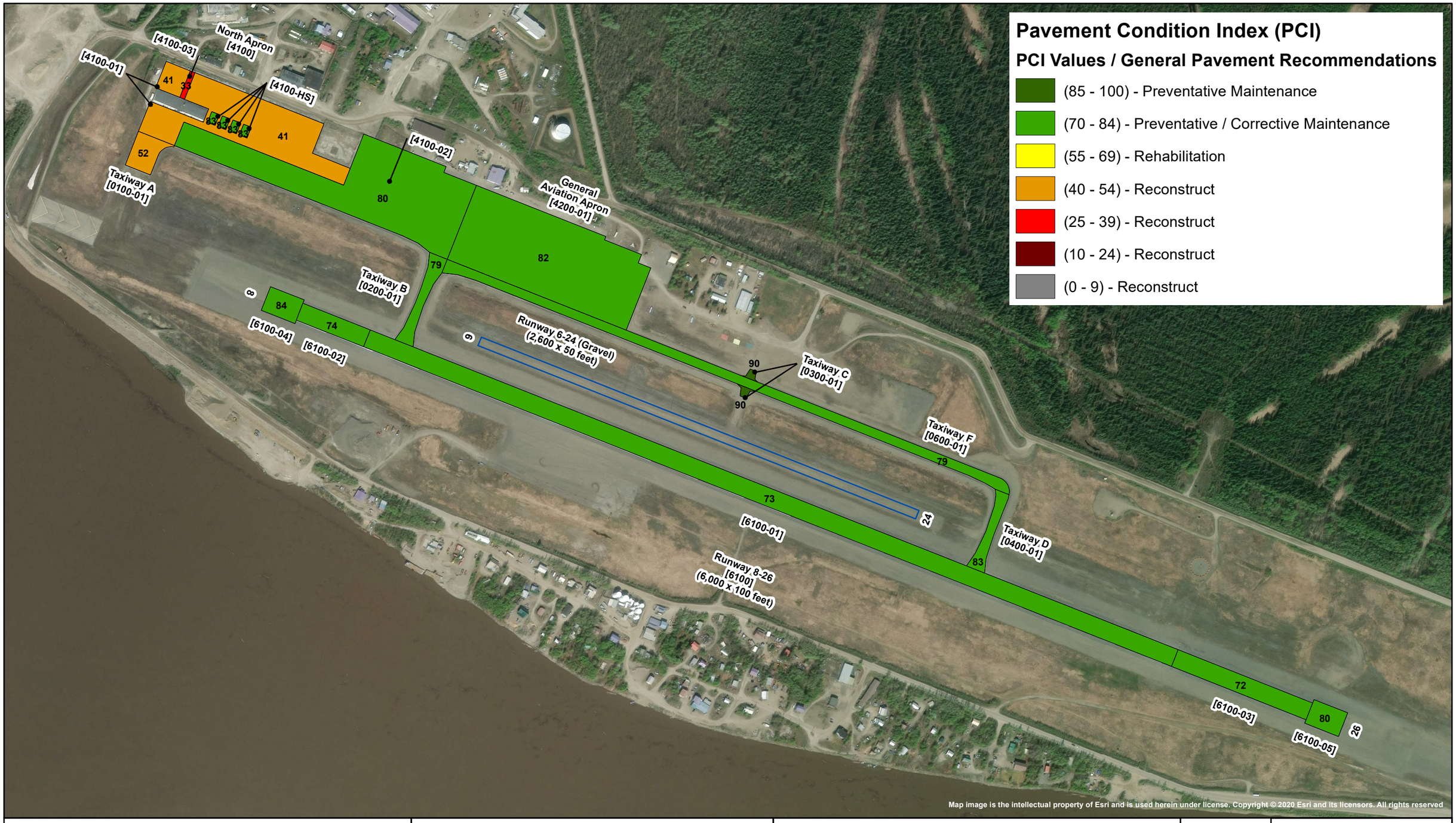


Galena Airport

Airport Code: GAL
Site Number: 50258.*A

Pavement Condition Index (PCI)

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

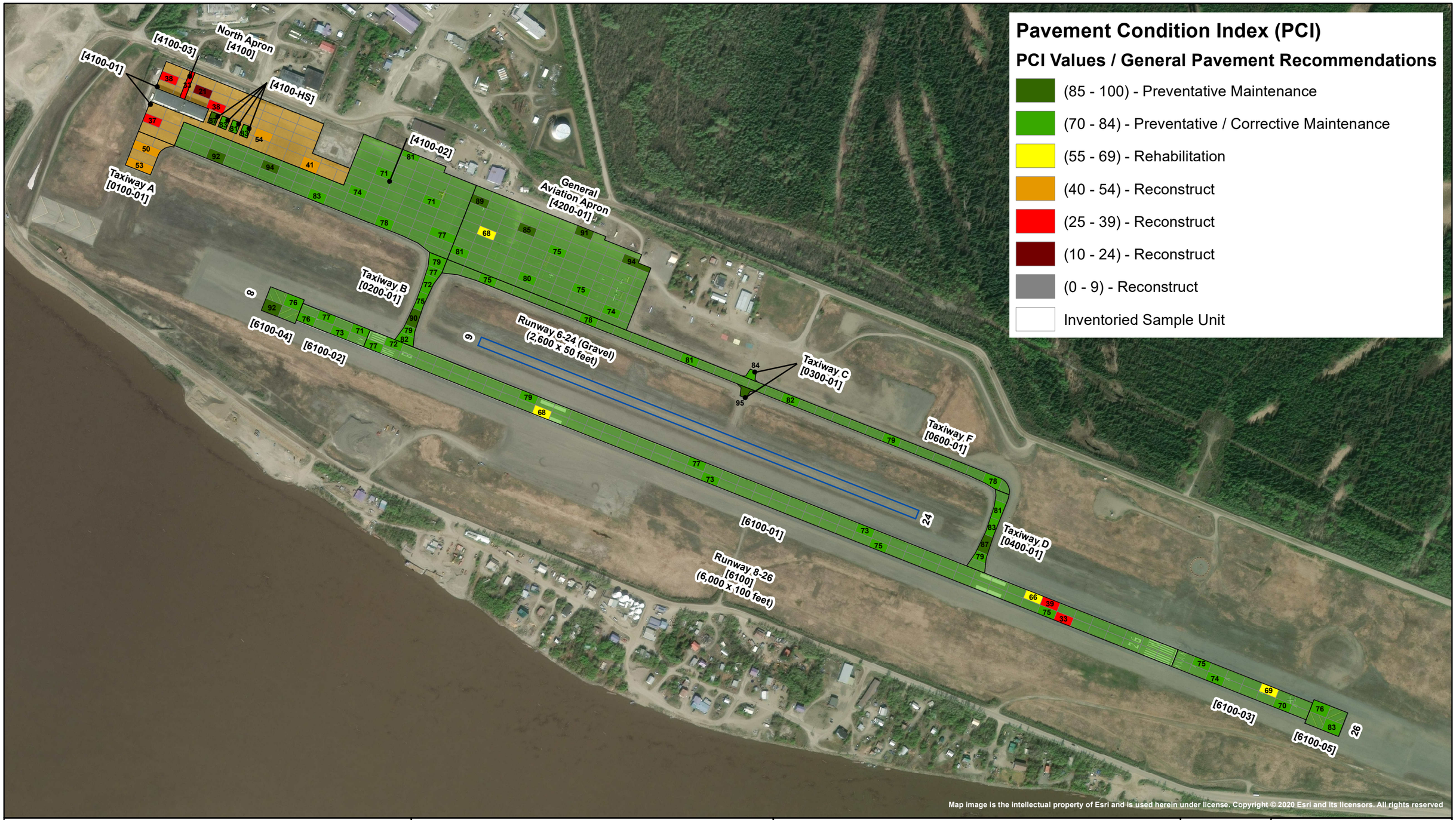
N W E S

2024 Pavement Inspection Results

0 375 750 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 1 of 6



Galena Airport

Airport Code: GAL
Site Number: 50258.*A

Sample Unit
Pavement Condition Index (PCI)

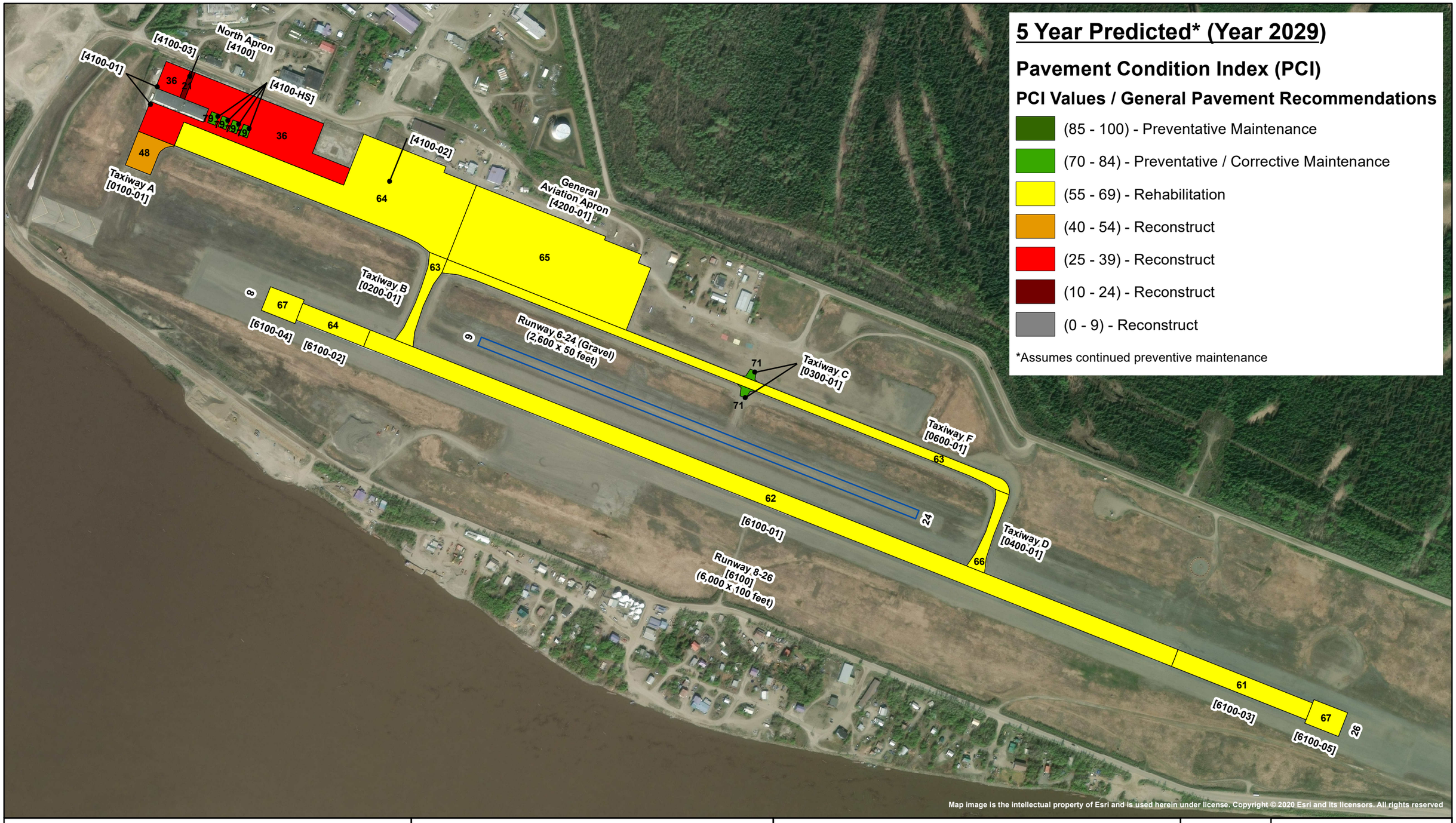
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 375 750 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6



Galena Airport

Airport Code: GAL
Site Number: 50258.*A

5 Year Predicted
Pavement Condition Index (PCI)

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

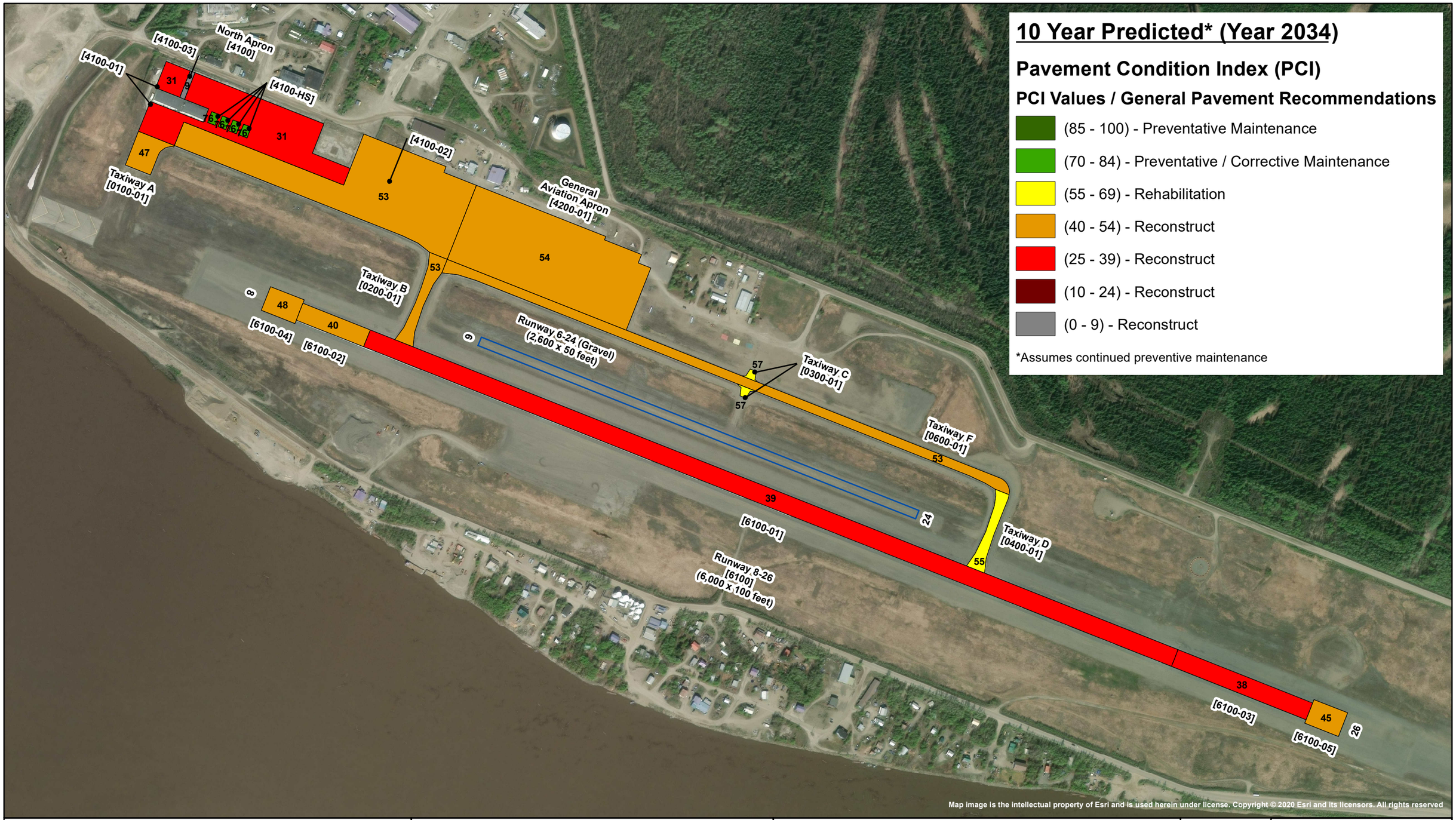
N W E S

2024 Pavement Inspection Results

0 375 750 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6



Galena Airport

Airport Code: GAL
Site Number: 50258.*A

10 Year Predicted
Pavement Condition Index (PCI)

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

N W E S

2024 Pavement Inspection Results

0 375 750 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6

Galena Airport

Airport Code: GAL
Site Number: 50258.*A

Pavement Age at Inspection

N W E S

2024 Pavement Inspection Results

0 375 750 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6

Galena Airport

Airport Code: GAL
Site Number: 50258.*A

Pavement Crack Seal Condition (CSC)

N W E S

2024 Pavement Inspection Results

0 375 750 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	1	31,805	52

Taxiway A was constructed in 1987 and has not received major work since. Occasional crack seal operations have been performed on the branch. The most common distresses are low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Pavement inspectors note that since 2018 the taxiway no longer connects to the runway due to a project that shortened the total length of the runway, making Taxiways B and D the primary connectors. As a result, Taxiway A is not regularly used and vegetation has begun to grow in the cracks, causing high severity longitudinal and transverse cracking to form.

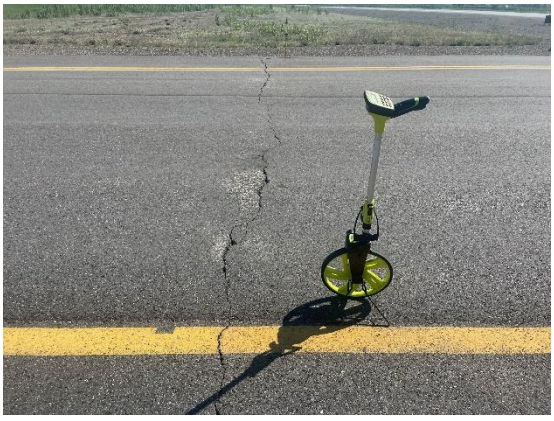
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	35,515	79

Taxiway B was constructed in 1987 and reconstructed in 2018. Crack seal operations have not been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking and low severity weathering. The pavement inspection team noted a significant increase in the quantity and severity of cracks developing across the taxiway. Crack sealing is recommended to slow the rate of pavement deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	1	5,526	90


The paved areas of Taxiway C were constructed in 2004 and reconstructed in 2018. Crack seal operations have not been performed on the branch. The most common distresses are low severity depression and low severity longitudinal and transverse cracking. A minimal number of distresses exist on the taxiway due to it primarily being used to access the gravel-surfaced Runway 6/24 by crossing Taxiway F from the gravel-surfaced General Aviation Apron.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	1	28,559	83

Taxiway D was constructed in 2004 and reconstructed in 2018. Crack seal operations have not been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Pavement inspectors noted an increase in the quantity and severity of cracks developing across the taxiway. Crack sealing is recommended to slow the rate of deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	1	171,428	79

Taxiway F was constructed in 2004 and reconstructed in 2018. Crack seal operations have not been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Pavement inspectors noted an increase in the quantity and severity of cracks developing across the taxiway. Crack sealing is recommended to slow the rate of deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	North Apron	Apron	4	719,504	65

AC Section 4100-01 (41 PCI)

The North Apron consists of four sections, two AC sections (Sections 4100-01 and 4100-02) and two PCC sections (Section 4100-03 and 4100-04). AC Section 4100-01 was constructed in 1987 and has not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses are low to medium severity block cracking, low to high severity longitudinal and transverse cracking, low to high severity raveling, medium to high severity swelling, and low severity weathering. With the shortening of the RW 8-26, Section 4100-01 is the more distant apron from access to RW 8-26 and therefore has not been used often since 2018. Pavement inspectors note that the large number and increasing severity of distresses is consistent with its age.

AC Section 4100-02 (80 PCI)

AC Section 4100-02 was constructed in 1987 and reconstructed in 2018. Crack seal operations have not been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, oil spillage, low severity raveling, and low severity weathering. The quantity and severity of cracks is increasing across the parking apron. Crack sealing is recommended to slow the rate of deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	North Apron	Apron	4	719,504	65.23

PCC Section 4100-03 (33 PCI)


PCC Section 4100-03 was constructed in 1987 and has not received any major work since. The most common distresses are low severity linear cracking, medium severity joint seal damage, low to medium severity scaling, and low to medium severity faulting. This section of the North Apron is behind the Alert Hangar and is not often used due to its location. The large quantity of distresses at increasing severities is consistent with the nearly 40-year age of the pavement.

PCC Section 4100-HS (83 PCI)


PCC section 4100-HS consists of four individual hardstands that were constructed in 1987 and have not received any major work since. The most common distresses are low severity joint seal damage, low to medium joint spalling, and low to medium corner spalling. The edges of the concrete hardstands are spalled, which is evident on each of the four hardstands.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	GA Apron	Apron	1	457,389	82

The General Aviation (GA) Apron was constructed in 1983, reconstructed in 2004 and reconstructed again in 2018. Crack seal operations have not been performed on the branch. The most common distresses include low to high severity longitudinal and transverse cracking, oil spillage, low severity raveling, and low severity weathering. Pavement inspectors identified a high severity crack extending across the entire width of the apron. This crack is significant, measuring more than an inch wide in areas, has led to the formation of a vertical fault exceeding two inches. Localized repair may be required to correct the wide cracking and faulting. In addition, crack sealing is recommended to slow the rate of pavement deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 08/26	Runway	5	656,000	73




Runway 08/26 was constructed in 1987 and reconstructed in 2018. The 2018 project also reduced the width of RW 08/26 from 150 feet to 100 feet and reduced its length from 7,250 feet to 6,000 feet. Crack seal operations have not been performed on this runway. The most common distresses include medium to high severity depressions, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Significant depressions are present on the runway surface at a point approximately 500 feet east of its intersection with TW D. There are also a substantial number of large depressions off the runway edge on either side of the runway in the same area. Water accumulation was observed in these depressions, as documented in the accompanying photographs.

BRANCH CONDITION REPORT

Branch ID	No. of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (Sq Ft)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	1	200	150	31,805	TAXIWAY	51.60	0.00	51.60
0200	1	520	65	35,515	TAXIWAY	79.10	0.00	79.10
0300	1	108	50	5,526	TAXIWAY	89.80	0.00	89.80
0400	1	450	65	28,559	TAXIWAY	82.80	0.00	82.80
0600	1	3,350	50	171,428	TAXIWAY	78.60	0.00	78.60
4100	4	2,053	200	719,504	APRON	59.38	22.55	65.30
4200	1	1,060	440	457,389	APRON	81.60	0.00	81.60
6100	5	6,400	116	656,000	RUNWAY	76.46	4.71	73.39

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	5	1,176,893	63.82	22.04	71.64
RUNWAY	5	656,000	76.46	4.71	73.39
TAXIWAY	5	272,833	76.38	13.02	76.18
ALL	15	2,105,726	72.22	16.16	72.77

SECTION CONDITION REPORT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0100	0100-01	8/1/1987	AC	TAXIWAY	T	31,805	6/10/2024	37	52
0200	0200-01	7/1/2018	AC	TAXIWAY	S	35,515	6/10/2024	6	79
0300	0300-01	7/1/2018	AC	TAXIWAY	T	5,526	6/10/2024	6	90
0400	0400-01	7/1/2018	AC	TAXIWAY	S	28,559	6/10/2024	6	83
0600	0600-01	7/1/2018	AC	TAXIWAY	S	171,428	6/10/2024	6	79
4100	4100-01	8/1/1987	AC	APRON	S	269,299	6/10/2024	37	41
4100	4100-02	7/1/2018	AC	APRON	S	434,279	6/10/2024	6	80
4100	4100-03	8/1/1987	PCC	APRON	S	4,406	6/10/2024	37	33
4100	4100-HS	8/1/1987	PCC	APRON	S	11,520	6/10/2024	37	83
4200	4200-01	7/1/2018	AC	APRON	T	457,389	6/10/2024	6	82
6100	6100-01	7/1/2018	AC	RUNWAY	S	480,000	6/10/2024	6	73
6100	6100-02	7/1/2018	AC	RUNWAY	S	40,000	6/10/2024	6	74
6100	6100-03	7/1/2018	AC	RUNWAY	S	80,000	6/10/2024	6	72
6100	6100-04	7/1/2018	AC	RUNWAY	T	28,000	6/10/2024	6	84
6100	6100-05	7/1/2018	AC	RUNWAY	T	28,000	6/10/2024	6	80

SECTION CONDITION REPORT (SUMMARY BY AGE CATEGORY)

Age Category	Average Age at Inspection	Total Area (Sq Ft)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
06-10	6	1,788,696	11	79.48	5.05	77.93
36-40	37	317,030	4	52.25	19.11	43.66
ALL	14	2,105,726	15	72.22	16.16	72.77

Work History Report

Pavement Database: Alaska

Network: Galena Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:** AC
L.C.D. 8/1/1987 **Use:** TAXIWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 31805 (SqFt)

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

Network: Galena Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:** AC
L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** S **Length:** 520.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 35515 (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	☑	3" HMA, 6" Recycled Asphalt Pavem
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Galena Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:** AC
L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 108.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5526 (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	☑	3" HMA, 6" Recycled Asphalt Pavem
9/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base,

Network: Galena Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:** AC
L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** S **Length:** 450.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 28559 (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	☑	3" HMA, 6" Recycled Asphalt Pavem
9/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base,

Network: Galena Airport **Branch:** 0600 Taxiway F **Section:** 0600-01 **Surface:** AC
L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** S **Length:** 3,350.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 171428 (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	☑	3" HMA, 6" Recycled Asphalt Pavem
9/1/2004	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base,

Network: Galena Airport **Branch:** 4100 North Apron **Section:** 4100-01 **Surface:** AC
L.C.D. 8/1/1987 **Use:** APRON **Rank:** S **Length:** 940.00 (Ft) **Width:** 275.00 (Ft) **True Area:** 269299 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	3" AC, 2" Leveling Course, 4" AC, (F

Network: Galena Airport **Branch:** 4100 North Apron **Section:** 4100-02 **Surface:** AC
L.C.D. 7/1/2018 **Use:** APRON **Rank:** S **Length:** 700.00 (Ft) **Width:** 450.00 (Ft) **True Area:** 434279 (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	☑	(Funded via AIP)
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	3" AC, 2" Leveling Course, 4" AC, (F

Network: Galena Airport **Branch:** 4100 North Apron **Section:** 4100-03 **Surface:**PCC

L.C.D. 8/1/1987 **Use:** APRON **Rank:** S **Length:** 157.00 (Ft) **Width:** 28.00 (Ft) **True Area:** 4406 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Galena Airport **Branch:** 4100 North Apron **Section:** 4100-HS **Surface:**PCC

L.C.D. 8/1/1987 **Use:** APRON **Rank:** S **Length:** 256.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 11520 (SqFt)

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

Network: Galena Airport **Branch:** 4200 GA Apron **Section:** 4200-01 **Surface:**AC

L.C.D. 7/1/2018 **Use:** APRON **Rank:** T **Length:** 1,060.00 (Ft) **Width:** 440.00 (Ft) **True Area:** 457389 (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	☑	3" HMA, 6" Recycled Asphalt Pavem
9/1/2004	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base,
8/1/1983	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Galena Airport **Branch:** 6100 08/26 **Section:** 6100-01 **Surface:**AC

L.C.D. 7/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 4,800.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 480000 (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	☑	4" HMA Type II Class A, 14" Recycle
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Galena Airport **Branch:** 6100 08/26 **Section:** 6100-02 **Surface:**AC

L.C.D. 7/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 400.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 40000 (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	☑	4" HMA Type II Class A, 14" Recycle
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Galena Airport **Branch:** 6100 08/26 **Section:** 6100-03 **Surface:**AC

L.C.D. 7/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 800.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 80000 (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	☑	4" HMA Type II Class A, 14" Recycle
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Galena Airport **Branch:** 6100 08/26 **Section:** 6100-04 **Surface:**AC

L.C.D. 7/1/2018 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 28000 (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	☑	4" HMA Type II Class A, 14" Recycle
8/1/1987	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Network: Galena Airport **Branch:** 6100 08/26 **Section:** 6100-05 **Surface:** AC

L.C.D. 7/1/2018 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 28000 (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	☑	4" HMA Type II Class A, 14" Recycle
8/1/1987	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)
Complete Reconstruction - AC	12	2,246,085.00	0.00	0.00
New Construction - Initial	15	2,105,726.00	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 0100	0100-01	7	P-401	5 [1]	P-208 [2]	24	P-154	GP	13
Taxiway B 0200	0200-01	3	P-401	6	P-208 [2]	24	P-154	GP	13
Taxiway C 0300	0300-01	3	P-401	6	P-208 [2]	30	P-154	GP	13
Taxiway D 0400	0400-01	3	P-401	6	P-208 [2]	30	P-154	GP	13
Taxiway F 0600	0600-01	3	P-401	6	P-208 [2]	30	P-154	GP	13
North Apron 4100	4100-01	7	P-401	5 [1]	P-208 [2]	24 [1]	P-154	GP	13
	4100-02	3	P-401	6	P-208 [2]	24	P-154	GP	13
	4100-HS	7 [1]	P-401	5 [1]	P-208 [2]	24 [1]	P-154	GP	13
GA Apron 4200	4200-01	6	P-401	6	P-208 [2]	24	P-154	GP	13
Runway 08/26 6100	6100-01	4	P-401	14	P-208 [2]	24 [1]	P-154 [3]	GP	13
	6100-02 W. Displaced Threshold	4	P-401	14	P-208 [2]	24 [1]	P-154 [3]	GP	13
	6100-03 E. Displaced Threshold	4	P-401	14	P-208 [2]	24 [1]	P-154 [3]	GP	13
	6100-04 West Overrun	2	P-401	6	P-208 [2]	24 [1]	P-154 [3]	GP	13
	6100-05 East Overrun	2	P-401	6	P-208 [2]	24 [1]	P-154 [3]	GP	13

Notes:

[1] Estimated from neighboring sections. No as-built records available.

[2] Based on a review of available construction records, P-208 at Galena Airport consists of approximately equal parts of reclaimed asphalt pavement (RAP) and crushed rock blended using a reclaimer and compacted in place.

[3] For PCR computation purposes, the top of the P-154 layer was taken as subgrade and conservatively assigned a CBR of 15

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	6	75
2	Cessna 206 Stationair	3,612	95.0	52	17	210
3	S-3	3,400	95.0	57	8	97
4	S-15	17,637	95.0	59	4	53
5	Cessna 208B	8,750	95.0	75	3,156	39,910
6	S-10	10,450	95.0	52	503	6,516
7	S-45	45,000	95.0	90	110	1,534
8	PA-31-325 Navajo C/R	6,536	95.0	66	854	10,695
9	D-15	17,120	95.0	63	575	8,484
10	Beechcraft King Air	12,590	95.0	98	3	44
11	D-25	25,000	95.0	75	144	2,241
12	Shorts 330-200	22,900	95.0	79	12	161
13	Q100/Dash 8-100	34,700	94.4	131	25	394
14	D-100	107,200	95.0	150	96	1,669
15	DC9-51	122,000	94.0	172	9	159

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
08/26	DC9-51	243,655	22,500	18.0	1.0	620/F/A/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- Subgrade strength reduction for frost applied
- S-3, S-10, S-15, and S-45 refer to “generic” single gear aircraft as modeled in FAARFIELD
- D-15, D-25 and D-100 refer to “generic” dual gear aircraft as modeled in FAARFIELD
- Top of P-154 layer shown in the Physical Property Data table was taken as the subgrade layer and assigned CBR 15

REFERENCES

Year	Project No.	Document Title
2016	3-02-0102-006, Z63175	Rehabilitate Runway Lighting RW 07/25, As-Built
2003	3-02-0102-04, 64502	Construct Taxiway (Partial Parallel), As-Built
2003	3-02-0102-04, 64502	Expand Apron, Rehabilitation Apron, As-Built
1989	64052	Parallel Taxiway DOT Geological Report
1983	3-02-0102-01, D14022	General Aviation Apron Extension, As Built
1981	D14021	Apron Expansion Geological Report
1963		US Army Corps of Engineers Airfield Pavement Evaluation
1954		Evaluation of Runway, Taxiways, and Apron – Galena AFB