Alaska DOT&PF

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

Pavement Inspection Report
Juneau Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Juneau International Airport	JNU	PAJN	58° 21' 16.96" N	134° 34' 42.49" W	25.0

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

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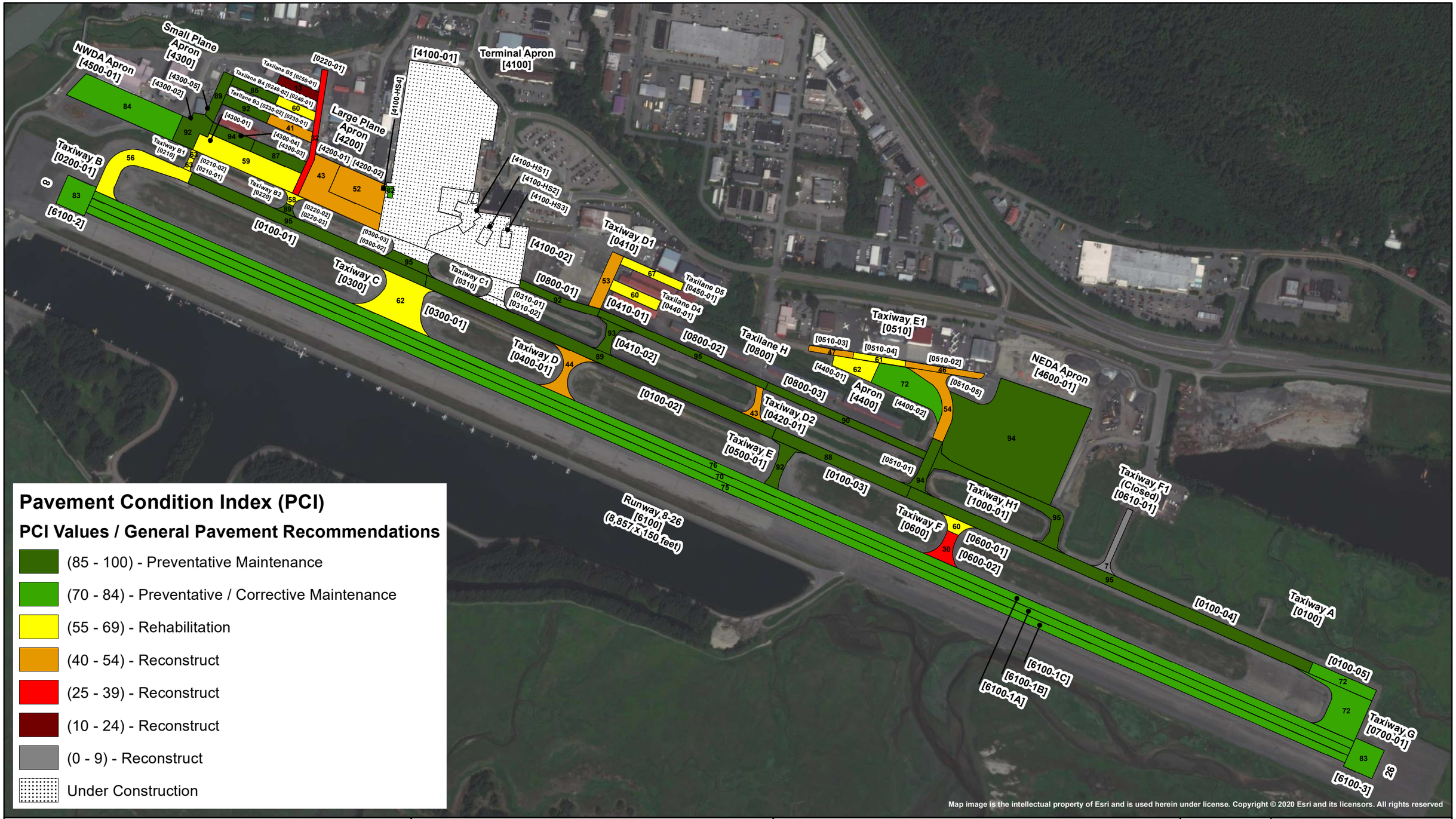

Pavement Condition Index (PCI)

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
- Under Construction

Juneau Municipal Airport

Airport Code: JNU
Site Number: 50285.*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

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

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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
- Inventoried Sample Unit
- Under Construction

Juneau Municipal Airport

Airport Code: JNU
Site Number: 50285.*A

Sample Unit
Pavement Condition Index (PCI)
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

N W E S

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

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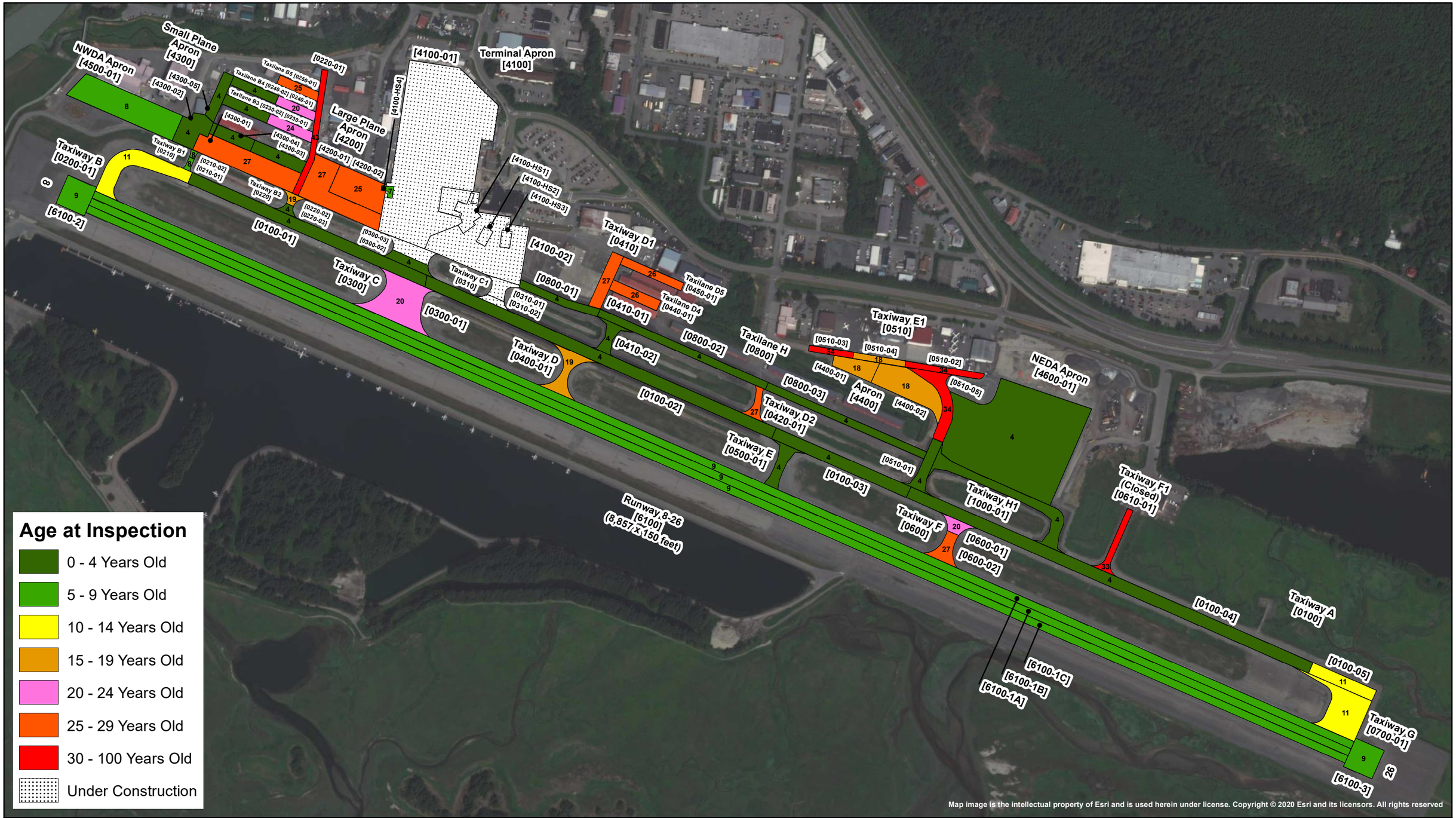
Map 3 of 6
5-Year Predicted Pavement Condition Index (PCI)
Will be produced at next revision

Map 4 of 6
10-Year Predicted Pavement Condition Index (PCI)
Will be produced at next revision



Age at Inspection

- 0 - 4 Years Old
- 5 - 9 Years Old
- 10 - 14 Years Old
- 15 - 19 Years Old
- 20 - 24 Years Old
- 25 - 29 Years Old
- 30 - 100 Years Old
- Under Construction

Juneau Municipal Airport

Airport Code: JNU
Site Number: 50285.*A

Pavement Age at Inspection

N W E S

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

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Crack Seal Condition (CSC)

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

Juneau Municipal Airport

Airport Code: JNU
Site Number: 50285.*A

Pavement Crack Seal Condition (CSC)

N W E S

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

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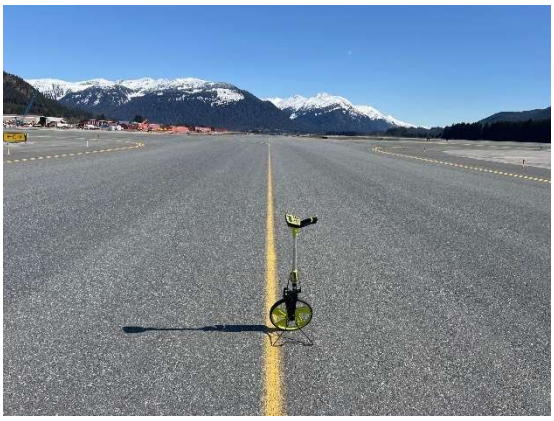
AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	5	624,673	91

Section 0100-01 (95 PCI), 0100-02 (89 PCI), 0100-03 (88 PCI), 0100-04 (95 PCI)



Taxiway A consists of five asphalt concrete (AC) sections, of which Sections 0100-01 through 0100-04 underwent surface rehabilitation in 2020. Crack sealing has not occurred on these sections. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. Field observations indicate new unfilled cracks and initial surface deterioration leading to medium severity weathering and low severity raveling across the taxiway.

Section 0100-05 (72 PCI)

Taxiway A was extended in 2013, and the extended portion of the taxiway did not undergo the surface rehabilitation applied to the other sections, resulting in the creation of Section 0100-05. Crack sealing has not been performed on this section. The most common distresses are low severity fatigue cracking, low severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations highlight the development of fatigue cracking along the paving lane joints, particularly in areas where aircraft turning occurs between Taxiway A and Taxiway G.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	70,317	56

Taxiway B is an AC section that underwent surface rehabilitation in 2013. Crack sealing has not been performed on the branch. The most common distresses are low to medium fatigue cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations highlight the development of fatigue cracking along the paving lane joints, particularly in areas where turning occurs between Taxiway B and Runway 8/26.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0210	Taxiway B1	Taxiway	2	5,156	63

Taxiway B1 was realigned and fully reconstructed in 2016. Crack sealing has not been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low severity patching, low to medium severity raveling, and low to medium severity weathering. Field observations indicate the initial deterioration of the AC surface layer has contributed to an increasing quantity and severity of raveling throughout the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0220	Taxiway B2	Taxiway	3	43,207	42

Section 0220-01 (32 PCI)

Taxiway B2 is an AC taxiway that consists of three sections: Sections 0220-01, 0220-02 and 0220-03. Major work has not been completed on Section 0220-01 since its initial construction in 1981. Crack sealing has not been performed on this section. The most common distresses are low to high severity fatigue cracking, low to medium severity longitudinal and transverse cracking, low to medium severity patching, low severity raveling, and low to medium severity weathering. Field observations indicate that the pavement is highly degraded, with widespread load-related distresses visible throughout the taxiway. The extensive fatigue cracking suggests significant structural deterioration.

Section 0220-02 (58 PCI)

Major work has not been performed on Section 0220-02 since its initial construction in 2005. Crack sealing has not been performed on this section. The most common distresses are low severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. The pavement surface has deteriorated as characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0220	Taxiway B2	Taxiway	3	43,207	42

Section 0220-03 (89 PCI)

Surface rehabilitation was accomplished on Taxiway B2 Section 0220-03 in 2020. Crack sealing has not been performed on this section. The most common distresses are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include new unfilled cracks and initial surface deterioration, leading to localized areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0230	Taxilane B3	Taxiway	2	41,552	67

Section 0230-01 (41 PCI)

Taxilane B3 consists of two sections: 0230-01 and 0230-02. Section 0230-01 has not received major work since its initial construction in 2000. Crack sealing has not been performed on this section. The most common distresses are medium to high severity fatigue cracking, medium severity depressions, low severity longitudinal and transverse cracking, low to high severity patching, low to high severity raveling, and low to medium severity weathering. Field observations indicate highly degraded pavement with load-related distress across the taxiway. Additionally, uneven surface conditions and minor depressions have been noted.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0230	Taxilane B3	Taxiway	2	41,552	67

Section 0230-02 (92 PCI)

Taxilane B3 Section 0230-02 was reconstructed in 2020. Crack sealing has not been performed on this section. The most common distress is low severity weathering. Field observations include areas of mechanical damage from snowplow operations.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0240	Taxilane B4	Taxiway	2	35,042	73

Section 0240-01 (60 PCI)

Taxilane B4 consists of two sections: 0240-01 and 0240-02. Section 0240-01 received surface rehabilitation in 2004. Crack sealing has not been performed on this section. The most common distresses are low severity fatigue cracking, low severity depressions, low to medium severity longitudinal and transverse cracking, low to high severity patching and low to medium severity weathering. Field observations indicate variable patch quality with some patches failing prematurely. In addition, inspectors noted uneven surface conditions and minor depressions.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0240	Taxilane B4	Taxiway	2	35,042	73

Section 0240-02 (85 PCI)

Taxilane B4 Section 0240-02 was reconstructed in 2020. Crack sealing has not been performed on this section. The most common distresses are low severity raveling and low severity weathering. Field observations include areas of mechanical snowplow damage.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0250	Taxilane B5	Taxiway	1	16,684	13

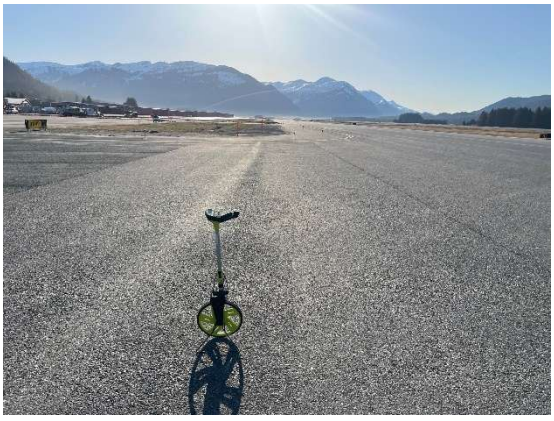
Taxilane B5 received a structural overlay in 1999. Crack sealing has not been performed on the branch. The most common distresses are low to medium severity fatigue cracking, low to high severity longitudinal and transverse cracking, low severity patching, and low to medium severity weathering. Field observations indicate highly degraded pavement with load-related distresses across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	3	132,994	Under Construction

Section 0300-01 (62 PCI)

Taxiway C consists of three sections: 0300-01, 0300-02 and 0300-03. Section 0300-01 is an AC pavement that received a structural overlay in 2004. Crack sealing has not been performed on the section. The most common distresses are low severity fatigue cracking, low to high severity longitudinal and transverse cracking, low severity patching, low to medium severity raveling, and low severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of coarse aggregate.

Section 0300-02 (95 PCI)



Taxiway C Section 0300-02 is an AC pavement that received surface rehabilitation in 2020. Crack sealing has not been performed on this section. The most common distresses are low severity raveling and low severity weathering. Field observations include initial surface deterioration which lead to localized areas of raveling and weathering across the taxiway.

Section 0300-03 (Under Construction)

Taxiway C Section 0300-03 was under construction during the inspection. The historical PCI indicates a rating of 60 as of 2021.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0310	Taxiway C1	Taxiway	2	22,128	Under Construction

Taxiway C1 was under construction during the inspection. The most recent inspection in 2021 reports a PCI of 27 for Section 0310-02 and a PCI of 67 for Section 0310-02.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	1	32,966	44

Taxiway D has not received major work since its initial construction in 2005. Crack sealing has not been performed on the branch. The most common distresses are low to medium severity fatigue cracking, low to medium severity longitudinal and transverse cracking, low to medium severity patching, low to high severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0410	Taxiway D1	Taxiway	2	47,011	67

Section 0410-01 (53 PCI)

Taxiway D1 consists of two sections: 0410-01 and 0410-02. Section 0410-01 has not undergone any major work since its initial construction in 1997. Crack sealing has not been performed on this section. The most common distresses are low severity fatigue cracking, low severity block cracking, low to medium severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Section 0410-02 (93 PCI)

Taxiway D Section 0410-02 was realigned and completely reconstructed in 2020. Crack sealing has not been performed on the section. The most common distresses are low severity longitudinal and transverse cracking, and low severity weathering. Field observations include new unfilled cracks and initial surface deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0420	Taxiway D2	Taxiway	1	12,309	43

Taxiway D2 has not undergone any major work since its initial construction in 1997. Crack sealing has not been performed on the branch. The most common distresses are low severity fatigue cracking, low to high severity longitudinal and transverse cracking, low severity patching, low severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0440	Taxilane D4	Taxiway	1	23,450	60

Taxilane D4 has not undergone any major work since its initial construction in 1998. Crack sealing has not been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low to high severity patching, low to high severity raveling, and low to medium severity weathering. Field observations indicate patches of variable quality, including some with indications of premature failure.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0450	Taxilane D5	Taxiway	1	23,375	67

Taxilane D5 has not undergone any major work since its initial construction in 1998. Crack sealing has not been performed on the branch. The most common distresses are low severity patching, low to medium severity raveling, and low to medium severity weathering. Field observations indicate deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	1	23,198	92

The Taxiway E pavement surface was rehabilitated, along with Taxiway A, in 2020. Crack sealing has not been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, and low severity weathering. Field observations include new unfilled cracks and initial surface deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0510	Taxiway E1	Taxiway	5	113,488	62

Section 0510-01 (94 PCI)

Taxiway E1 consists of five sections: 0510-01 through 0510-05. The pavement surface of Section 0510-01 was rehabilitated in 2020 along with Taxiway A. Crack sealing has not been performed on this section. The most common distresses are low severity raveling, and low severity weathering. Field observations include initial surface deterioration.

Section 0510-02 (46 PCI), 0510-03 (47 PCI), 0510-05 (54 PCI)

No major work has been performed on Taxiway E1 Sections 0510-02, 0510-03, and 0510-05 since initial construction in 1990. Crack sealing has not been performed on these sections. The most common distresses are low to high severity fatigue cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations indicate highly degraded pavement with a considerable amount of load-related distress across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0510	Taxiway E1	Taxiway	5	113,488	62

Section 0510-04 (61 PCI)

The pavement surface of Taxiway E1 Section 0510-04 was rehabilitated in 2006. Crack sealing has not been performed on this section. The most common distresses are low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	2	33,509	41

Section 0600-01 (60 PCI)

Taxiway F consists of two sections: 0600-01 and 0600-02. The pavement surface on Section 0600-01 was milled and overlaid in 2004. Crack sealing has not been performed on this section. The most common distresses are low severity fatigue cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	2	33,509	41

Section 0600-02 (30 PCI)

The Taxiway F Section 0600-02 pavement received a mill and overlay in 1997. Crack sealing has not been performed on this section. The most common distresses are low to high severity fatigue cracking, low severity block cracking, low to medium severity longitudinal and transverse cracking, low to high severity raveling, and low to medium severity weathering. Field observations indicate highly degraded pavement with load-related distress across the taxiway and significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of coarse aggregate.

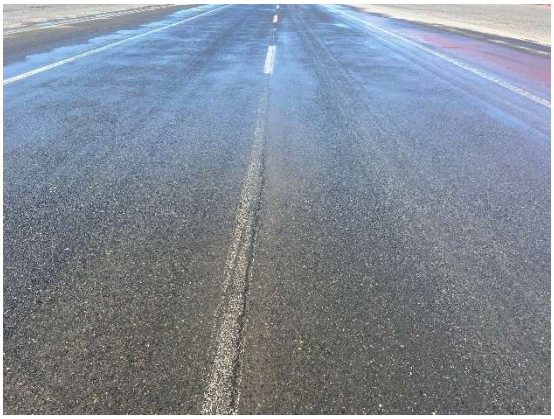
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0610	Taxiway F1 (Closed)	Taxiway	1	20,118	7

Taxiway F1 has not undergone any major work since its initial construction in 1991. Crack sealing has not been performed on the branch. The taxiway was closed to aircraft operations during the inspection due to a large pothole. The most common distresses are low to high severity fatigue cracking, high severity corrugation, low severity longitudinal and transverse cracking, medium to high severity raveling, and low to medium severity weathering. Field observations indicate highly degraded pavement with a considerable amount of load-related distress across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	1	77,353	72

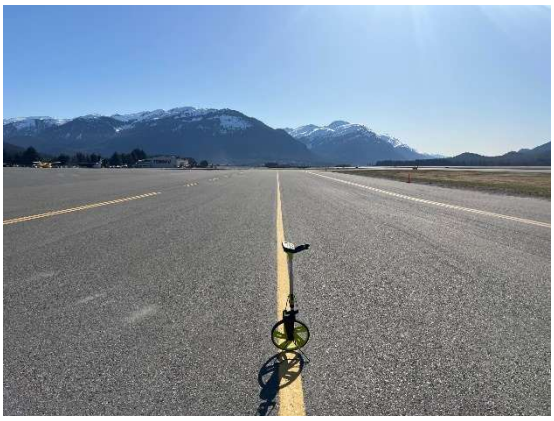
Taxiway G has not undergone any major work since its initial construction in 2013. Crack sealing has not been performed on the branch. The most common distresses are low severity fatigue cracking, low to medium severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. Field observations highlight the development of fatigue cracking along the paving lane joints, particularly in areas where turning motions occur between Taxiway A and Taxiway G.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0800	Taxilane H	Taxiway	3	142,352	93



The Taxilane H pavement was completely rehabilitated in 2020. Crack sealing has not been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, and low severity weathering. Field observations include new unfilled cracks and initial surface deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1000	Taxiway H1	Taxiway	1	72,548	95



Taxiway H1 has not undergone any major work since its initial construction in 2020. Crack sealing has not been performed on the branch. The most common distress observed is low severity weathering. Field observations include initial surface deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Terminal Apron	Apron	6	799,698	Under Construction

AC Section 4100-01, 4100-02 (Under Construction)

The AC sections of the Terminal Apron were under construction during the inspection. The 2021 PCI for Section 4100-01 was forty-three (43) and the 2021 PCI for Section 4100-02 was fifty-eight (58).

PCC Section 4100-HS1, 4100-HS2, 4100-HS3 (Under Construction)

The portland cement concrete (PCC) sections of the Terminal Apron were under construction during the inspection. The 2021 PCIs for Sections 4100-HS1, 4100-HS2 and 4100-HS3 were 75, 71, and 64, respectively.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Terminal Apron	Apron	6	799,698	Under Construction

PCC Section 4100-HS4 (82 PCI)

The Terminal Apron Section 4100-HS4 has not undergone any significant work since its initial construction in 2017. The most common distresses are medium severity joint seal damage, low severity joint spalling, and low severity corner spalling. Field observations suggest that initial damage to the joint sealant has progressed, resulting in joint and corner spalls.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	Large Plane Apron	Apron	2	153,994	47

The Large Plane Apron has not undergone any major work since its initial construction in the period 1997 to 1999. Crack sealing has not been performed on the branch. The most common distresses are low severity fatigue cracking, low severity block cracking, low severity depressions, low to medium severity longitudinal and transverse cracking, low to high severity patching, low to high severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	Small Plane Apron	Apron	5	206,397	76

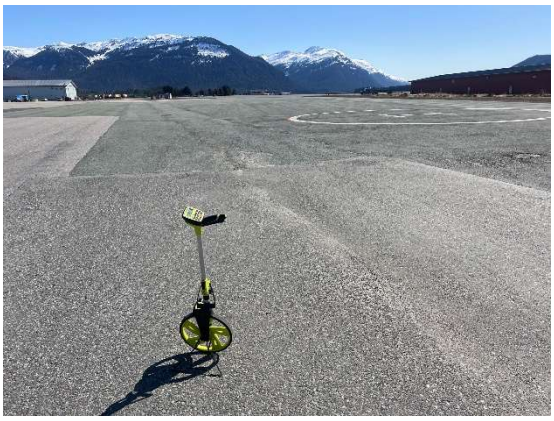
AC Section 4300-01 (59 PCI)

The Small Plane Apron consists of six sections: 4300-01 to 4300-06. Section 4300-01 has not undergone any major work since its initial construction in 1997. Crack sealing has not been performed on this section. The most common distresses are low to medium severity fatigue cracking, low to medium severity longitudinal and transverse cracking, low to medium severity patching, low to high severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

AC Section 4300-02 (92 PCI), 4300-03 (87 PCI), 4300-04 (94 PCI), 4300-05 (89 PCI)

The Small Plane Apron Sections 4300-02 through 4300-05 have not undergone any major work since their initial construction in 2020. Crack sealing has not been performed on these sections. The most common distresses are low severity longitudinal and transverse racking, low severity raveling, and low severity weathering. Field observations include new unfilled cracks and initial surface deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4400	Apron	Apron	2	104,176	69

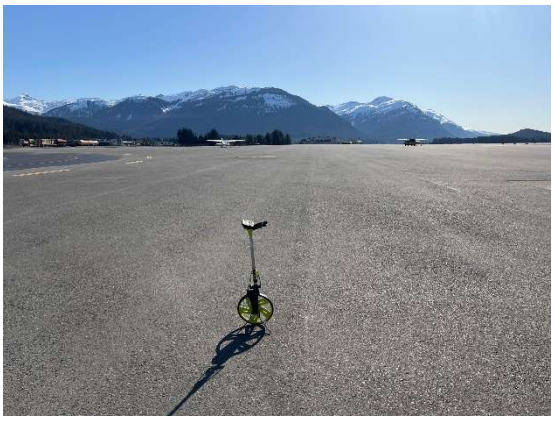


The Apron was constructed in 2006 and has not undergone any major work since that time. Crack sealing has not been performed on the branch. The most common distresses are low to medium severity depressions, low to medium severity longitudinal and transverse cracking, low severity patching, low to high severity raveling, and low to medium severity weathering. Field observations indicate significant deterioration of the pavement surface characterized by widening of the paving lane joints and the progressive raveling of the coarse aggregate.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4500	NWDA Apron	Apron	1	124,482	84

The Northwest Development Apron (NWDA) has not undergone any major work since its initial construction in 2016. Crack sealing has not been performed on the branch. The most common distresses are low severity patching, and low to medium severity weathering. Field observations highlight initial surface deterioration and localized patching around aircraft tie-down anchors.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4600	NEDA Apron	Apron	1	478,951	94



The Northeast Development Apron (NEDA) has not undergone any major work since its initial construction in 2020. Crack sealing has not been performed on the branch. The most common distresses are low severity patching, low severity raveling, and low to medium severity weathering. Field observations indicate initial surface deterioration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 08/26	Runway	5	1,408,550	74




Runway 8/26 received a 3-inch mill and 5-inch overlay in 2015. Crack sealing has not been performed on this branch. The most common distresses are low severity fatigue cracking, low severity longitudinal and transverse cracking, low severity patching, low to high severity raveling, and low to medium severity weathering. Field observations reveal patching concentrated along the keel of the runway near the centerline. (According to airport personnel, the repairs to the runway were caused by repeated propeller strikes that occurred when an aircraft nose gear collapsed.) In addition, areas of the runway surface show signs of raveling where coarse aggregates are detaching from the pavement surface, a potential source of foreign object debris (FOD).

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	5	8,329	75	624,673	TAXIWAY	87.78	8.42	91.25
0200	1	730	100	70,317	TAXIWAY	55.90	0.00	55.90
0210	2	135	35	5,156	TAXIWAY	63.10	0.20	63.05
0220	3	965	47	43,207	TAXIWAY	59.37	23.30	42.05
0230	2	620	67	41,552	TAXIWAY	66.10	25.60	66.51
0240	2	583	60	35,042	TAXIWAY	72.40	12.90	73.42
0250	1	278	60	16,684	TAXIWAY	13.00	0.00	13.00
0300	3	430	253	132,994	TAXIWAY	-	-	UC
0310	2	170	125	22,128	TAXIWAY	-	-	UC
0400	1	285	50	32,966	TAXIWAY	44.20	0.00	44.20
0410	2	575	65	47,011	TAXIWAY	72.60	20.10	67.23
0420	1	200	40	12,309	TAXIWAY	43.10	0.00	43.10
0440	1	335	70	23,450	TAXIWAY	60.00	0.00	60.00
0450	1	425	55	23,375	TAXIWAY	67.00	0.00	67.00
0500	1	285	60	23,198	TAXIWAY	92.30	0.00	92.30
0510	5	1,985	53	113,488	TAXIWAY	60.30	17.89	62.01
0600	2	284	78	33,509	TAXIWAY	44.85	15.05	40.73
0610 (Closed)	1	432	40	20,118	TAXIWAY	7.40	0.00	7.40
0700	1	285	240	77,353	TAXIWAY	72.30	0.00	72.30
0800	3	2,837	50	142,352	TAXIWAY	92.40	2.21	92.51
1000	1	1,090	65	72,548	TAXIWAY	94.80	0.00	94.80
4100	6	2,075	240	799,698	APRON	-	-	UC
4200	2	922	241	153,994	APRON	47.45	4.45	46.75
4300	5	1,880	103	206,397	APRON	84.18	12.83	75.88
4400	2	775	125	104,176	APRON	67.00	5.30	69.38
4500	1	710	175	124,482	APRON	84.00	0.00	84.00
4600	1	650	800	478,951	APRON	93.90	0.00	93.90
6100	5	26,971	110	1,408,550	RUNWAY	77.56	4.87	74.45

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.

"UC" – Section was Under Construction during the inspection.

BRANCH USE CONDITION REPORT

Use Category	No. of Sections	Total Area (Sq Ft)	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
APRON	12	1,071,750	75.77	16.98	80.08
RUNWAY	5	1,408,550	77.56	4.87	74.45
TAXIWAY	38	1,568,463	66.85	24.11	76.81
UNDER CONSTRUCTION	8	840,915	-	-	UC
ALL	63	4,889,678	69.77	22.04	76.85

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	4/1/2020	AC	TAXIWAY	P	124,441	4/15/2024	4	95
0100	0100-02	4/1/2020	AC	TAXIWAY	P	183,582	4/15/2024	4	89
0100	0100-03	4/1/2020	AC	TAXIWAY	P	71,025	4/15/2024	4	88
0100	0100-04	4/1/2020	AC	TAXIWAY	P	212,100	4/15/2024	4	95
0100	0100-05	7/1/2013	AC	TAXIWAY	P	33,525	4/15/2024	11	72
0200	0200-01	7/1/2013	AC	TAXIWAY	P	70,317	4/15/2024	11	56
0210	0210-01	7/14/2016	AC	TAXIWAY	T	3,178	4/15/2024	8	63
0210	0210-02	7/14/2016	AC	TAXIWAY	T	1,978	4/15/2024	8	63
0220	0220-01	8/1/1981	AC	TAXIWAY	T	32,011	4/15/2024	43	32
0220	0220-02	8/31/2005	AC	TAXIWAY	T	6,159	4/15/2024	19	58
0220	0220-03	4/1/2020	AC	TAXIWAY	T	5,037	4/15/2024	4	89
0230	0230-01	8/1/2000	AC	TAXIWAY	T	20,447	4/15/2024	24	41
0230	0230-02	4/20/2020	AC	TAXIWAY	T	21,105	4/15/2024	4	92
0240	0240-01	8/15/2004	AC	TAXIWAY	T	16,142	4/15/2024	20	60
0240	0240-02	4/20/2020	AC	TAXIWAY	T	18,900	4/15/2024	4	85
0250	0250-01	8/15/1999	AAC	TAXIWAY	T	16,684	4/15/2024	25	13
0300	0300-01	6/15/2004	AAC	TAXIWAY	P	92,494	4/15/2024	20	62
0300	0300-02	4/1/2020	AC	TAXIWAY	P	17,661	4/15/2024	4	95
0300	0300-03	-	AC	TAXIWAY	P	22,839	-	-	UC
0310	0310-01	-	AC	TAXIWAY	P	15,250	-	-	UC
0310	0310-02	-	AC	TAXIWAY	P	6,878	-	-	UC
0400	0400-01	8/31/2005	AC	TAXIWAY	P	32,966	4/15/2024	19	44
0410	0410-01	7/2/1997	AC	TAXIWAY	T	29,781	4/15/2024	27	53
0410	0410-02	4/1/2020	AC	TAXIWAY	S	17,230	4/15/2024	4	93
0420	0420-01	7/2/1997	AC	TAXIWAY	S	12,309	4/15/2024	27	43
0440	0440-01	8/1/1998	AC	TAXIWAY	T	23,450	4/15/2024	26	60
0450	0450-01	8/1/1998	AC	TAXIWAY	T	23,375	4/15/2024	26	67

Notes:
"UC" – Section was Under Construction during the inspection

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
0500	0500-01	4/1/2020	AC	TAXIWAY	P	23,198	4/15/2024	4	92
0510	0510-01	4/1/2020	AC	TAXIWAY	P	26,416	4/15/2024	4	94
0510	0510-02	8/1/1990	AC	TAXIWAY	P	20,233	4/15/2024	34	46
0510	0510-03	8/1/1990	AC	TAXIWAY	P	11,600	4/15/2024	34	47
0510	0510-04	8/1/2006	AC	TAXIWAY	P	13,600	4/15/2024	18	61
0510	0510-05	8/1/1990	AC	TAXIWAY	P	41,639	4/15/2024	34	54
0600	0600-01	6/15/2004	AAC	TAXIWAY	P	12,163	4/15/2024	20	60
0600	0600-02	7/2/1997	AAC	TAXIWAY	P	21,346	4/15/2024	27	30
0610 (Closed)	0610-01 (Closed)	8/1/1991	AC	TAXIWAY	T	20,118	4/15/2024	33	7
0700	0700-01	7/1/2013	AC	TAXIWAY	P	77,353	4/15/2024	11	72
0800	0800-01	4/1/2020	AC	TAXIWAY	S	27,502	4/15/2024	4	92
0800	0800-02	4/1/2020	AC	TAXIWAY	S	59,100	4/15/2024	4	95
0800	0800-03	4/16/2020	AC	TAXIWAY	S	55,750	4/15/2024	4	90
1000	1000-01	4/16/2020	AC	TAXIWAY	P	72,548	4/15/2024	4	95
4100	4100-01	-	AC	APRON	P	563,946	-	-	UC
4100	4100-02	-	AC	APRON	P	194,588	-	-	UC
4100	4100-HS1	-	PCC	APRON	P	21,196	-	-	UC
4100	4100-HS2	-	PCC	APRON	P	8,170	-	-	UC
4100	4100-HS3	-	PCC	APRON	P	8,048	-	-	UC
4100	4100-HS4	4/22/2017	PCC	APRON	P	3,750	4/15/2024	7	82
4200	4200-01	7/1/1997	AC	APRON	S	89,072	4/15/2024	27	43
4200	4200-02	7/1/1999	AC	APRON	S	64,922	4/15/2024	25	52
4300	4300-01	7/1/1997	AC	APRON	T	95,779	4/15/2024	27	59
4300	4300-02	4/1/2020	AC	APRON	T	36,521	4/15/2024	4	92
4300	4300-03	4/1/2020	AC	APRON	T	28,800	4/15/2024	4	87
4300	4300-04	4/1/2020	AC	APRON	T	23,200	4/15/2024	4	94
4300	4300-05	4/1/2020	AC	APRON	T	22,097	4/15/2024	4	89
4400	4400-01	8/31/2006	AC	APRON	P	28,691	4/15/2024	18	62
4400	4400-02	8/31/2006	AC	APRON	P	75,485	4/15/2024	18	72
4500	4500-01	7/16/2016	AC	APRON	T	124,482	4/15/2024	8	84
4600	4600-01	4/16/2020	AC	APRON	T	478,951	4/15/2024	4	94
6100	6100-1A	4/1/2015	AAC	RUNWAY	P	442,850	4/15/2024	9	76
6100	6100-1B	4/1/2015	AAC	RUNWAY	P	442,850	4/15/2024	9	70
6100	6100-1C	4/1/2015	AAC	RUNWAY	P	442,850	4/15/2024	9	75
6100	6100-2	4/1/2015	AAC	RUNWAY	T	40,000	4/15/2024	9	83
6100	6100-3	4/1/2015	AAC	RUNWAY	T	40,000	4/15/2024	9	83

Notes:
"UC" – Section was Under Construction during the inspection

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
-	-	840,915	8	-	-	UC
03-05	4	1,525,164	20	91.72	2.94	92.79
06-10	8	1,541,938	9	75.50	7.86	75.20
11-15	11	181,195	3	66.70	7.64	65.86
16-20	19	277,700	8	59.73	7.18	62.22
21-25	25	102,053	3	35.13	16.33	43.26
26-30	27	295,112	7	50.63	11.82	51.45
31-35	34	93,590	4	38.48	18.23	41.33
41-50	43	32,011	1	31.70	0.00	31.70
ALL	14	4,889,678	63	69.77	22.04	76.85

Notes:
"UC" – Section was Under Construction during the inspection.

Work History Report

Pavement Database: Alaska

Network: Juneau International A **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:** AC
L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 1,659.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 124441 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts),
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1979	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA, 10" Aggregate Base Course

Network: Juneau International A **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:** AC
L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 2,448.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 183582 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts),
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1979	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA, 10" Aggregate Base Course

Network: Juneau International A **Branch:** 0100 Taxiway A **Section:** 0100-03 **Surface:** AC
L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 947.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 71025 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts),
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0100 Taxiway A **Section:** 0100-04 **Surface:** AC
L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 2,828.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 212100 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts),
6/15/2004	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	40' KEEL SECTION, 5" HMA (Funde
8/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0100 Taxiway A **Section:** 0100-05 **Surface:** AC
L.C.D. 7/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 447.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 33525 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	NC-IN	New Construction - Initial	0.00	0.00	☑	No construction records available - mu

Network: Juneau International A **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:** AC
L.C.D. 7/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 730.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 70317 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	No construction records available - mu
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1993	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0210 Taxiway B1 **Section:** 0210-01 **Surface:**AC

L.C.D. 7/14/2016 **Use:** TAXIWAY **Rank:** T **Length:** 85.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3178 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA Type II, Class B. 6" Crushed
8/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA, (Funded via AIP)
8/2/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 4" Aggregate Base Course (

Network: Juneau International A **Branch:** 0210 Taxiway B1 **Section:** 0210-02 **Surface:**AC

L.C.D. 7/14/2016 **Use:** TAXIWAY **Rank:** T **Length:** 50.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 1978 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA Type II, Class B. 6" Crushed
8/2/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 4" Aggregate Base Course (

Network: Juneau International A **Branch:** 0220 Taxiway B2 **Section:** 0220-01 **Surface:**AC

L.C.D. 8/1/1981 **Use:** TAXIWAY **Rank:** T **Length:** 830.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 32011 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0220 Taxiway B2 **Section:** 0220-02 **Surface:**AC

L.C.D. 8/31/2005 **Use:** TAXIWAY **Rank:** T **Length:** 75.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6159 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/31/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0220 Taxiway B2 **Section:** 0220-03 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** T **Length:** 60.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5037 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts),
8/31/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0230 Taxilane B3 **Section:** 0230-01 **Surface:**AC

L.C.D. 8/1/2000 **Use:** TAXIWAY **Rank:** T **Length:** 305.00 (Ft) **Width:** 67.00 (Ft) **True Area:** 20447 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 0230 Taxilane B3 **Section:** 0230-02 **Surface:**AC

L.C.D. 4/20/2020 **Use:** TAXIWAY **Rank:** T **Length:** 315.00 (Ft) **Width:** 67.00 (Ft) **True Area:** 21105 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/20/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 0240 Taxilane B4 **Section:** 0240-01 **Surface:**AC
L.C.D. 8/15/2004 **Use:** TAXIWAY **Rank:** T **Length:** 268.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 16142 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2004	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	2" HMA (Funded via AIP)
8/1/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0240 Taxilane B4 **Section:** 0240-02 **Surface:**AC
L.C.D. 4/20/2020 **Use:** TAXIWAY **Rank:** T **Length:** 315.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 18900 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/20/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 0250 TAXILANE B5 **Section:** 0250-01 **Surface:**AAC
L.C.D. 8/15/1999 **Use:** TAXIWAY **Rank:** T **Length:** 278.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 16684 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/1999	OL-AS	Overlay - AC Structural	0.00	0.00	☑	15" RAP SURFACE, (Funded via AIP
8/1/1981	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:**AAC
L.C.D. 6/15/2004 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 92494 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1993	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:**AC
L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 17661 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts),
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1993	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0300 Taxiway C **Section:** 0300-03 **Surface:**AC
L.C.D. 5/1/2025 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 22839 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1993	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0310 Taxiway C1 **Section:** 0310-01 **Surface:**AC
L.C.D. 5/1/2025 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 15250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
8/1/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0310 Taxiway C1 **Section:** 0310-02 **Surface:**AAC

L.C.D. 6/16/2004 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 6878 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/16/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:**AC

L.C.D. 8/31/2005 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 32966 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/31/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0410 Taxiway D1 **Section:** 0410-01 **Surface:**AC

L.C.D. 7/2/1997 **Use:** TAXIWAY **Rank:** T **Length:** 375.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 29781 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/2/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 6" Aggregate Bae Course (F

Network: Juneau International A **Branch:** 0410 Taxiway D1 **Section:** 0410-02 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17230 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 0420 Taxiway D2 **Section:** 0420-01 **Surface:**AC

L.C.D. 7/2/1997 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 12309 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/2/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA, 6" Aggregate Base Course (

Network: Juneau International A **Branch:** 0440 TAXILANE D4 **Section:** 0440-01 **Surface:**AC

L.C.D. 8/1/1998 **Use:** TAXIWAY **Rank:** T **Length:** 335.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 23450 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 0450 TAXILANE D5 **Section:** 0450-01 **Surface:**AC

L.C.D. 8/1/1998 **Use:** TAXIWAY **Rank:** T **Length:** 425.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 23375 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23198 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4” HMA Type V Class S (two 2” lifts),
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1979	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0510 Taxiway E1 **Section:** 0510-01 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 345.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 26416 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4” HMA Type V Class S (two 2” lifts),
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0510 Taxiway E1 **Section:** 0510-02 **Surface:**AC

L.C.D. 8/1/1990 **Use:** TAXIWAY **Rank:** P **Length:** 510.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 20233 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0510 Taxiway E1 **Section:** 0510-03 **Surface:**AC

L.C.D. 8/1/1990 **Use:** TAXIWAY **Rank:** P **Length:** 290.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0510 Taxiway E1 **Section:** 0510-04 **Surface:**AC

L.C.D. 8/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 13600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2006	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0510 Taxiway E1 **Section:** 0510-05 **Surface:**AC

L.C.D. 8/1/1990 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 41639 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA (Funded via AIP)

Network: Juneau International A **Branch:** 0600 Taxiway F **Section:** 0600-01 **Surface:**AAC

L.C.D. 6/15/2004 **Use:** TAXIWAY **Rank:** P **Length:** 89.00 (Ft) **Width:** 81.00 (Ft) **True Area:** 12163 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/2/1990	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA, 10" Aggregate Base Course,

Network: Juneau International A **Branch:** 0600 Taxiway F **Section:** 0600-02 **Surface:**AAC

L.C.D. 7/2/1997 **Use:** TAXIWAY **Rank:** P **Length:** 195.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 21346 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/2/1997	MOL	Cold Mill and Overlay	0.00	0.00	☑	1.5" HMA (Funded via AIP)
8/2/1990	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	5" HMA, 10" Aggregate Base Course,

Network: Juneau International A **Branch:** 0610 Taxiway F1 **Section:** 0610-01 **Surface:**AC

L.C.D. 8/1/1991 **Use:** TAXIWAY **Rank:** T **Length:** 432.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 20118 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/1991	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 6" Aggregate Base Course (

Network: Juneau International A **Branch:** 0700 Taxiway G **Section:** 0700-01 **Surface:**AC

L.C.D. 7/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 240.00 (Ft) **True Area:** 77353 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	NC-IN	New Construction - Initial	0.00	0.00	☑	No construction records available - mu

Network: Juneau International A **Branch:** 0800 Taxilane H **Section:** 0800-01 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** S **Length:** 540.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 27502 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA Type II Class B, 6" CABC, 1
7/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 6" Aggregate Base Course (

Network: Juneau International A **Branch:** 0800 Taxilane H **Section:** 0800-02 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** S **Length:** 1,182.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 59100 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA Type II Class B, 6" CABC, 1
7/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 6" Aggregate Base Course (

Network: Juneau International A **Branch:** 0800 Taxilane H **Section:** 0800-03 **Surface:**AC

L.C.D. 4/16/2020 **Use:** TAXIWAY **Rank:** S **Length:** 1,115.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 55750 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/16/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 1000 Taxiway H1 **Section:** 1000-01 **Surface:**AC

L.C.D. 4/16/2020 **Use:** TAXIWAY **Rank:** P **Length:** 1,090.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 72548 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/16/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4100 Terminal Apron **Section:** 4100-01 **Surface:**AC

L.C.D. 5/1/2025 **Use:** APRON **Rank:** P **Length:** 1,125.00 (Ft) **Width:** 535.00 (Ft) **True Area:** 563946 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
7/15/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.00	☐	(Funded via AIP)
7/1/1998	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/2/1973	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1973	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1942	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 72" Aggregate Subbase (Fun

Network: Juneau International A **Branch:** 4100 Terminal Apron **Section:** 4100-02 **Surface:**AC

L.C.D. 5/1/2025 **Use:** APRON **Rank:** P **Length:** 375.00 (Ft) **Width:** 600.00 (Ft) **True Area:** 194588 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
7/15/1973	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4100 Terminal Apron **Section:** 4100-HS1 **Surface:**PCC

L.C.D. 5/1/2025 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21196 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	(Funded via AIP)
4/22/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4100 Terminal Apron **Section:** 4100-HS2 **Surface:**PCC

L.C.D. 5/1/2025 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 8170 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	(Funded via AIP)
4/22/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4100 Terminal Apron **Section:** 4100-HS3 **Surface:**PCC

L.C.D. 5/1/2025 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 8048 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2025	SR-PC	Surface Reconstruction - PCC	0.00	0.00	☑	(Funded via AIP)
4/22/2007	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4100 Terminal Apron **Section:** 4100-HS4 **Surface:**PCC

L.C.D. 4/22/2017 **Use:** APRON **Rank:** P **Length:** 75.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 3750 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/22/2017	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4200 Large Plane Apron **Section:** 4200-01 **Surface:** AC
L.C.D. 7/1/1997 **Use:** APRON **Rank:** S **Length:** 552.00 (Ft) **Width:** 292.00 (Ft) **True Area:** 89072 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA, 8" Aggregate Base Course (

Network: Juneau International A **Branch:** 4200 Large Plane Apron **Section:** 4200-02 **Surface:** AC
L.C.D. 7/1/1999 **Use:** APRON **Rank:** S **Length:** 370.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 64922 (SqFt)

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

Network: Juneau International A **Branch:** 4300 Small Plane Apron **Section:** 4300-01 **Surface:** AC
L.C.D. 7/1/1997 **Use:** APRON **Rank:** T **Length:** 700.00 (Ft) **Width:** 138.00 (Ft) **True Area:** 95779 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 4" Aggregate Base Course (

Network: Juneau International A **Branch:** 4300 Small Plane Apron **Section:** 4300-02 **Surface:** AC
L.C.D. 4/1/2020 **Use:** APRON **Rank:** T **Length:** 215.00 (Ft) **Width:** 145.00 (Ft) **True Area:** 36521 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts

Network: Juneau International A **Branch:** 4300 Small Plane Apron **Section:** 4300-03 **Surface:** AC
L.C.D. 4/1/2020 **Use:** APRON **Rank:** T **Length:** 360.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 28800 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts

Network: Juneau International A **Branch:** 4300 Small Plane Apron **Section:** 4300-04 **Surface:** AC
L.C.D. 4/1/2020 **Use:** APRON **Rank:** T **Length:** 290.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 23200 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts

Network: Juneau International A **Branch:** 4300 Small Plane Apron **Section:** 4300-05 **Surface:** AC
L.C.D. 4/1/2020 **Use:** APRON **Rank:** T **Length:** 315.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 22097 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA Type V Class S (two 2" lifts

Network: Juneau International A **Branch:** 4400 Apron **Section:** 4400-01 **Surface:** AC
L.C.D. 8/31/2006 **Use:** APRON **Rank:** P **Length:** 275.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 28691 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/31/2006	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4400 Apron **Section:** 4400-02 **Surface:**AC

L.C.D. 8/31/2006 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 75485 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/31/2006	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4500 NWDA Apron **Section:** 4500-01 **Surface:**AC

L.C.D. 7/16/2016 **Use:** APRON **Rank:** T **Length:** 710.00 (Ft) **Width:** 175.00 (Ft) **True Area:** 124482 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/16/2016	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 4600 NEDA Apron **Section:** 4600-01 **Surface:**AC

L.C.D. 4/16/2020 **Use:** APRON **Rank:** T **Length:** 650.00 (Ft) **Width:** 800.00 (Ft) **True Area:** 478951 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/16/2020	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Juneau International A **Branch:** 6100 08/26 **Section:** 6100-1A **Surface:**AAC

L.C.D. 4/1/2015 **Use:** RUNWAY **Rank:** P **Length:** 8,857.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 442850 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" cold-planing, 5" HMA Type II Clas
7/1/1997	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1982	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/2/1962	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1962	OL-AS	Overlay - AC Structural	0.00	0.00	☑	2" HMA (Funded via AIP)
8/1/1942	NC-IN	New Construction - Initial	0.00	0.00	☑	10" HMA, 72" Aggregate Subbase (Fu

Network: Juneau International A **Branch:** 6100 08/26 **Section:** 6100-1B **Surface:**AAC

L.C.D. 4/1/2015 **Use:** RUNWAY **Rank:** P **Length:** 8,857.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 442850 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" cold-planing, 5" HMA Type II Clas
7/1/1997	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1982	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/2/1962	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1962	OL-AS	Overlay - AC Structural	0.00	0.00	☑	2" HMA (Funded via AIP)
8/1/1942	NC-IN	New Construction - Initial	0.00	0.00	☑	10" HMA, 72" Aggregate Subbase (Fu

Network: Juneau International A **Branch:** 6100 08/26 **Section:** 6100-1C **Surface:** AAC

L.C.D. 4/1/2015 **Use:** RUNWAY **Rank:** P **Length:** 8,857.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 442850 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" cold-planing, 5" HMA Type II Clas
7/1/1997	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1982	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/2/1962	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1962	OL-AS	Overlay - AC Structural	0.00	0.00	☑	2" HMA (Funded via AIP)
8/1/1942	NC-IN	New Construction - Initial	0.00	0.00	☑	10" HMA, 72" Aggregate Subbase (Fu

Network: Juneau International A **Branch:** 6100 08/26 **Section:** 6100-2 **Surface:** AAC

L.C.D. 4/1/2015 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" cold-planing, 5" HMA Type II Clas
7/1/1997	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1982	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/2/1962	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1962	OL-AS	Overlay - AC Structural	0.00	0.00	☑	2" HMA (Funded via AIP)
8/1/1942	NC-IN	New Construction - Initial	0.00	0.00	☑	10" HMA, 72" Aggregate Subbase (Fu

Network: Juneau International A **Branch:** 6100 08/26 **Section:** 6100-3 **Surface:** AAC

L.C.D. 4/1/2015 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" cold-planing, 5" HMA Type II Clas
7/1/1997	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
8/1/1982	OL-AS	Overlay - AC Structural	0.00	0.00	☑	3" HMA (Funded via AIP)
8/2/1962	ST-SB	Surface Treatment - Single Bitum.	0.00	0.00	☐	(Funded via AIP)
8/1/1962	OL-AS	Overlay - AC Structural	0.00	0.00	☑	2" HMA (Funded via AIP)
8/1/1942	NC-IN	New Construction - Initial	0.00	0.00	☑	10" HMA, 72" Aggregate Subbase (Fu

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Cold Mill and Overlay	11	2,838,446.00	0.00	0.00
Complete Reconstruction - AC	5	118,174.00	0.00	0.00
New Construction - Initial	63	4,889,678.00	0.00	0.00
Overlay - AC Structural	23	4,025,506.00	0.00	0.00
Surface Reconstruction - AC	15	1,745,826.00	0.00	0.00
Surface Reconstruction - PCC	3	37,414.00	0.00	0.00
Surface Seal - Fog Seal	1	563,946.00	0.00	0.00
Surface Treatment - Single Bitum.	10	2,590,069.00	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
[2]Runway 08/26 6100	6100-1A North 50 ft	8 [1]	P-401	6 [1]	P-209	18 [1]	P-154	GM	17
	6100-1B Keel	8 [1]	P-401	6 [1]	P-209	18 [1]	P-154	GM	17
	6100-1C South 50 ft	8 [1]	P-401	6 [1]	P-209	18 [1]	P-154	GM	17

Notes:
[1] *Estimated, city owned airport,* no as-built construction records available for review.
[2] *Only the runway structural section was reported. For detailed as-built information on the remaining sections, contact Juneau International Airport.*

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	S-3	2,800	95.00	47	37	263
2	S-5	5,100	95.00	51	1,647	13,200
3	Cessna 206 Stationair	3,612	95.00	52	2,782	20,885
4	Cessna 208B	8,750	95.00	75	11,517	96,117
5	S-10	10,450	95.00	52	2,228	21,146
6	PA-31-325 Navajo C/R	6,536	95.00	66	2,743	22,064
7	D-15	17,120	95.00	63	1,544	22,722
8	Dassault Falcon 2000	35,000	95.00	197	2	31
9	Q100/Dash 8 Series 100	34,700	94.40	131	2	33
10	L-100-20	155,801	96.40	104	11	304
11	Bombardier CL-604/605	48,200	95.00	145	2	34
12	Cessna Citation X	36,000	95.00	189	2	29
13	Saab 340B	29,000	95.00	55	4	71
14	B737-400	150,500	93.80	185	98	1,991
15	B737-7 MAX	177,500	93.60	204	6,835	137,645

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
08/26	B737-7 MAX	358,795	25,500	32.0	1.0	892/F/A/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed.
- S-3, S-5, and S-10 refer to “generic” single gear aircraft as modeled in FAARFIELD.
- D-15 refers 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
2019	3-02-0133-080, BE 19-218	Plans Volume IV - TW A Rehab, TW D-1 Relocate, TW E Realign
2018	3-02-0103-073, BE18-213	As-Built Runway Safety Imp Phase 2C
2016	3-02-0133-xxx, BE 17-045	Bid Plans RW safety Improvements Phase 2B
2015	-	JNU Stantec memo, PCN Report
2014	-	USKH Runway 8-26 Rehab. Geotech Report 2.20.14
2014	3-02-0133-60, E14-259	Final Drawings (PSE-For Bid) RW 8-26 rehab
2014	3-02-0133-60, E14-259	Bid Plans Volume III RW 8-26 rehab