Alaska DOT&PF

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

Pavement Inspection Report
King Salmon Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
King Salmon	AKN	PAKN	58° 40' 35.38" N	156° 38' 55.29" W	73.4

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	April 2024	February 2025

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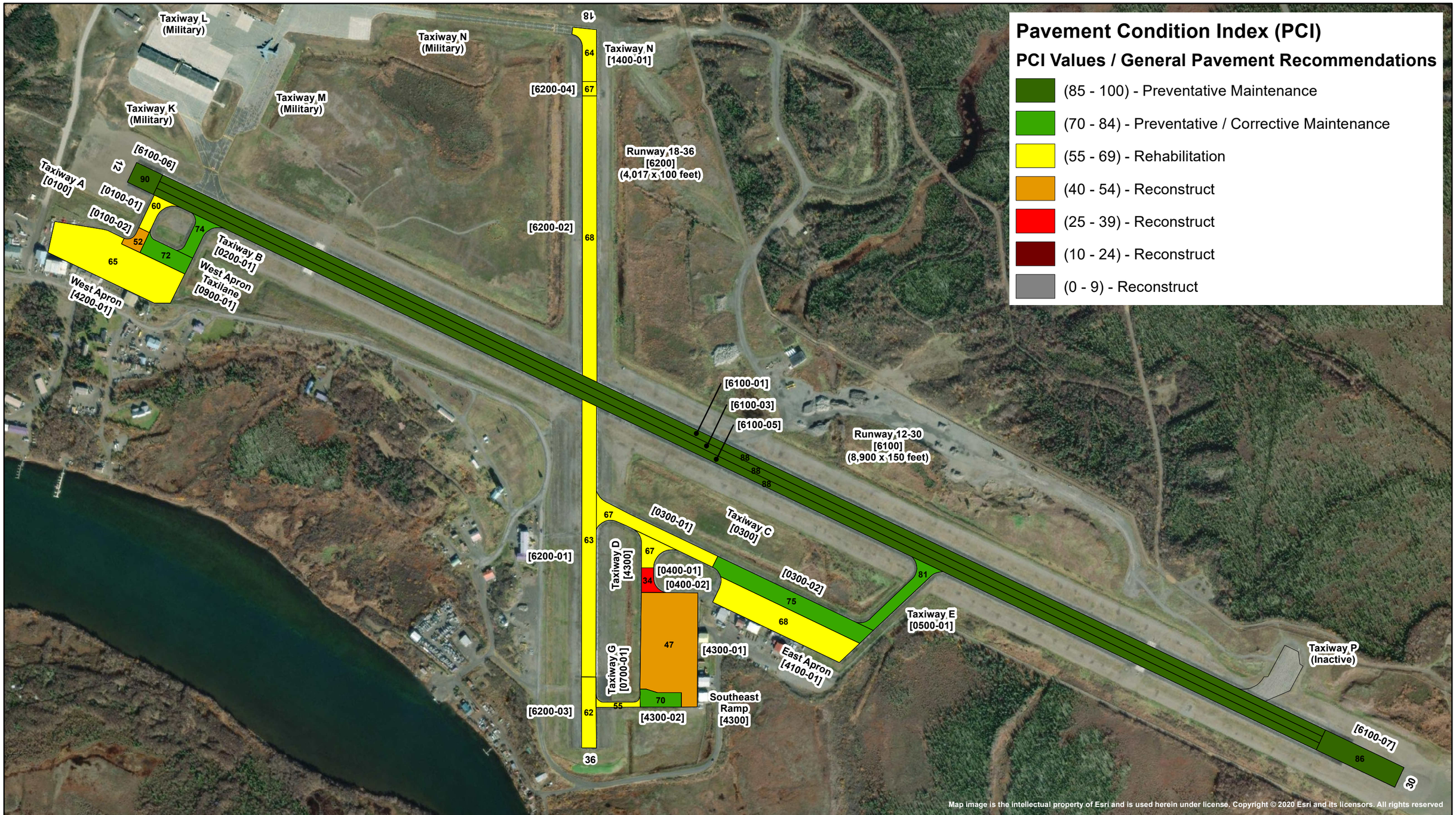


Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

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

King Salmon Airport

Airport Code: AKN
Site Number: 50416.*A

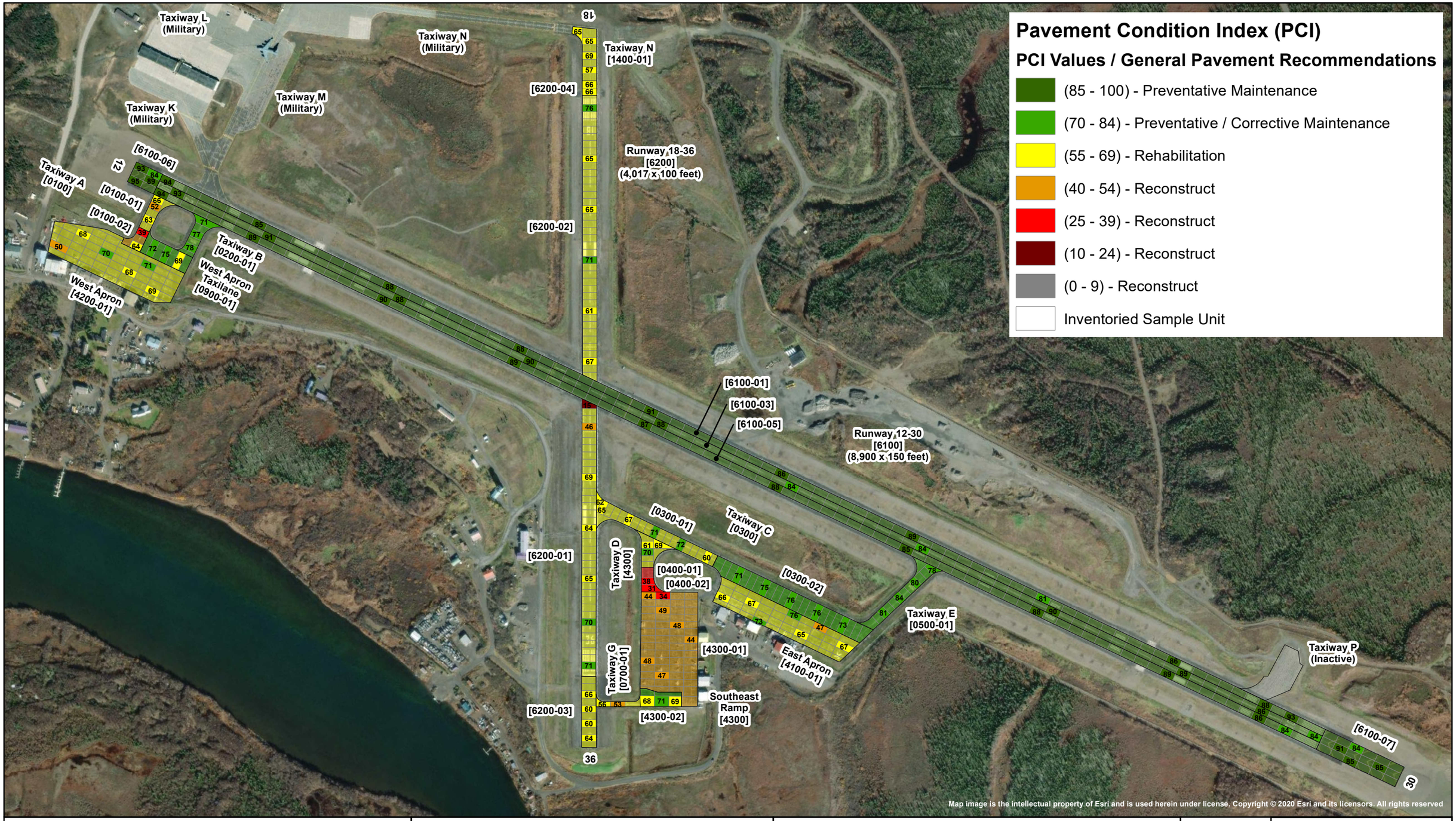
Pavement Condition Index (PCI)
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 450 900 1,800
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

King Salmon Airport

Airport Code: AKN
Site Number: 50416.*A

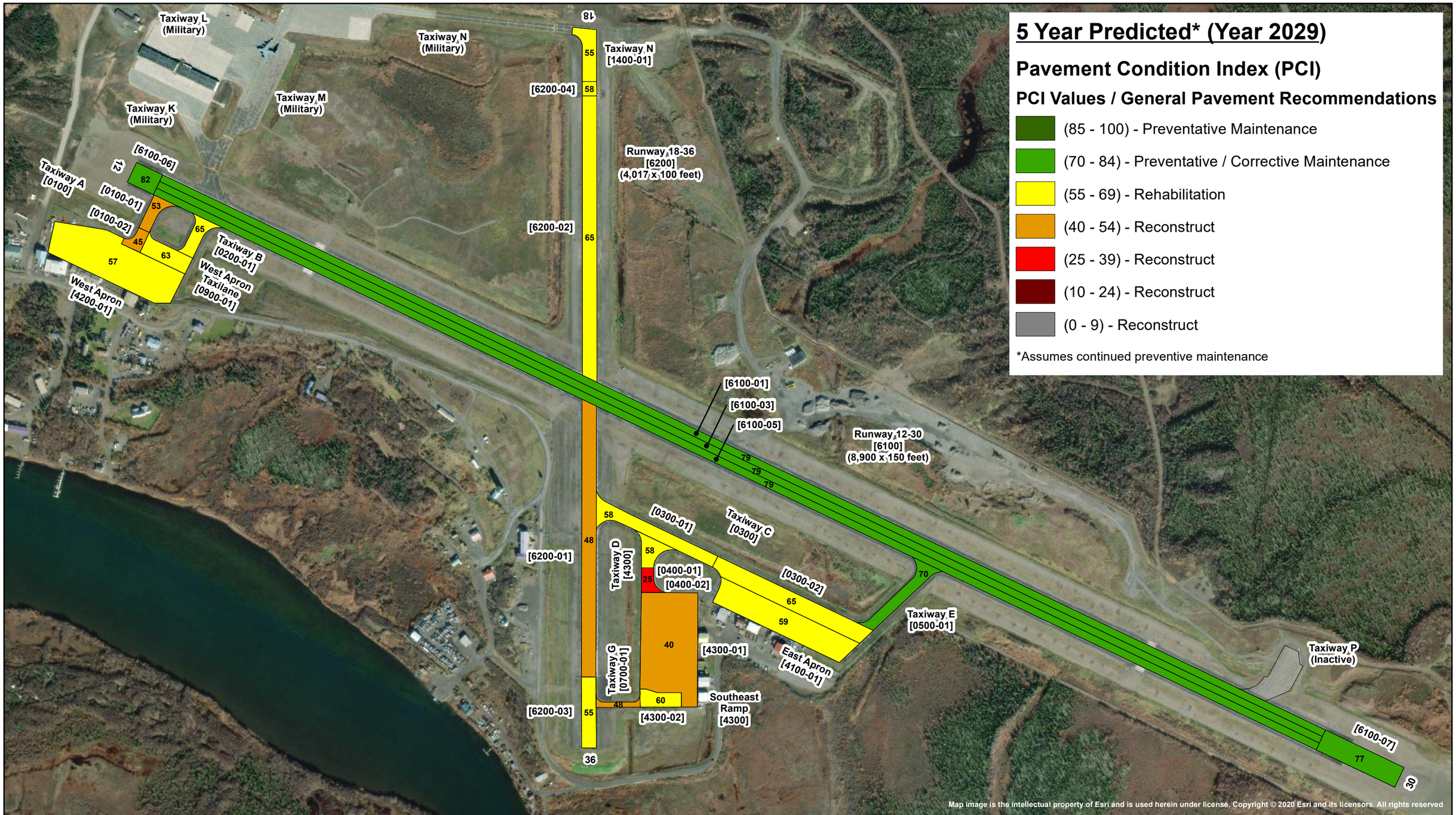
Sample Unit
Pavement Condition Index (PCI)
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6



5 Year Predicted* (Year 2029)

Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

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

*Assumes continued preventive maintenance

King Salmon Airport

Airport Code: AKN
Site Number: 50416.*A

5 Year Predicted Pavement Condition Index (PCI)

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

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6

10 Year Predicted* (Year 2034)

Pavement Condition Index (PCI)

PCI Values / General Pavement Recommendations

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

*Assumes continued preventive maintenance

Taxiway L (Military)
Taxiway N (Military)
Taxiway M (Military)
Taxiway K (Military)
Taxiway N [1400-01]
18
48
[6200-04]
50
Runway 18-36 [6200] (4,017 x 100 feet)
54
[6200-02]
[6100-06]
12
72
Taxiway A [0100]
[0100-01]
46
[0100-02]
38
56
49
54
Taxiway B [0200-01]
West Apron Taxilane [0900-01]
West Apron [4200-01]
[6100-01]
[6100-03]
[6100-05]
69
68
69
Runway 12-30 [6100] (8,900 x 150 feet)
50
[0300-01]
Taxiway C [0300]
27
[6200-01]
Taxiway D [4300]
51
[0400-01]
15
[0400-02]
[0300-02]
56
52
61
Taxiway E [0500-01]
32
[4300-01]
East Apron [4100-01]
Taxiway P (Inactive)
Taxiway G [0700-01]
41
53
[4300-02]
Southeast Ramp [4300]
[6200-03]
38
36
[6100-07]
67
30

King Salmon Airport

Airport Code: AKN
Site Number: 50416.*A

10 Year Predicted Pavement Condition Index (PCI)

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

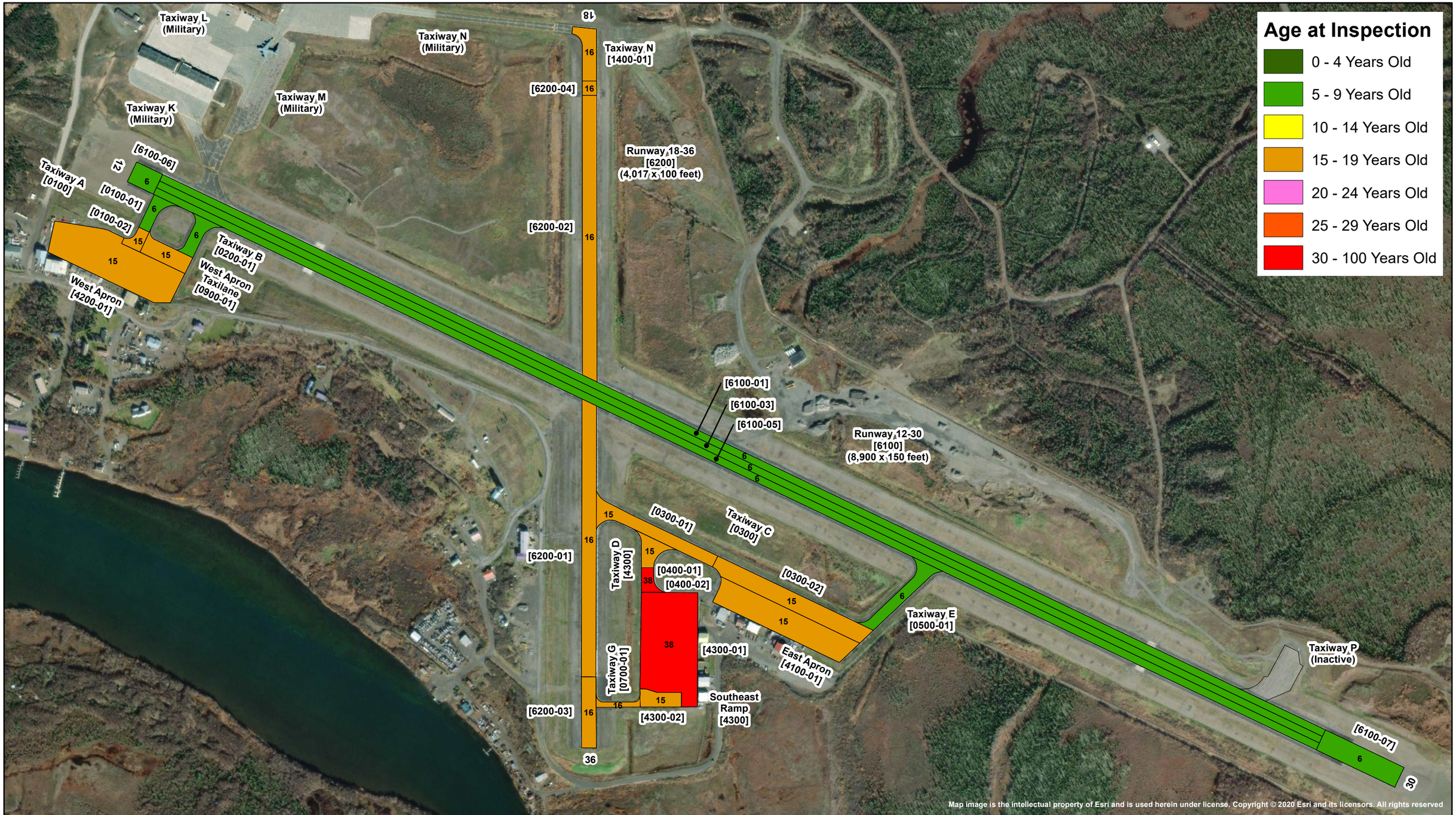
N E S W

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6



King Salmon Airport

Airport Code: AKN
Site Number: 50416.*A

Pavement Age at Inspection

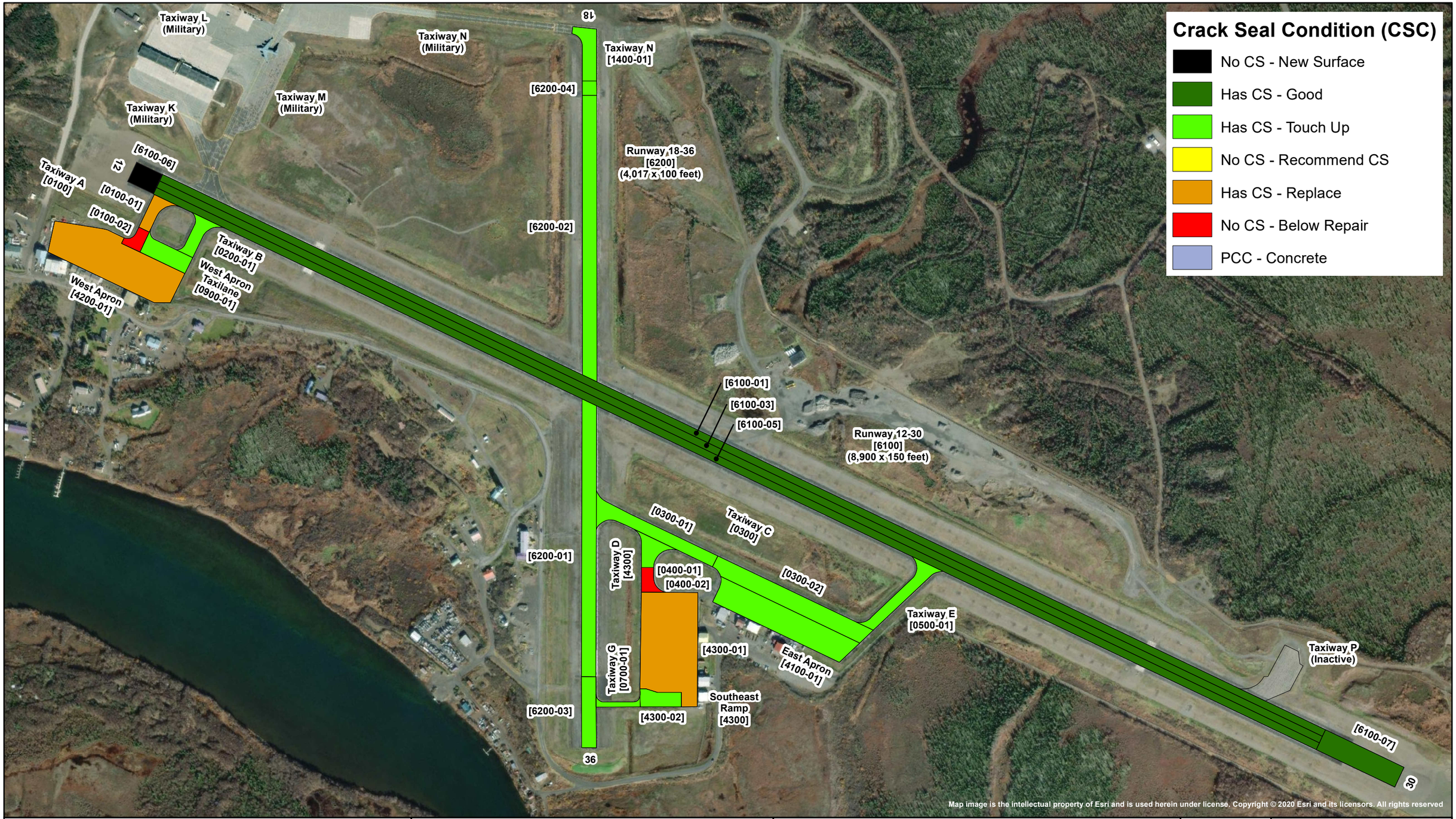
N E S W

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



King Salmon Airport

Airport Code: AKN
Site Number: 50416.*A

Pavement Crack Seal Condition (CSC)

N E S W

2024 Pavement Inspection Results

0 450 900 1,800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	2	39,184	57

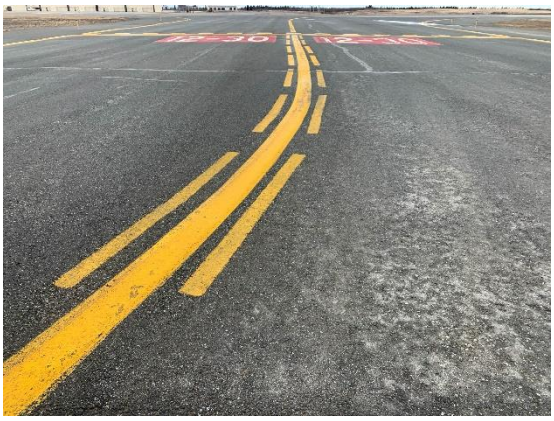
Section 0100-01 (60 PCI)

Taxiway A consists of two sections that were initially constructed in 1989. Section 0100-01 was reconstructed in 2009 and the most recent major work was a 2-inch-thick overlay in 2018. Occasional crack seal operations have been performed on the branch, but the sealant is failing. The most common distresses observed are low severity depressions, low to medium severity longitudinal and transverse cracking, slippage cracking, low severity raveling, and low severity weathering. Field observations of slippage cracking indicate that there is a poor bond between the top lift and the underlying hot mix asphalt (HMA). This bond failure may be due to improper compaction, aging of the materials, or inadequate tack coat application, leading to the relative movement of the layers under traffic loads.

Section 0100-02 (52 PCI)

Section 0100-02 was initially constructed in 1989 and received a 4-inch-thick overlay in 2009. Occasional crack seal operations have been performed on the branch, but the sealant is failing. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to high severity raveling, and low severity weathering. Field observations include further deterioration of the top layer of HMA which is contributing to higher quantity and severity raveling throughout the branch. The location of high severity raveling pictured above appears to occur along a paving joint.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	29,142	74



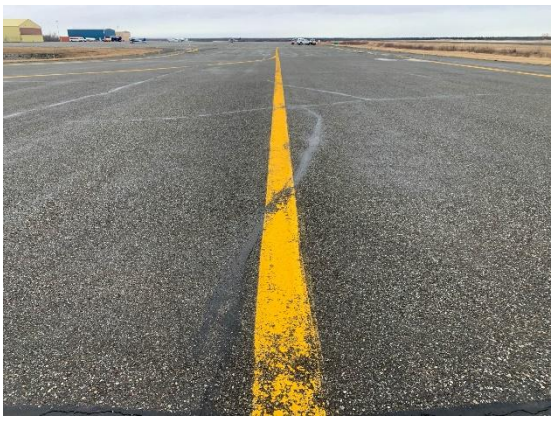
Taxiway B was initially constructed in 1989, was reconstructed in 2009, and received a 2-inch overlay in 2018. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations noted further deterioration of the top layer of HMA which is contributing to higher quantity of raveling throughout the branch.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	2	224,788	71

Taxiway C consists of two sections, 0300-01 and 0300-02, which were initially constructed in 1985 and 1972, respectively. Both sections were reconstructed in 2009 and have not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity depressions, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks and numerous depressions holding water which are accelerating the raveling of the pavement.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	2	45,279	55

Section 0400-01 (67 PCI)



Taxiway D consists of two sections that were both initially constructed in 1986. Section 0400-01 was reconstructed in 2009 and received a sand-tar surface treatment in 2014. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity depressions, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks and numerous depressions holding water, which are accelerating the raveling of the pavement.

Section 0400-02 (34 PCI)

Section 0400-02 was initially constructed in 1986 and received a sand-tar surface treatment in 2014. Occasional crack seal operations have been performed on the branch, though the pavement is in very poor condition. The most common distresses observed are medium severity alligator cracking, low severity block cracking, medium to high severity longitudinal and transverse cracking, low to high severity raveling, and low severity weathering. Field observations include a rapidly degrading pavement that is fully block cracked in addition to other distresses.

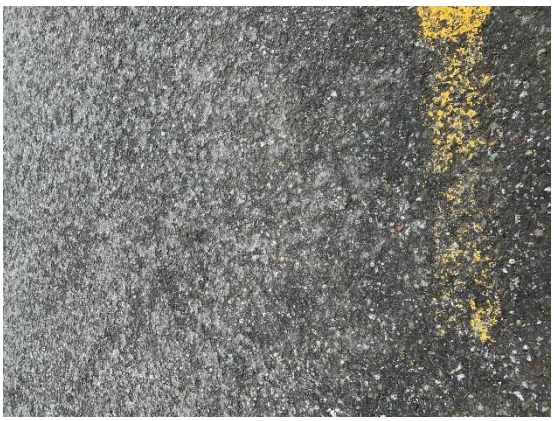
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	1	52,343	81

Taxiway E was initially constructed in 1972 and was reconstructed in 2009. The most recent major work was a 2-inch-thick overlay in 2018. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks, the pavement surface beginning to weather, and localized areas of raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	1	11,777	55

Taxiway G was constructed in 2008 and has not received any major work since. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity block cracking, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations noted two high-severity transverse cracks near Runway 18/36. Although these cracks have been sealed, they remain a high-severity distress despite the sealant. Additionally, the sealant is showing signs of deterioration, which may allow for further water infiltration and subsequent damage.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0900	West Apron Taxilane	Taxiway	1	42,967	72



The West Apron Taxilane was initially constructed in 1991 and was reconstructed in 2009. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include a weathered and raveled pavement that has old crack sealant which is beginning to fail.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1400	Taxiway N	Taxiway	1	40,501	64

Taxiway N was initially constructed in 1950 and was reconstructed in 2008. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low severity block cracking, low severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field observations include localized spots of medium to high severity cracking and medium severity raveling, all near the military taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	East Apron	Apron	1	183,407	68

The East Apron was constructed in 1972 and was reconstructed in 2009. The most common distresses observed are low to medium severity depressions, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include standing water within depressions and the presence of some old crack sealant, although numerous cracks remain unsealed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	West Apron	Apron	1	258,414	65

The West Apron was initially constructed in 1991 and was reconstructed in 2009. The most common distresses observed are low to medium severity depressions, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include standing water within depressions and the presence of some old crack sealant, although most cracks remain unsealed at medium severity level.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	Southeast Ramp	Apron	2	31,031	49

Section 4300-01 (47 PCI)

The Southeast Ramp consists of two sections that were both initially constructed in 1986. Section 4300-01 (269,195 sq ft) received a sand-tar surface treatment in 2014. Occasional crack seal operations have been performed on the branch, but the sealant is failing. The most common distresses observed are low to medium severity block cracking, low severity raveling, and low severity weathering. Field observations include a highly block cracked apron with localized spots of high severity cracking, high severity patching, and high severity raveling.

Section 4300-02 (70 PCI)

Section 4300-02 (29,159 sq ft) was initially constructed in 1986 and was reconstructed in 2009. Occasional crack seal operations have been performed on the branch. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include numerous sealed longitudinal and transverse cracks in which some of the sealant is beginning to fail.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 12/30	Runway	5	1,455,000	88




Runway 12/30 was initially constructed in 1997 and underwent major rehabilitation in 2018. Occasional crack seal operations have been performed on the runway. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include sealed cracks, weathering, and localized areas of raveling. Additionally, low severity depressions are developing in the overrun section near the West Apron.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 18/36	Runway	4	444,000	65




Runway 18/36 was initially constructed in 1991 and was reconstructed in 2008. Occasional crack seal operations have been performed on the runway. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include an additional sample unit being recorded at the south side of the intersection with Runway 12/30. The distresses observed include medium to high severity alligator cracking, medium severity depression, medium severity shoving, and medium to high severity raveling.

BRANCH CONDITION REPORT

Branch ID	No. of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (Sq Ft)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	2	390	83	39,184	TAXIWAY	56.05	4.35	56.92
0200	1	200	90	29,142	TAXIWAY	74.40	0.00	74.40
0300	2	2,070	108	224,788	TAXIWAY	70.55	4.05	71.42
0400	2	390	85	45,279	TAXIWAY	50.65	16.35	54.97
0500	1	600	75	52,343	TAXIWAY	80.80	0.00	80.80
0700	1	315	35	11,777	TAXIWAY	54.80	0.00	54.80
0900	1	350	110	42,967	TAXIWAY	72.10	0.00	72.10
1400	1	365	100	40,501	TAXIWAY	63.70	0.00	63.70
4100	1	1,000	175	183,407	APRON	68.20	0.00	68.20
4200	1	300	975	258,414	APRON	65.20	0.00	65.20
4300	2	1,050	245	311,031	APRON	58.05	11.45	48.84
6100	5	27,500	90	1,455,000	RUNWAY	88.16	1.21	88.01
6200	4	4,440	100	444,000	RUNWAY	64.93	2.23	65.12

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	4	752,852	62.38	9.24	59.17
RUNWAY	9	1,899,000	77.83	11.68	82.66
TAXIWAY	11	485,981	63.66	12.48	68.92
ALL	24	3,137,833	68.76	13.65	74.89

SECTION CONDITION REPORT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0100	0100-01	8/26/2018	AAC	TAXIWAY	S	23,518	4/15/2024	6	60
0100	0100-02	9/8/2009	AAC	TAXIWAY	S	15,666	4/15/2024	15	52
0200	0200-01	8/26/2018	AAC	TAXIWAY	S	29,142	4/15/2024	6	74
0300	0300-01	6/1/2009	AC	TAXIWAY	S	88,258	4/15/2024	15	67
0300	0300-02	6/1/2009	AC	TAXIWAY	S	136,530	4/15/2024	15	75
0400	0400-01	6/1/2009	AC	TAXIWAY	T	28,615	4/15/2024	15	67
0400	0400-02	7/15/1986	AC	TAXIWAY	T	16,664	4/15/2024	38	34
0500	0500-01	8/26/2018	AAC	TAXIWAY	S	52,343	4/15/2024	6	81
0700	0700-01	6/1/2008	AC	TAXIWAY	T	11,777	4/15/2024	16	55
0900	0900-01	6/1/2009	AC	TAXIWAY	S	42,967	4/15/2024	15	72
1400	1400-01	6/1/2008	AC	TAXIWAY	T	40,501	4/15/2024	16	64
4100	4100-01	6/1/2009	AC	APRON	S	183,407	4/15/2024	15	68
4200	4200-01	6/1/2009	AC	APRON	S	258,414	4/15/2024	15	65
4300	4300-01	7/15/1986	AC	APRON	T	280,649	4/15/2024	38	47
4300	4300-02	6/1/2009	AC	APRON	T	30,382	4/15/2024	15	70
6100	6100-01	7/14/2018	AC	RUNWAY	S	445,000	4/15/2024	6	88
6100	6100-03	7/14/2018	AC	RUNWAY	S	445,000	4/15/2024	6	88
6100	6100-05	7/14/2018	AC	RUNWAY	S	445,000	4/15/2024	6	88
6100	6100-06	7/14/2018	AC	RUNWAY	T	30,000	4/15/2024	6	90
6100	6100-07	7/14/2018	AC	RUNWAY	T	90,000	4/15/2024	6	86
6200	6200-01	6/1/2008	AC	RUNWAY	T	189,500	4/15/2024	16	63
6200	6200-02	6/1/2008	AC	RUNWAY	T	195,500	4/15/2024	16	68
6200	6200-03	6/1/2008	AC	RUNWAY	T	49,000	4/15/2024	16	62
6200	6200-04	6/1/2008	AC	RUNWAY	T	10,000	4/15/2024	16	67

SECTION CONDITION REPORT (SUMMARY BY AGE CATEGORY)

Age Category	Average Age at Inspection	Total Area (Sq Ft)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
06-10	6	1,560,003	8	82.05	9.51	87.10
11-15	15	784,239	8	66.85	6.41	68.02
16-20	16	496,278	6	63.03	4.13	64.76
36-40	38	297,313	2	40.45	6.15	45.91
ALL	14	3,137,833	24	68.76	13.65	74.89

Work History Report

Pavement Database: Alaska

Network: King Salmon Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:**AAC

L.C.D. 8/26/2018 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 82.50 (Ft) **True Area:** 23518 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/26/2018	OL_2	2 in overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:**AAC

L.C.D. 9/8/2009 **Use:** TAXIWAY **Rank:** S **Length:** 190.00 (Ft) **Width:** 82.50 (Ft) **True Area:** 15666 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/8/2009	OL_4	4 in overlay	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:**AAC

L.C.D. 8/26/2018 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 29142 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/26/2018	OL_2	2 in overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:**AC

L.C.D. 6/1/2009 **Use:** TAXIWAY **Rank:** S **Length:** 1,010.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 88258 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:**AC

L.C.D. 6/1/2009 **Use:** TAXIWAY **Rank:** S **Length:** 1,060.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 136530 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
9/1/1972	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:**AC

L.C.D. 6/1/2009 **Use:** TAXIWAY **Rank:** T **Length:** 220.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 28615 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2014	ST-ST	Surface Treatment - Sand Tar	0.00	0.00	☐	Contractor, (Funded via AIP)
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0400 Taxiway D **Section:** 0400-02 **Surface:** AC

L.C.D. 7/15/1986 **Use:** TAXIWAY **Rank:** T **Length:** 170.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 16664 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2014	ST-ST	Surface Treatment - Sand Tar	0.00	0.00	☐	Contractor, (Funded via AIP)
7/15/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

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

L.C.D. 8/26/2018 **Use:** TAXIWAY **Rank:** S **Length:** 600.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 52343 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/26/2018	OL_2	2 in overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1972	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0700 Taxiway G **Section:** 0700-01 **Surface:** AC

L.C.D. 6/1/2008 **Use:** TAXIWAY **Rank:** T **Length:** 315.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 11777 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2008	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 0900 West Apron Taxila **Section:** 0900-01 **Surface:** AC

L.C.D. 6/1/2009 **Use:** TAXIWAY **Rank:** S **Length:** 350.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 42967 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 1400 Taxiway N **Section:** 1400-01 **Surface:** AC

L.C.D. 6/1/2008 **Use:** TAXIWAY **Rank:** T **Length:** 365.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 40501 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
7/1/1950	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 4100 East Apron **Section:** 4100-01 **Surface:** AC

L.C.D. 6/1/2009 **Use:** APRON **Rank:** S **Length:** 1,000.00 (Ft) **Width:** 175.00 (Ft) **True Area:** 183407 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1972	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 4200 West Apron **Section:** 4200-01 **Surface:** AC

L.C.D. 6/1/2009 **Use:** APRON **Rank:** S **Length:** 300.00 (Ft) **Width:** 975.00 (Ft) **True Area:** 258414 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 4300 Southeast Ramp **Section:** 4300-01 **Surface:**AC
L.C.D. 7/15/1986 **Use:** APRON **Rank:** T **Length:** 775.00 (Ft) **Width:** 390.00 (Ft) **True Area:** 280649 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/3/2014	ST-ST	Surface Treatment - Sand Tar	0.00	0.00	☐	(Funded via AIP)
7/15/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 4300 Southeast Ramp **Section:** 4300-02 **Surface:**AC
L.C.D. 6/1/2009 **Use:** APRON **Rank:** T **Length:** 275.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30382 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2009	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/15/1986	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6100 12/30 **Section:** 6100-01 **Surface:**AC
L.C.D. 7/14/2018 **Use:** RUNWAY **Rank:** S **Length:** 8,900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 445000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Foam Stabilized Base Co
8/15/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6100 12/30 **Section:** 6100-03 **Surface:**AC
L.C.D. 7/14/2018 **Use:** RUNWAY **Rank:** S **Length:** 8,900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 445000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Foam Stabilized Base Co
8/15/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6100 12/30 **Section:** 6100-05 **Surface:**AC
L.C.D. 7/14/2018 **Use:** RUNWAY **Rank:** S **Length:** 8,900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 445000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Foam Stabilized Base Co
8/15/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6100 12/30 **Section:** 6100-06 **Surface:**AC
L.C.D. 7/14/2018 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 30000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Foam Stabilized Base Co
8/15/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6100 12/30 **Section:** 6100-07 **Surface:**AC
L.C.D. 7/14/2018 **Use:** RUNWAY **Rank:** T **Length:** 600.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 90000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/14/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Foam Stabilized Base Co
6/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
8/15/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6200 18/36 **Section:** 6200-01 **Surface:** AC

L.C.D. 6/1/2008 **Use:** RUNWAY **Rank:** T **Length:** 1,895.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 189500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
7/15/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6200 18/36 **Section:** 6200-02 **Surface:** AC

L.C.D. 6/1/2008 **Use:** RUNWAY **Rank:** T **Length:** 1,955.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 195500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
7/15/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6200 18/36 **Section:** 6200-03 **Surface:** AC

L.C.D. 6/1/2008 **Use:** RUNWAY **Rank:** T **Length:** 490.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 49000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
7/15/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: King Salmon Airport **Branch:** 6200 18/36 **Section:** 6200-04 **Surface:** AC

L.C.D. 6/1/2008 **Use:** RUNWAY **Rank:** T **Length:** 100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 10000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
7/15/1991	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
2 in overlay	3	105,003.00	0.00	0.00
4 in overlay	1	15,666.00	0.00	0.00
Complete Reconstruction - AC	5	1,455,000.00	0.00	0.00
New Construction - Initial	24	3,137,833.00	0.00	0.00
Surface Reconstruction - AC	16	1,448,077.00	0.00	0.00
Surface Treatment - Sand Tar	3	325,928.00	0.00	0.00

PHYSICAL PROPERTY DATA

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway A 0100	0100-01	4.75	P-401	10	P-310	15	P-154	SP-SM	8
	0100-02	4	P-401	6	P-310	13	P-154	SP-SM	8
Taxiway B 0200	0200-01	4.75	P-401	6.5	P-310	13	P-154	SP-SM	8
Taxiway C 0300	0300-01	4	P-401	6	P-220	13	P-154	SP-SM	8
	0300-02	4	P-401	6	P-220	14 [1]	P-154	SP-SM	8
Taxiway D 0400	0400-01	4	P-401	6	P-220	14	P-154	SP-SM	8
	0400-02	4	P-401	11	P-208	9	P-154	SP-SM	8
Taxiway E 0500	0500-01	4	P-401	6	P-310	9 [1]	P-154	SP-SM	8
Taxiway G 0700	0700-01	4 [2]	P-401	6 [2]	P-208	38 [2]	P-154	SP-SM	8
West Apron Taxilane 0900	0900-01	4	P-401	6	P-220	11	P-154	SP-SM	8
Taxiway N 1400	1400-01	3	P-401	7	P-208 ETB	30	P-154	SP-SM	8
Taxiway P (Inactive) 1600	1600-01	-	-	9 [1]	P-208 ETB	30 [1]	P-154	SP-SM	8
East Apron 4100	4100-01	4	P-401	6	P-220	6	P-154	SP-SM	8
West Apron 4200	4200-01	4	P-401	6	P-220	11	P-154	SP-SM	8
Southeast Ramp 4300	4300-01	2.75	P-401	11	P-208	9	P-154	SP-SM	8
	4300-02	3.75	P-401	11	P-208	9	P-154	SP-SM	8
Runway 12/30 6100	6100-01 West 50’	4	P-401	6	P-310	15	P-154	SP-SM	10
	6100-03 Keel	4	P-401	6	P-310	15	P-154	SP-SM	10
	6100-05 East 50’	4	P-401	6	P-310	15	P-154	SP-SM	10

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
Runway 12/30 6100	6100-06 North Overrun	3	P-401	5	P-208	10	P-154	SP-SM	10
	6100-07 South Overrun	3	P-401	5	P-208	10	P-154	SP-SM	10
Runway 18/36 6200	6200-01	3.25	P-401	6	P-208 ETB	30	P-154	SP-SM	10
	6200-02	3.5	P-401	6	P-208 ETB	30	P-154	SP-SM	10
	6200-03 South Overrun	4 [2]	P-401	6 [2]	P-208	38 [2]	P-154	SP-SM	10
	6200-04 North Overrun	4 [2]	P-401	6 [2]	P-208	38 [2]	P-154	SP-SM	10

Notes:
[1] Estimated, no as-built construction records
[2] Thickness taken from 2008 DOWL Engineering Report

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	S-5	5,000	95.0	50	598	1,593
2	S-10	10,000	95.0	50	1,593	5,380
3	S-15	15,000	95.0	50	8	31
4	D-15	15,000	95.0	55	1,573	9,146
5	D-35	35,000	95.0	90	2	13
6	D-50	50,000	95.0	80	975	7,440
7	D-100	100,000	95.0	140	28	221
8	Beechcraft Bonanza	3,412	95.0	40	25	64
9	PA-32-300 Cherokee	3,400	95.0	50	68	162
10	Cessna 206 Stationair	3,612	95.0	52	2,417	5,815
11	Beechcraft Baron 55	5,424	95.0	56	14	37
12	Cessna 208B	8,750	95.0	75	1,742	4,936
13	PA-31-325 Navajo C/R	6,536	95.0	66	66	177
14	Beechcraft King Air	12,590	95.0	98	22	101
15	Q100/Dash 8	34,700	94.4	131	521	2,955
16	Q300/Dash 8	43,200	94.4	101	2	13
17	L-100-20	155,801	96.4	104	84	949
18	Bombardier CL-604/605	48,200	95.0	145	2	12
19	Learjet 35/36/35A/36A	18,000	95.0	171	2	9
20	Saab 340B	29,000	95.0	55	292	2,146
21	B737-100	111,000	92.0	157	89	655
22	B737-300	140,000	90.8	201	62	452
23	B737-400	150,500	93.8	185	61	478
24	B737-7 MAX	177,500	93.6	204	141	1,100
25	EMB-175 STD	83,026	95.0	136	462	3,322
26	DC9-51	122,000	94.0	172	49	375
27	Gulfstream-G-IV	75,000	95.0	185	2	13
28	MD-83	161,000	94.8	195	297	2,400
29	B737-800	174,700	93.6	204	181	1,404
30	B737-900	174,700	94.6	204	6	47
31	B737-900 ER	188,200	94.6	220	71	553
32	B737-9 MAX	195,200	93.6	210	32	256

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
12-30	B737-9 MAX	218,648	15,000	25.0	1.0	550/F/B/X/T
18-36	B737-9 MAX	384,901	15,000	39.5	1.0	1170/F/B/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- Subgrade strength reduction for frost applied
- S-5, S-10 and S-15 refer to “generic single gear aircraft as modeled in FAARFIELD
- D-15, D-35, D-50 and D-100 refer to “generic” dual gear aircraft as modeled in FAARFIELD

REFERENCES

Year	Project No.	Document Title
2018	Z556850000	Main Runway Pavement Rehab, Geotechnical Report, DOT&PF
2017	3-02-0148-16, Z556850000	Main Runway Pavement Rehab, Conformed Plans
2017	Z556850000	Main Runway Pavement Rehab, Geotechnical Report, HDL
2011	4-25-1-010	Seal Coat and Pavement Markings
2009	3-02-0148-11, 51975	Apron and Taxiway Resurfacing, As-Built
2008	53147, 57922	Final Subsurface Exploration, Geotechnical Report, DOWL
2006	57922	RSA Improvements, Ph I, Geotechnical Report
2001		Geotechnical Data Compilation, HDR
1984	3-02-0148-01, D21122	East Apron Expansion
1982	D21121	East Apron, Geology and Soils Report