Alaska DOT&PF

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

Pavement Inspection Report
Ketchikan Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Ketchikan Airport	KTN	PAKT	59° 21’14.7”N	131° 42’40.4”W	92.4

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

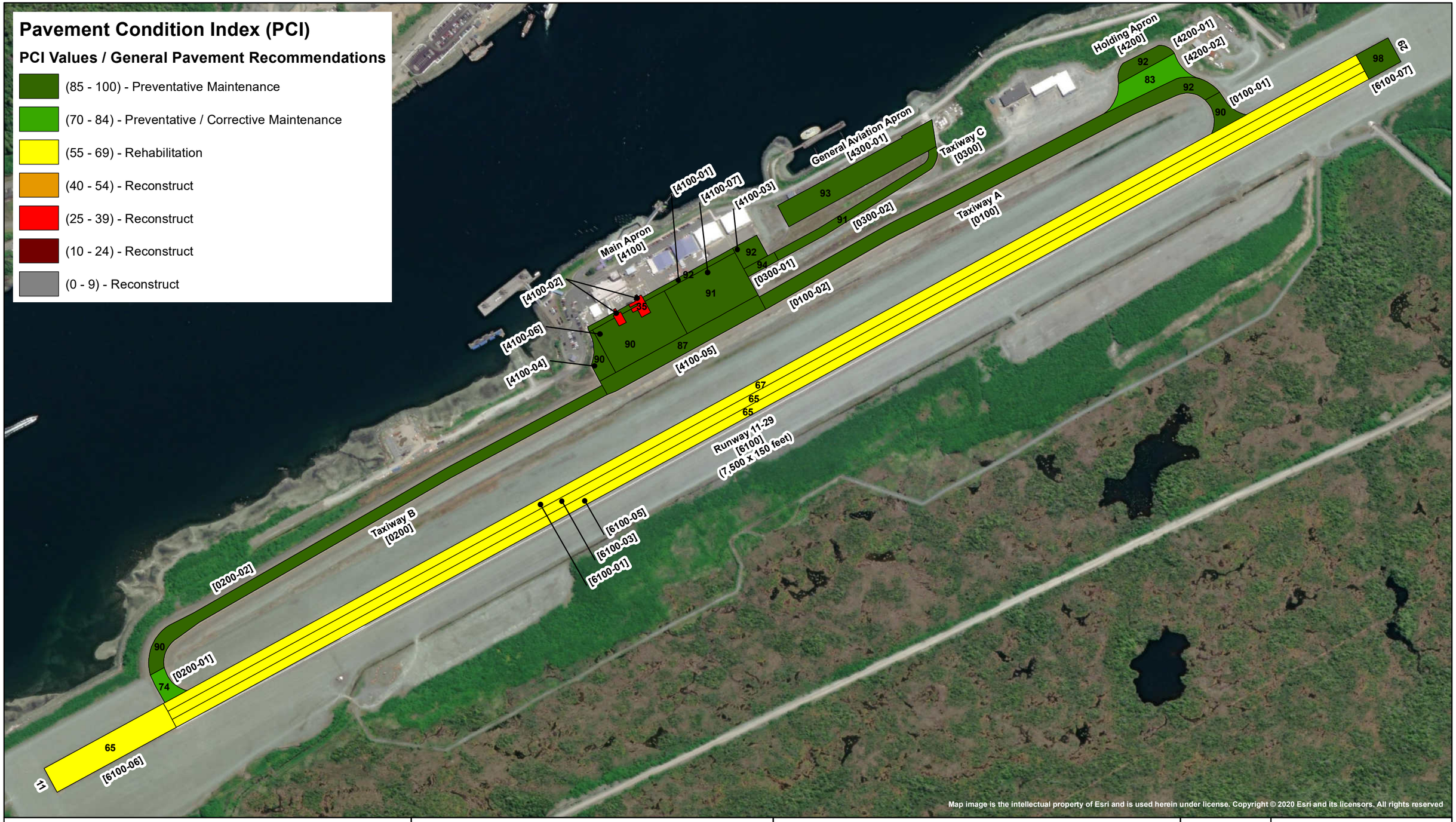
Point of Contact	Phone	Email	Date Inspected	Date Published
Mr. Andrew Pavey, Pavement Management Engineer	(907) 269 6213	andrew.pavey@alaska.gov	October 2022	June 2023

TABLE OF CONTENTS

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



Ketchikan Airport

Airport Code: KTN
Site Number: 50412.03*A

Pavement Condition Index (PCI)

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

2022 Pavement Inspection Results

0 250 500 1,000 1,500
Feet

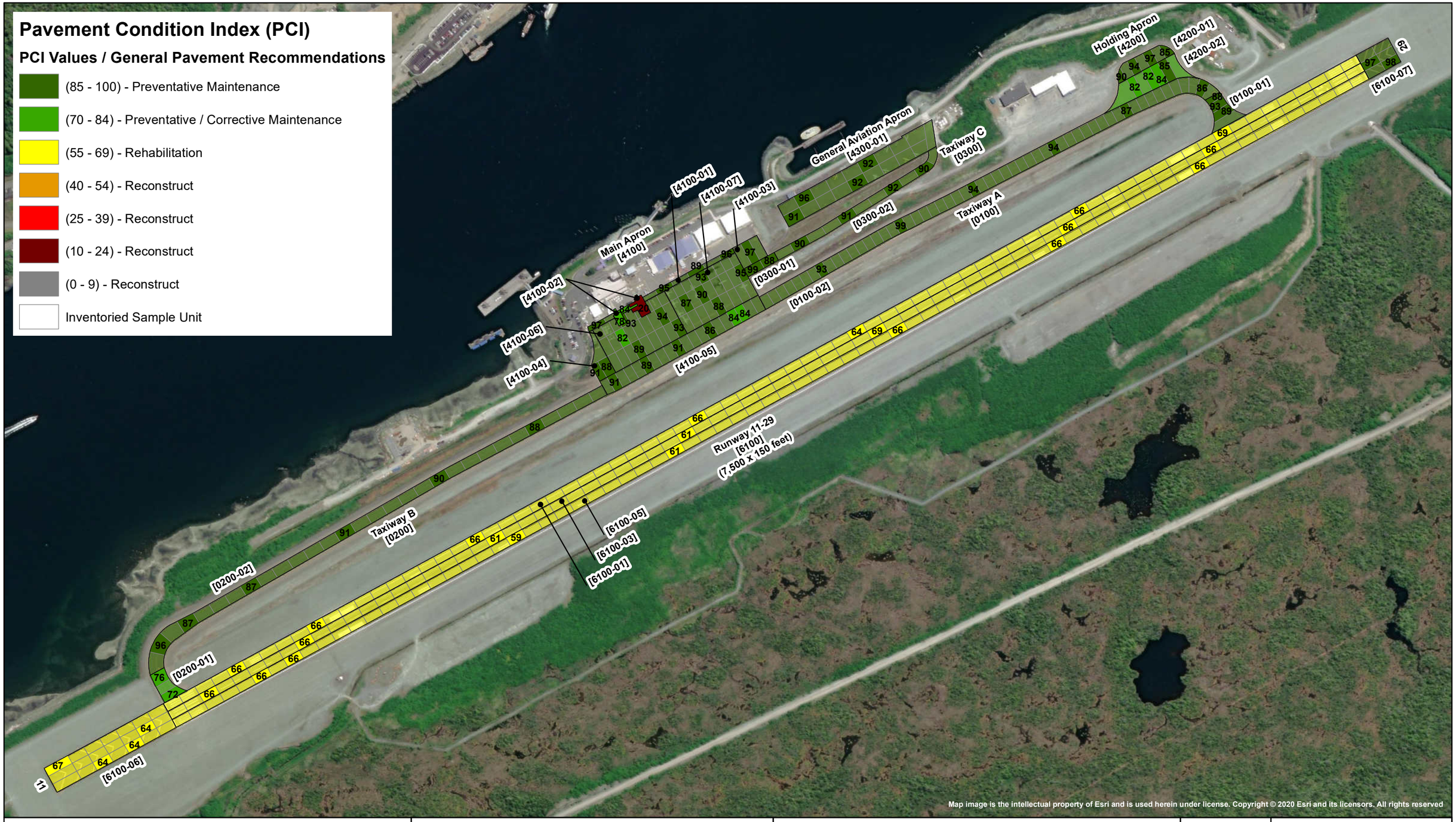
Map Created by Duval Engineering for AK DOT&PF

Map 1 of 6

Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

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



Ketchikan Airport

Airport Code: KTN
Site Number: 50412.03*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

2022 Pavement Inspection Results

0 250 500 1,000 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6

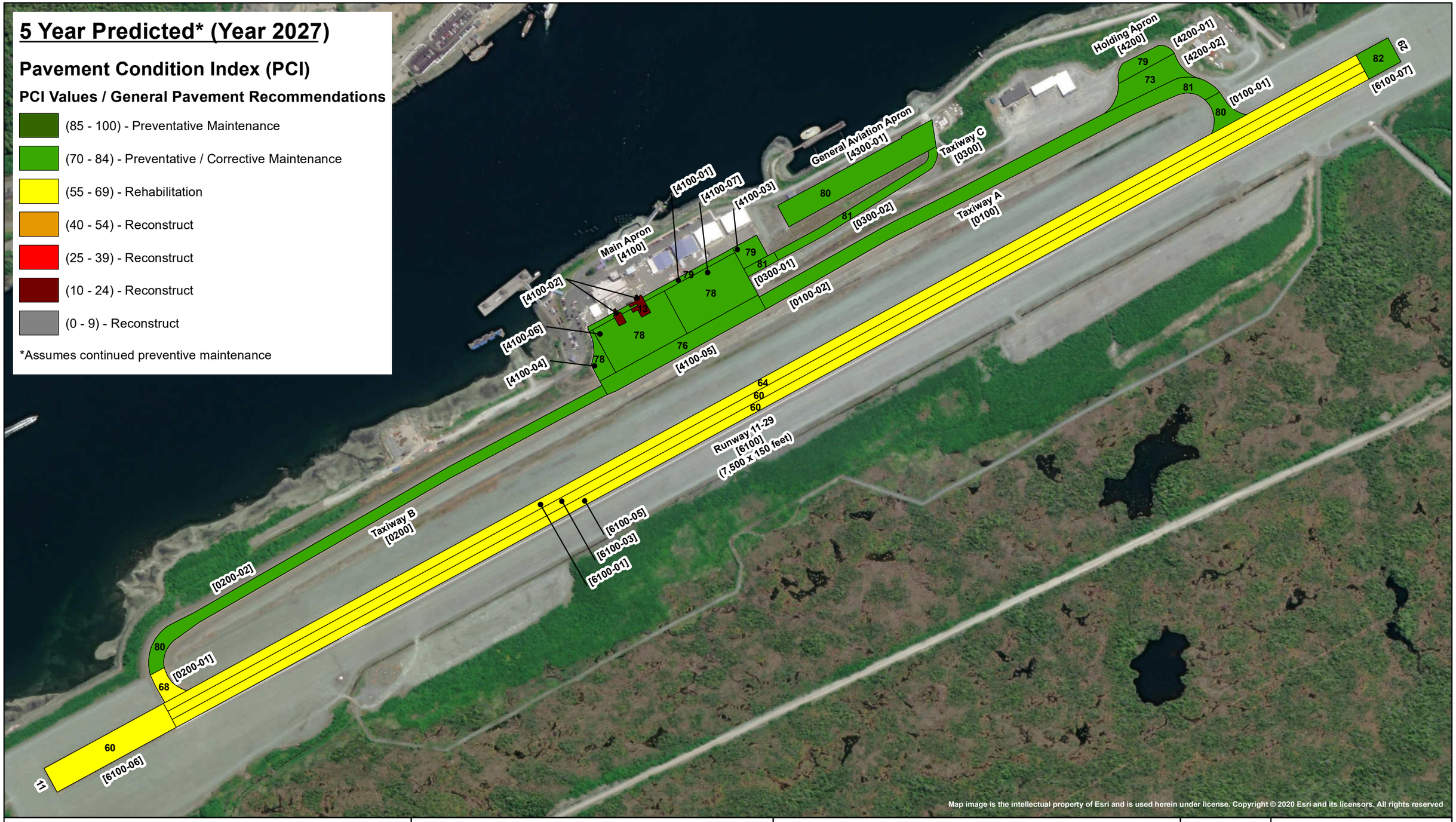
5 Year Predicted* (Year 2027)

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



Ketchikan Airport

Airport Code: KTN
Site Number: 50412.03*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

2022 Pavement Inspection Results

0 250 500 1,000 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6

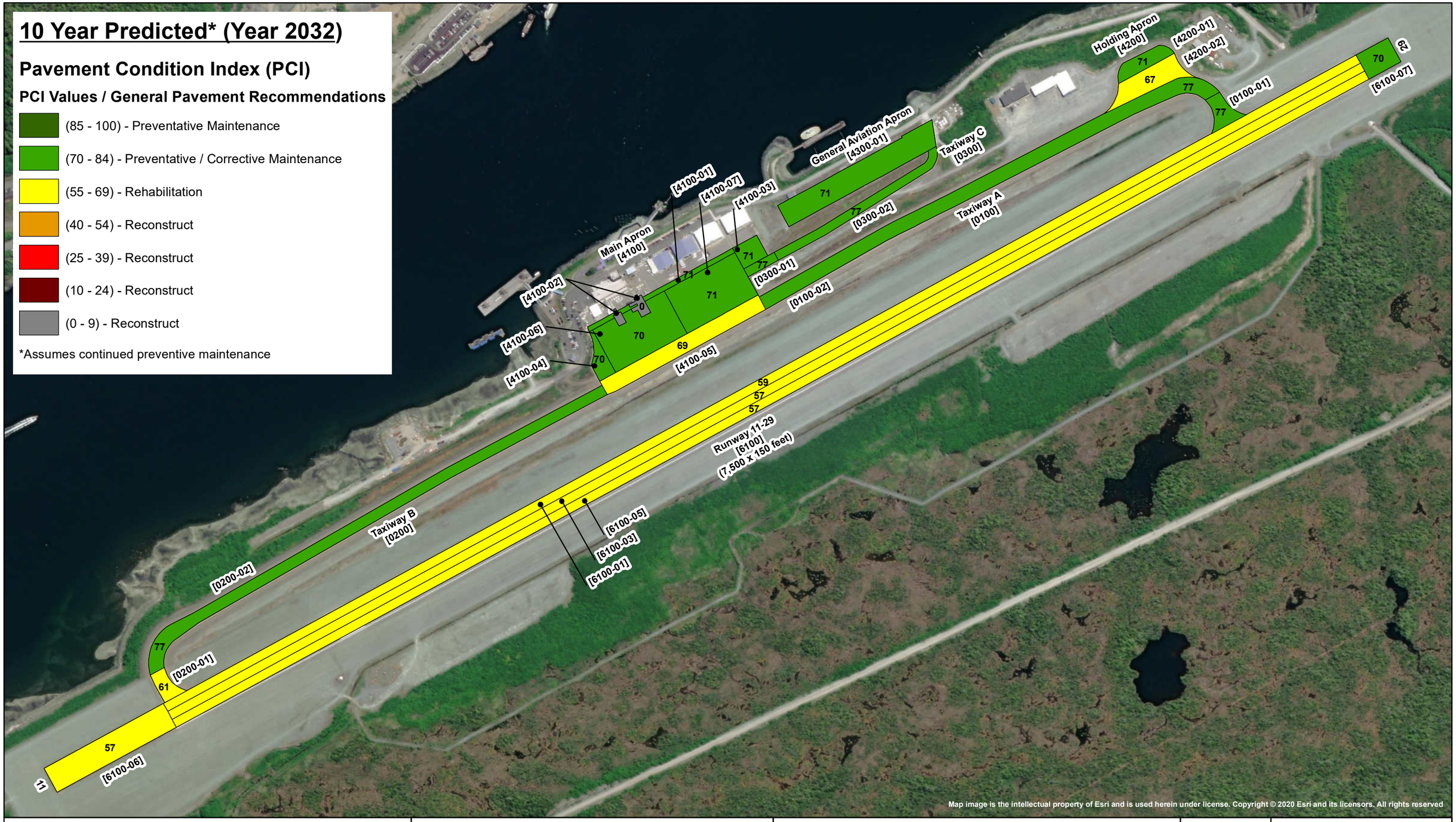
10 Year Predicted* (Year 2032)

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



Ketchikan Airport

Airport Code: KTN
Site Number: 50412.03*A

10 Year Predicted
Pavement Condition Index (PCI)

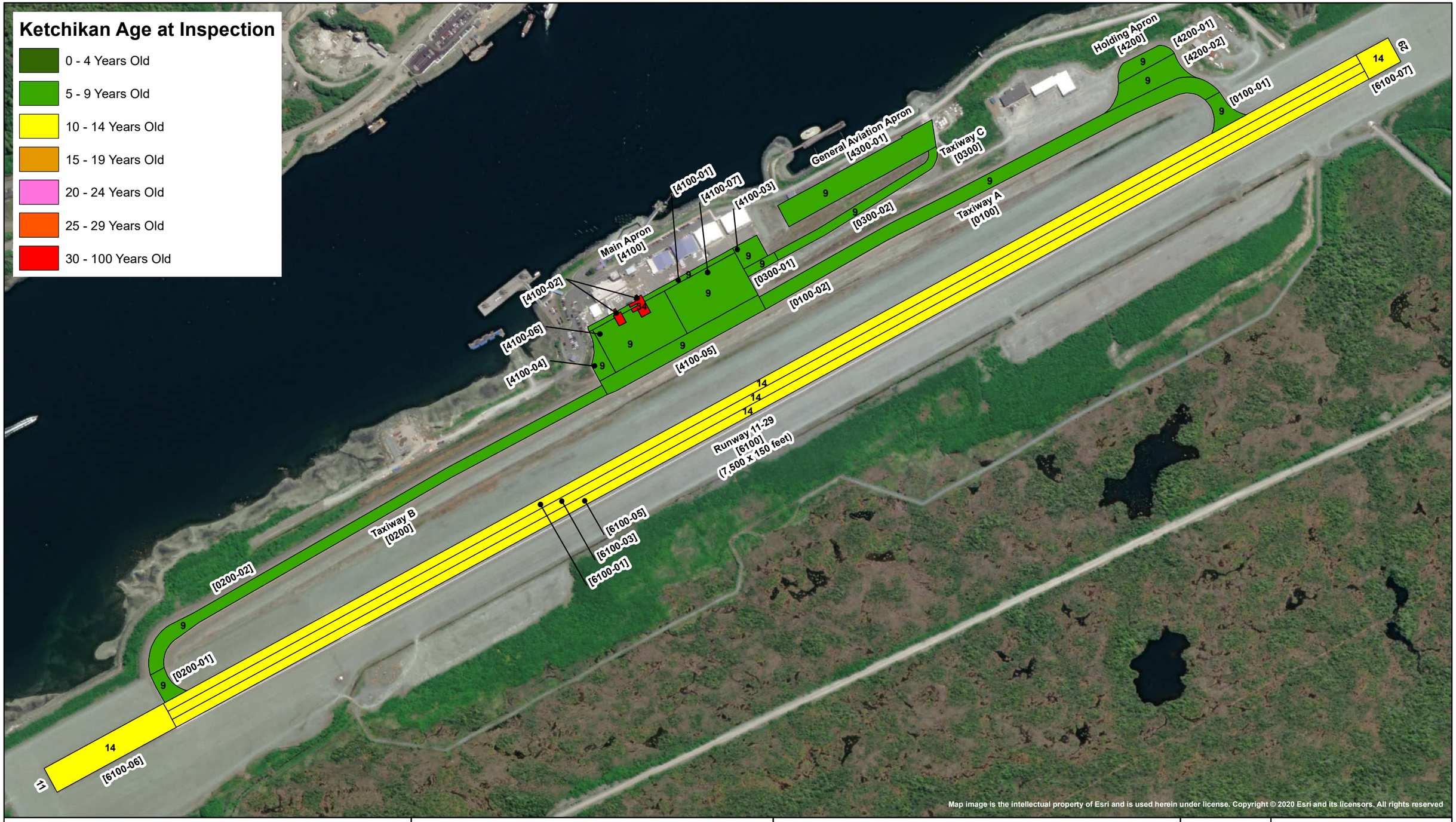
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2022 Pavement Inspection Results

0 250 500 1,000 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6



Ketchikan Airport

Airport Code: KTN
Site Number: 50412.03*A

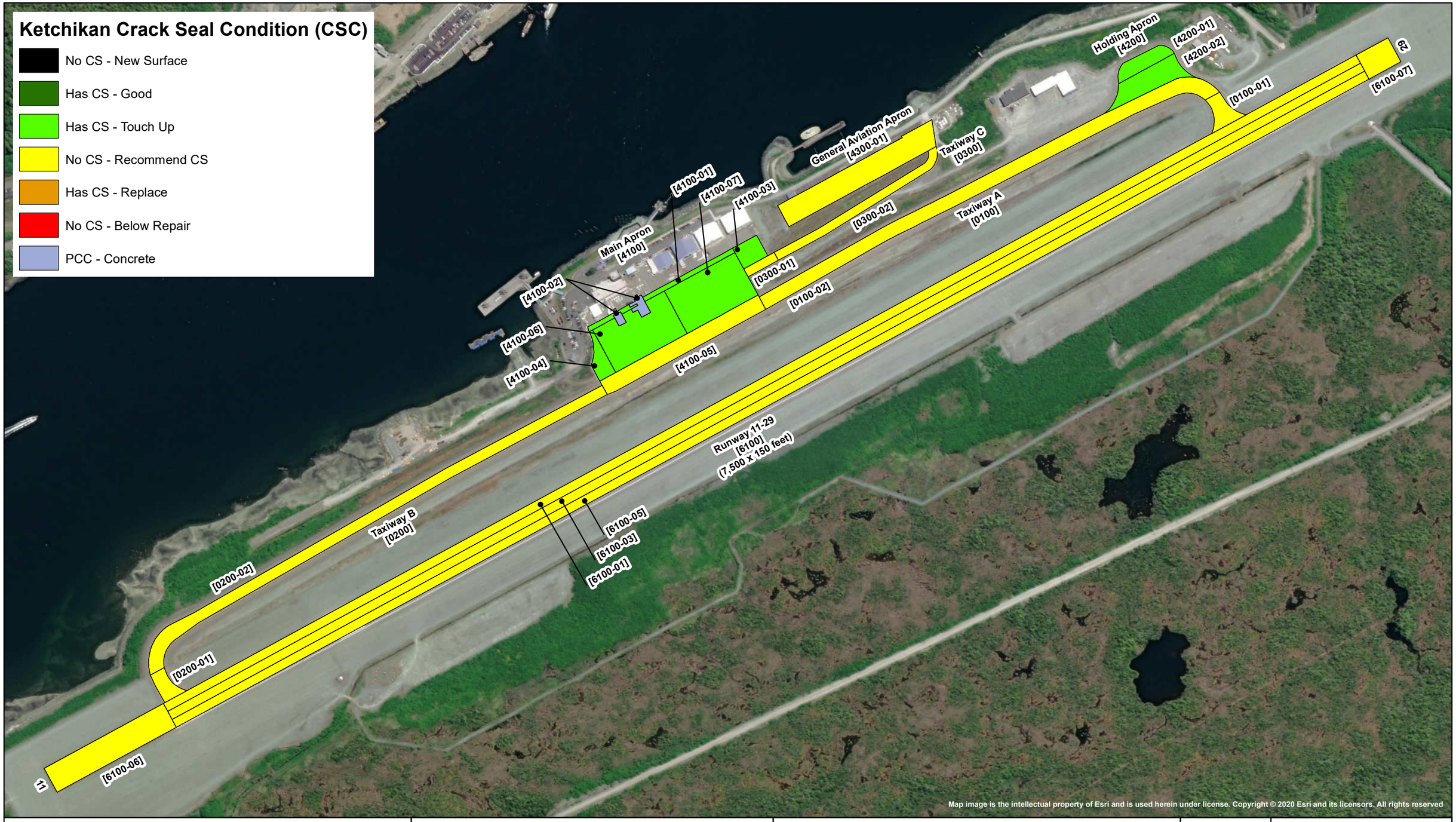
Pavement Age at Inspection

2022 Pavement Inspection Results

0 250 500 1,000 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Ketchikan Airport

Airport Code: KTN
Site Number: 50412.03*A

Pavement Crack Seal Condition (CSC)

2022 Pavement Inspection Results

0 250 500 1,000 1,500
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

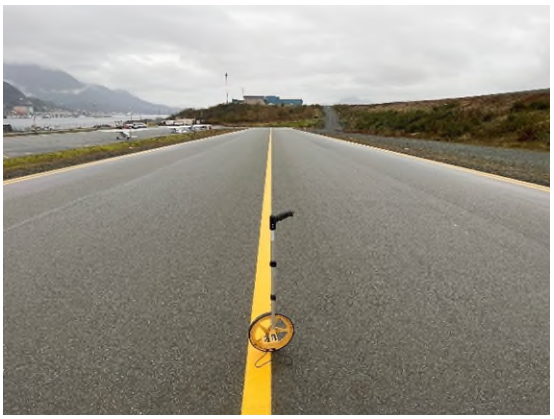
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
0100	Taxiway A	Taxiway	2	238,140	92

Taxiway A was constructed in 1993. The most recent major work on the taxiway was a 2.5-inch AC overlay in 2013. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field personnel observed degradation of the longitudinal construction joints which is causing longitudinal cracking and raveling to develop.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
0200	Taxiway B	Taxiway	2	200,860	89

Taxiway B was constructed in 2003 and received a 2.5-inch AC overlay in 2013. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field personnel observed degradation of the longitudinal construction joints which is causing longitudinal cracking and raveling to develop.

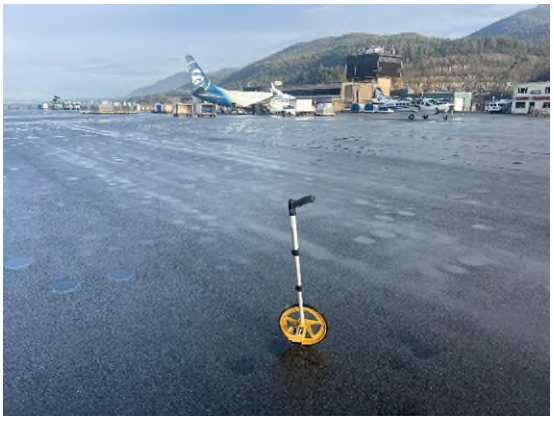
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
0300	Taxiway C	Taxiway	2	61,820	91



Taxiway C was constructed in 1993 and received an AC overlay of variable thickness (2.5 to 3.0 inches) in 2013. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field personnel observed degradation of the longitudinal construction joints which is causing longitudinal cracking and raveling to develop. This taxiway is intended for use by smaller aircraft, but it often gets used by maintenance vehicles when staff need to access the maintenance building.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
4100	Main Apron	Apron	7	392,315	88

AC Sections 4100-01 / 4100-03 / 4100-04 / 4100-05 / 4100-06 / 4100-07



The main apron consists of seven sections, six of which are AC and one is PCC. The six AC sections were constructed in 1993 and these sections received a variable thickness AC overlay (2.0 to 2.5-inch) in 2013. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity depression. Field personnel observed degradation of the longitudinal construction joints which is causing longitudinal cracking and raveling to develop. Furthermore, widespread dimpling was observed across Section 4100-7 apron creating areas of ponding water. The depth of ponded water in most dimples was measured to be less than ½-inch, and so it was not recorded (per ASTM D5340). However, the large quantity of individual dimpling across section 4100-07 is noteworthy.

PCC Section 4100-02: Hardstand 702 (78 PCI) Hardstand 704 (20 PCI)

The single PCC section on the apron consists of two separate hardstands that were constructed in 1988. There has not been any major work since. Hardstand 702 is the smaller of the two with a PCI of 78. The most common distresses observed on Hardstand 702 are low severity joint and corner spalling, low severity scaling, and medium severity joint seal damage. Hardstand 704 is the larger of the two and has a PCI of 20. The most common distresses observed are medium to high severity joint spalling, medium to high severity scaling, and medium severity joint seal damage. Hardstand 704 has a PCI of 20 in which the ASTM categorizes as **serious**. The numerous high severity distresses observed are consistent with a 35 year old concrete section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
4200	Holding Apron	Apron	2	76,240	86

The holding apron was constructed in 1993. The most recent major work conducted on this branch was a 2.5-inch overlay in 2013. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field personnel observed degradation of the longitudinal construction joints which is causing longitudinal cracking and raveling to develop. Furthermore, dimples were observed across the apron leading to areas of standing water.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
4300	General Aviation Apron	Apron	1	127,090	93

The general aviation apron was constructed in 1970 and was most recently received a 3.0-inch overlay in 2013. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and oil spillage. Field personnel observed degradation of the longitudinal construction joints, which is causing longitudinal cracking and raveling. Areas of oil spillage were also observed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weight Average PCI
6100	Runway 11/29	Runway	5	1,267,500	66




Runway 11/29 was constructed in 1988. It was then reconstructed in 2008. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field personnel observed degradation of the longitudinal construction joints which is causing longitudinal cracking and raveling to develop. Maintenance staff report that ice domes along the longitudinal construction joints during winter due to the presence of shallow groundwater below the pavement. The formation of ice domes along the longitudinal joints presents a potential runway friction hazard, one which maintenance staff has expressed difficultly mitigating.

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	2	2,980	83	238,140	TAXIWAY	91.00	1.00	91.82
0200	2	3,175	75	200,860	TAXIWAY	82.00	8.00	88.66
0300	2	1,265	50	61,820	TAXIWAY	92.50	1.50	91.46
4100	7	3,070	184	392,315	APRON	82.43	19.43	88.35
4200	2	720	105	76,240	APRON	87.50	4.50	86.06
4300	1	950	132	127,090	APRON	93.00	0.00	93.00
6100	5	23,450	90	1,267,500	RUNWAY	72.00	13.02	66.37

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	10	595,645	84.50	16.74	89.05
RUNWAY	5	1,267,500	72.00	13.02	66.37
TAXIWAY	6	500,820	88.50	6.63	90.51
ALL	21	2,363,965	82.67	14.99	77.20

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	6/2/2013	AAC	TAXIWAY	P	21,300.00	10/20/2022	9	90
0100	0100-02	9/1/2013	AAC	TAXIWAY	P	216,840.00	10/20/2022	9	92
0200	0200-01	6/2/2013	AAC	TAXIWAY	P	16,800.00	10/20/2022	9	74
0200	0200-02	9/1/2013	AAC	TAXIWAY	P	184,060.00	10/20/2022	9	90
0300	0300-01	9/1/2013	AAC	TAXIWAY	P	9,500.00	10/20/2022	9	94
0300	0300-02	6/2/2013	AAC	TAXIWAY	P	52,320.00	10/20/2022	9	91
4100	4100-01	9/1/2013	AAC	APRON	P	22,030.00	10/20/2022	9	92
4100	4100-02	8/1/1988	PCC	APRON	P	10,516.00	10/20/2022	34	35
4100	4100-03	9/1/2013	AAC	APRON	P	19,500.00	10/20/2022	9	92
4100	4100-04	6/2/2013	AAC	APRON	P	17,694.00	10/20/2022	9	90
4100	4100-05	9/1/2013	AAC	APRON	P	90,360.00	10/20/2022	9	87
4100	4100-06	9/1/2013	AAC	APRON	P	113,400.00	10/20/2022	9	90
4100	4100-07	6/2/2013	AAC	APRON	P	118,815.00	10/20/2022	9	91
4200	4200-01	9/1/2013	AAC	APRON	P	25,950.00	10/20/2022	9	92
4200	4200-02	9/1/2013	AAC	APRON	P	50,290.00	10/20/2022	9	83
4300	4300-01	9/1/2013	AAC	APRON	P	127,090.00	10/20/2022	9	93
6100	6100-01	8/1/2008	AAC	RUNWAY	P	375,000.00	10/20/2022	14	67
6100	6100-03	8/1/2008	AAC	RUNWAY	P	375,000.00	10/20/2022	14	65
6100	6100-05	8/1/2008	AAC	RUNWAY	P	375,000.00	10/20/2022	14	65
6100	6100-06	8/1/2008	AAC	RUNWAY	P	112,500.00	10/20/2022	14	65
6100	6100-07	8/1/2008	AAC	RUNWAY	P	30,000.00	10/20/2022	14	98

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	9	1,085,949	15	89.40	4.84	90.25
11-15	14	1,267,500	5	72.00	13.02	66.37
31-35	34	10,516	1	35.00	0.00	35.00
ALL	11	2,363,965	21	82.67	14.99	77.20

Work History Report

Pavement Database: Alaska

Network: Ketchikan Internation **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:**AAC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 21300.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	OL-AS	Overlay - AC Structural	0.00	3.00	☑	(Funded via AIP)
9/1/1993	NU-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)
9/1/1984	OL-AT	Overlay - AC Thin	0.00	1.50	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:**AAC

L.C.D. 9/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 2,800.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 216840.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AS	Overlay - AC Structural	0.00	2.50	☑	(Funded via AIP)
8/1/1993	NU-IN	New Construction - Initial	0.00	1.50	☑	(Funded via AIP)
9/1/1984	OL-AT	Overlay - AC Thin	0.00	1.50	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:**AAC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 16800.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	OL-AS	Overlay - AC Structural	0.00	2.50	☑	(Funded via AIP)
6/1/2004	SU-AC	Surface Course - AC	0.00	2.00	☑	(Funded via AIP)
9/1/2003	HI-AG	New Construction	0.00	4.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 0200 Taxiway B **Section:** 0200-02 **Surface:**AAC

L.C.D. 9/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 3,000.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 184060.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AT	Overlay - AC Thin	0.00	1.50	☑	(Funded via AIP)
9/1/2003	NU-IN	New Construction - Initial	0.00	4.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:**AAC

L.C.D. 9/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9500.000237 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AS	Overlay - AC Structural	0.00	3.00	☑	(Funded via AIP)
7/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:**AAC

L.C.D. 6/2/2013 **Use:** TAXIWAY **Rank:** P **Length:** 1,075.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 52320.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2013	OL-AS	Overlay - AC Structural	0.00	2.50	☑	(Funded via AIP)
8/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-01 **Surface:**AAC
L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 914.00 (Ft) **Width:** 27.00 (Ft) **True Area:** 22030.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
9/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-02 **Surface:**PCC
L.C.D. 8/1/1988 **Use:** APRON **Rank:** P **Length:** 210.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 10516.00000 (SqFt

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

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-03 **Surface:**AAC
L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 19500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
7/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-04 **Surface:**AAC
L.C.D. 6/2/2013 **Use:** APRON **Rank:** P **Length:** 267.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17694.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2013	OL-AS	Overlay - AC Structural	0.00	2.50	☑	(Funded via AIP)
9/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-05 **Surface:**AAC
L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 995.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 90360.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
8/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-06 **Surface:**AAC
L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 267.00 (Ft) **Width:** 450.00 (Ft) **True Area:** 113400.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
7/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4100 Main Apron **Section:** 4100-07 **Surface:**AAC
L.C.D. 6/2/2013 **Use:** APRON **Rank:** P **Length:** 267.00 (Ft) **Width:** 445.00 (Ft) **True Area:** 118815.0015 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/2/2013	OL-AS	Overlay - AC Structural	0.00	2.50	☑	(Funded via AIP)
8/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4200 Holding Apron **Section:** 4200-01 **Surface:**AAC

L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 320.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 25950.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AS	Overlay - AC Structural	0.00	2.50	☑	(Funded via AIP)
9/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4200 Holding Apron **Section:** 4200-02 **Surface:**AAC

L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 50290.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AS	Overlay - AC Structural	0.00	2.50	☑	
9/1/1993	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 4300 General Aviation **Section:** 4300-01 **Surface:**AAC

L.C.D. 9/1/2013 **Use:** APRON **Rank:** P **Length:** 950.00 (Ft) **Width:** 132.00 (Ft) **True Area:** 127090.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2013	OL-AS	Overlay - AC Structural	0.00	3.00	☑	(Funded via AIP)
8/1/1970	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 6100 11/29 **Section:** 6100-01 **Surface:**AAC

L.C.D. 8/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 7,500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 375000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
9/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 6100 11/29 **Section:** 6100-03 **Surface:**AAC

L.C.D. 8/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 7,500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 375000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
9/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 6100 11/29 **Section:** 6100-05 **Surface:**AAC

L.C.D. 8/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 7,500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 375000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
9/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Ketchikan Internation **Branch:** 6100 11/29 **Section:** 6100-06 **Surface:**AAC

L.C.D. 9/1/1988 **Use:** RUNWAY **Rank:** P **Length:** 750.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 112500.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: Ketchikan Internation **Branch:** 6100 11/29 **Section:** 6100-07 **Surface:**AAC

L.C.D. 8/1/2008 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 30000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
New Construction	1	16,800.00	4.00	0.00
New Construction - Initial	19	2,317,165.00	0.45	1.11
Overlay - AC Structural	10	656,599.00	2.65	0.23
Overlay - AC Thin	7	667,490.00	1.79	0.25
Surface Course - AC	1	16,800.00	2.00	0.00
Surface Reconstruction - AC	4	1,155,000.00	3.00	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	6.0	P-401	6	P-209	6	P-154	GP	12
	0100-02	5.5 4.0	P-401 P-401	11	P-209	-	-	GP	12
Taxiway B 0200	0200-01	8.5	P-401	6	P-209	6	P-154	GP	12
	0200-02	5.5 3.0	P-401 P-401	4	P-209	6	P-154	GP	12
Taxiway C 0300	0300-01	5.0	P-401	4	P-209	6	P-154	GP	12
	0300-02	5.0	P-401	4	P-209	6	P-154	GP	12
Main Apron 4100	4100-01	3.0	P-401	6	P-209	6	P-154	GP	12
	4100-02	UNK	PCC	UNK	UNK	UNK	UNK	GP	12
	4100-03	5.5 4.0	P-401 P-401	3	P-209	6	P-154	GP	12
	4100-04	3.0 2.5	P-401 P-401	12	P-209	6	P-154	GP	12
	4100-05	5.5 4.0	P-401 P-401	11	P-209	6	P-154	GP	12
	4100-06	3.0 4.0	P-401 P-401	5	P-209	6	P-154	GP	12
	4100-07	4.5	P-401	6	P-209	6	P-154	GP	12
Holding Apron 4200	4200-01	5.5 4.0	P-401 P-401	6	P-209	6	P-154	GP	12
	4200-02	5.5 4.0	P-401 P-401	-	-	6	P-154	GP	12
GA Apron 4300	4300-01	3.0 3.0	P-401 P-401	6	P-209	6	P-154	GP	12

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
Runway 11-29 6100	6100-01	8.5 4.0	P-401 P-401	4	P-209	6	P-154	GP	12
	6100-03	8.5 4.0	P-401 P-401	4	P-209	6	P-154	GP	12
	6100-05	8.5 4.0	P-401 P-401	4	P-209	6	P-154	GP	12
	6100-06	5.5 4.0	P-401 P-401	6	P-209	6	P-154	GP	12
	6100-07	2.0	P-401	4	P-209	6	P-154	GP	12

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	SWL-2	1745	100.0	26	242	1192
2	Cessna 206 Stationair	3612	95.0	52	2	10
3	S-5	5100	95.0	51	13946	73113
4	S-15	16976	95.0	57	2	13
5	Cessna 208B	8750	95.0	75	3865	20944
6	S-10	10450	95.0	52	421	2511
7	D-15	17227	95.0	63	1388	11813
8	Saab 340B	29000	95.0	55	7	70
9	D-50	50706	95.0	81	310	3568
10	Q100/Dash 8	34700	94.4	131	5	49
11	Challenger 604/605	48200	95.0	145	2	19
12	D-20	21500	95.0	70	2	18
13	CRJ700	73000	95.0	142	202	2357
14	ERJ-135	42108	95.0	134	4	41
15	B737-7 MAX	177500	93.6	204	3649	44439
16	CRJ900	85000	95.0	162	68	797
17	EMB-175 STD	83026	95.0	136	170	2006
18	Gulfstream GII	66000	95.0	160	2	20
19	B737-800	174700	93.6	204	1424	17276
20	B737-900	174700	93.6	204	105	1277
21	B737-900 ER	188200	94.6	220	431	5241
22	D-25	25904	95.0	78	63	604
23	S-10	8000	95.0	40	2496	14144
24	S-10	7500	95.0	38	351	1966
25	C-130	155000	95.0	105	4	64
26	C-17	585000	95.0	138	2	59

PAVEMENT CLASSIFICATION RATING

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
11-29	B737-900ER	243931	18000	22.5	1.0	635/F/B/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- SWL-2, S-5, S-10 and S-15 refer to “generic” single gear aircraft as modeled in FAARFIELD
- D-15, D-20, D-25 and D-50 refer to “generic” dual gear aircraft as modeled in FAARFIELD

REFERENCES

Year	Project No.	Document Title
2013	3-02-0200-093, 68016	Surface Maintenance, As-Built
2013	3-02-0144-022, 67946	Ketchikan Apron and Taxiway Rehabilitation, As-Built
2006	3-02-0144-1606, 68306	RSA and Runway Overlay, As-Built
2006	3-02-0144-019, 68290	SREB, As-Built
2004	68742	Seaplane Float Reconstruction
2002	3-02-0144-1402, 68035	West Taxiway Construction, As-Built
2000	3-02-0144-1300, 67995	Runway and Taxiway Lighting, As-Built
1992	3-02-0144-08, 70635	Apron and Taxiway Improvements, As-Built
1987	3-02-0144-05, 69358	Seaplane Float Access As-Built
1984	3-02-0144-01, D-20602	Runway and Taxiway Overlay As-Built
1972	8-02-0144-03, F-095-2-9	Airport Ferry Terminal
1970		Soils Investigation Report