Alaska DOT&PF

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

Pavement Inspection Report
Kodiak Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Kodiak Airport	ADQ	PADQ	57° 44' 59.258" N	152° 29' 38.197" W	78.7

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

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

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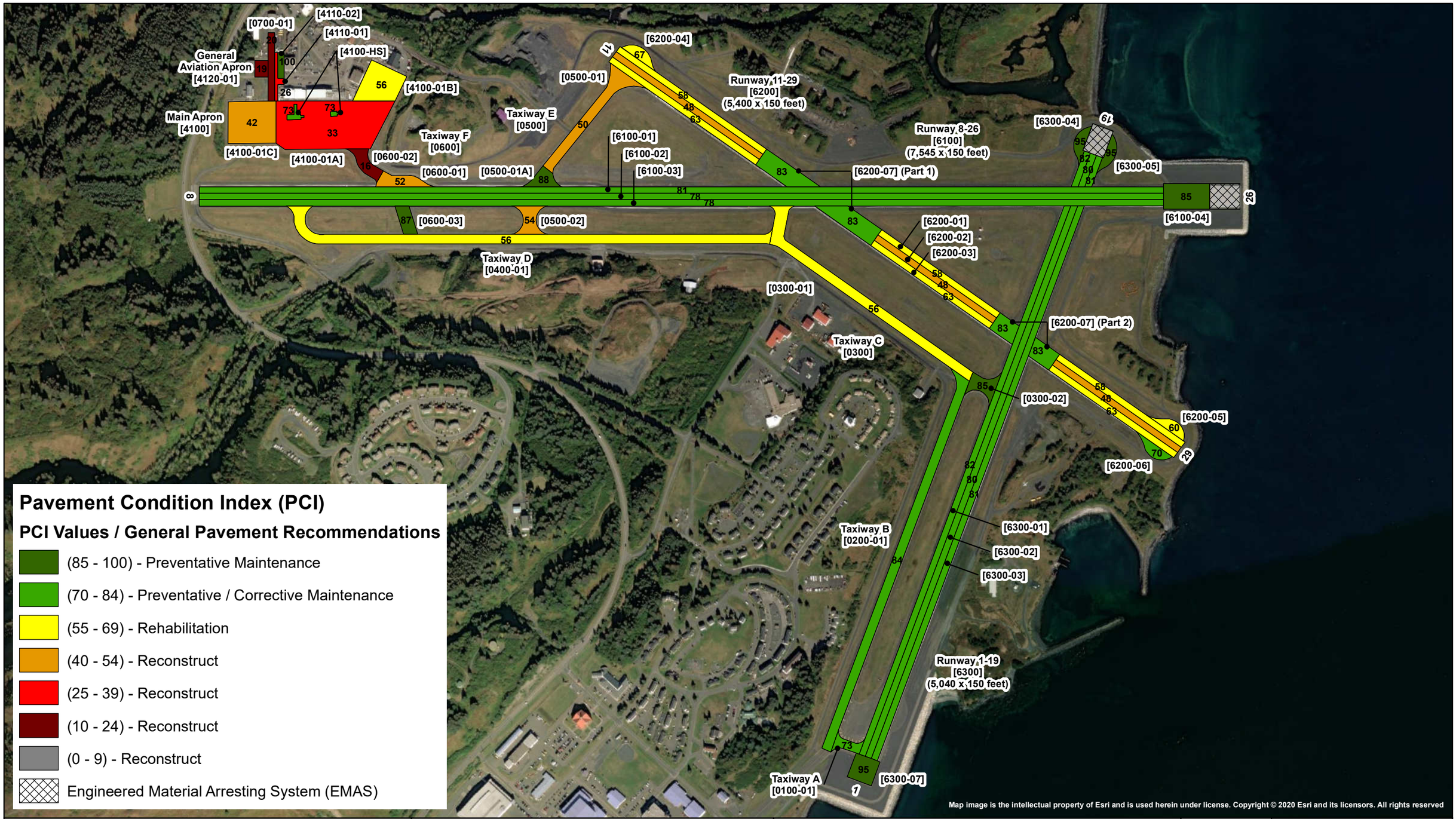


Pavement Condition Index (PCI)

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
- Engineered Material Arresting System (EMAS)

Kodiak Airport

Airport Code: ADQ
Site Number: 50425.*A

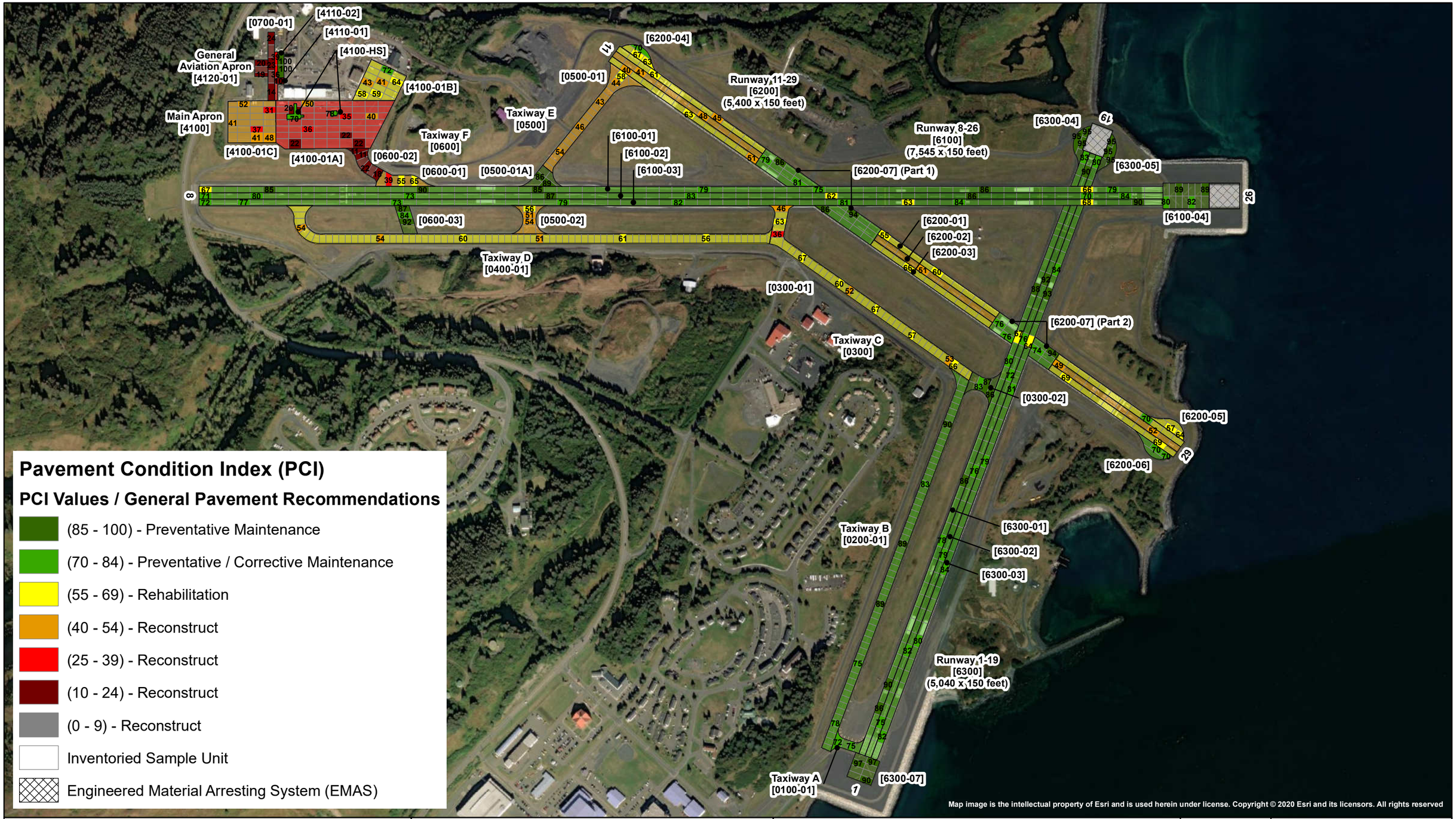
Pavement Condition Index (PCI)

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

2023 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF



Kodiak Airport

Airport Code: ADQ
Site Number: 50425.*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

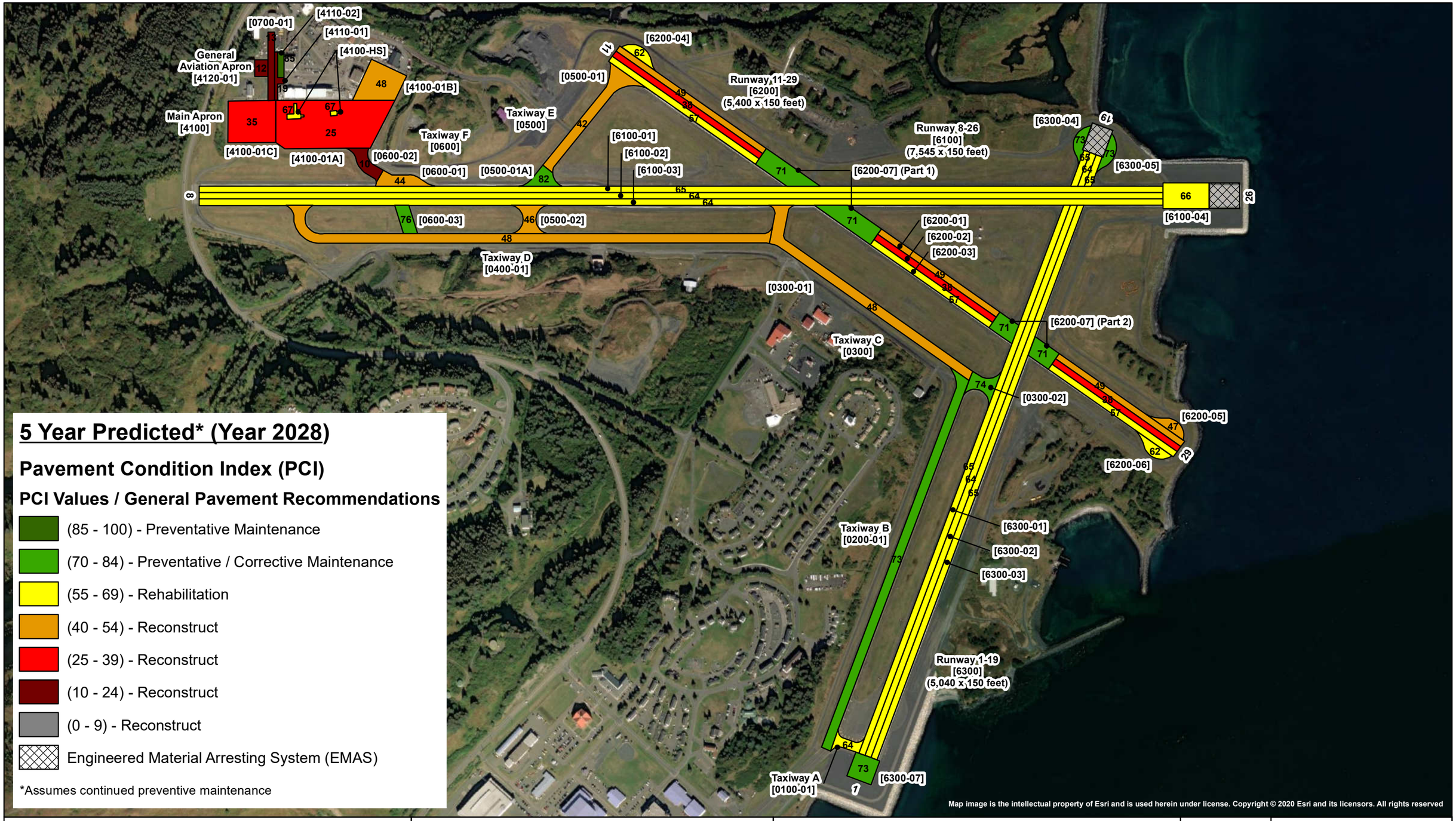
N W E S

2023 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6



5 Year Predicted* (Year 2028)

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
- Engineered Material Arresting System (EMAS)

*Assumes continued preventive maintenance

Kodiak Airport

Airport Code: ADQ
Site Number: 50425.*A

5 Year Predicted Pavement Condition Index (PCI)

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

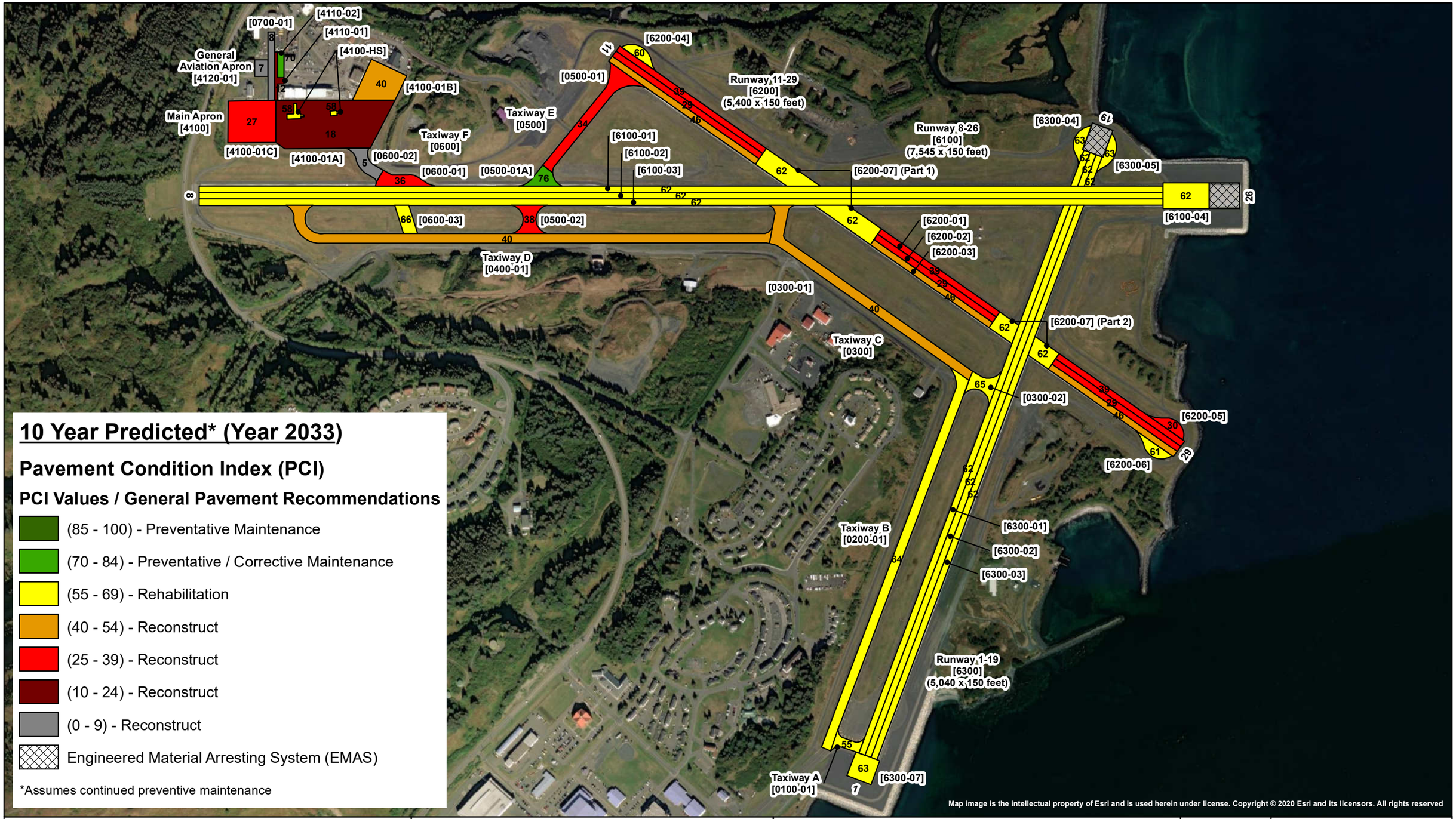
N W E S

2023 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6



10 Year Predicted* (Year 2033)

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
- Engineered Material Arresting System (EMAS)

*Assumes continued preventive maintenance

Kodiak Airport

Airport Code: ADQ
Site Number: 50425.*A

10 Year Predicted Pavement Condition Index (PCI)

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

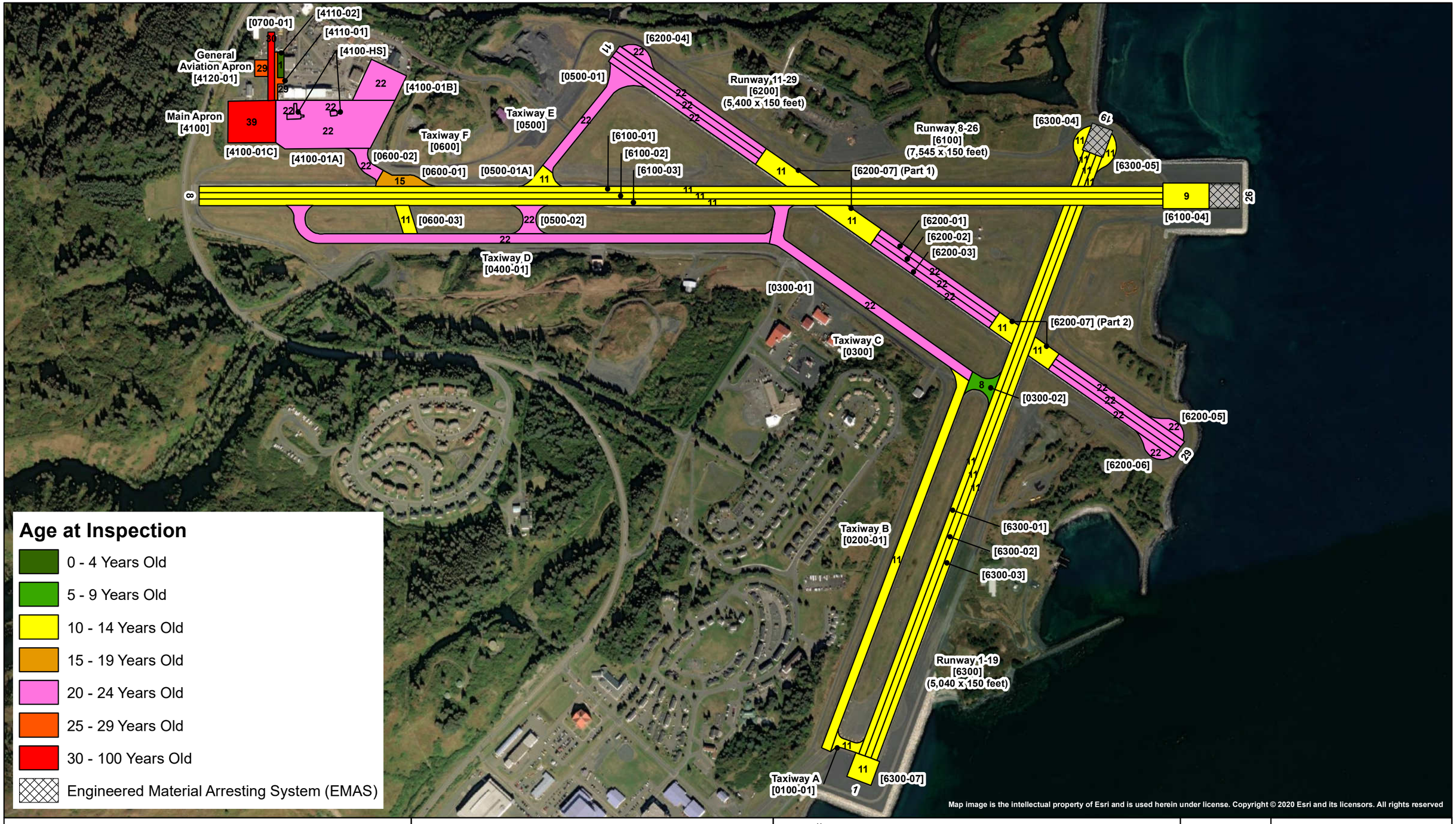
N W E S

2023 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6



Kodiak Airport

Airport Code: ADQ
Site Number: 50425.*A

Pavement Age at Inspection

N W E S

2023 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6

[0700-01]
[4110-02]
[4110-01]
[4100-HS]
General Aviation Apron [4120-01]
[4100-01B]
Main Apron [4100]
[4100-01C]
[4100-01A]
[0600-02]
[0600-01]
Taxiway F [0600]
Taxiway E [0500]
[0500-01A]
[0500-01]
[6200-04]
11
Runway 11-29 [6200] (5,400 x 150 feet)
[6100-01]
[6100-02]
[6100-03]
[6200-07] (Part 1)
Runway 8-26 [6100] (7,545 x 150 feet)
[6300-04]
19
[6300-05]
8
26
[6100-04]
[0600-03]
[0500-02]
[6200-01]
[6200-02]
[6200-03]
Taxiway D [0400-01]
[0300-01]
[6200-07] (Part 2)
Taxiway C [0300]
[0300-02]
[6200-05]
29
[6200-06]
Taxiway B [0200-01]
[6300-01]
[6300-02]
[6300-03]
Runway 1-19 [6300] (5,040 x 150 feet)
Taxiway A [0100-01]
1
[6300-07]

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
- Engineered Material Arresting System (EMAS)

Kodiak Airport

Airport Code: ADQ
Site Number: 50425.*A

Pavement Crack Seal Condition (CSC)

N W E S

2023 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

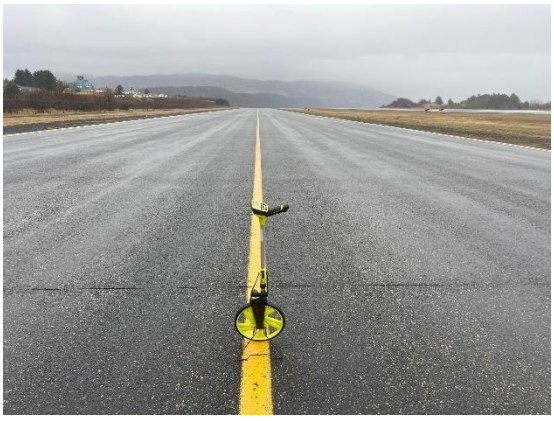
Map 6 of 6

AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	1	18,490	73

Taxiway A was initially constructed in 1995 and was reconstructed and reconfigured in 2012. Crack seal operations have not been performed on the branch. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field observations include wearing of the pavements surface leading to isolated areas of raveling and the creation of new unfilled cracks. Paint removal accounts for the increased quantities of raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	232,165	84



Taxiway B was initially constructed in 1942 as concrete and the most recent major work was a surface reconstruction in 2012. Crack seal operations have not been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field observations include wearing of the pavements surface which contributes to the weathering, and the creation of new unfilled cracks.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	2	198,766	60

Section 0300-01 (56 PCI)

Taxiway C consists of 2 sections, of which section 0300-01 B was initially constructed in 1942 as concrete and the most recent major work was a 2-inch overlay in 2001. Annual crack seal operations have been performed on this section but should be replaced. The most common distresses observed are low to medium to high severity joint reflective cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of joint reflective cracking, and the deterioration of the pavements surface leading to large areas of raveling across the taxiway.

Section 0300-02 (85 PCI)

Taxiway C section 0300-02 was initially constructed in 1990 and received surface reconstruction in 2015. Crack seal operations have not been performed on this section. The most common distresses observed are low to medium severity raveling and low severity weathering. Field observations include the pavements surface beginning to weather and a few mechanical gouges from snowplow activities.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	1	297,693	56

Taxiway D was initially constructed in 1942 as concrete and the most recent major work was a 2-inch overlay in 2001. Annual crack seal operations have been performed on the branch but should be replaced. The most common distresses observed are low to medium to high severity joint reflective cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include the development of new unfilled cracks and the widening of joint reflective cracking.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	3	146,712	57

Section 0500-01 (50 PCI), 0500-02 (54 PCI)

Taxiway E consists of 3 sections, of which sections 0500-01 and 0500-02 B was initially constructed in 1942 as concrete and the most recent major work was a 2-inch overlay in 2001. Annual crack seal operations have been performed on these sections but should be replaced. The most common distresses observed are low to medium to high severity joint reflective cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include the development of new unfilled cracks and the widening of joint reflective cracking.

Section 0500-01A (88 PCI)

Taxiway E section 0500-01A has the same history as sections 01 and 02 but underwent an additional surface reconstruction concurrently with runway 08/26 in 2012. Crack seal operations have not been performed on this section. The most common distresses observed are low to medium severity raveling, and low to medium severity weathering. Field observations include the pavements surface beginning to weather and localized areas of raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	3	85,666	50

Section 0600-01 (52 PCI), 0600-02 (16 PCI)

Taxiway F consists of 3 sections, of which sections 0600-01 and 0600-02 were initially constructed in 1975, section 0600-01 underwent a surface reconstruction in 2001 while section 0600-02 underwent a surface reconstruction in 2008. Annual crack seal operations have been performed on these sections, but major repairs are needed. The most common distresses observed are low to high severity alligator cracking, low to high severity joint reflective cracking, low to high severity longitudinal and transverse cracking, low to high severity raveling, and low to medium severity weathering. Field observations include a rapidly degrading pavement caused by multiple distresses of all severities. Major repairs are needed to fix this major taxiway that connects the terminal apron to runway 08/26.

Section 0600-03 (87 PCI)

Taxiway F section 0600-03 was initially constructed in 2012 and has not received any major work since. Section 0600-03 connects runway 08/26 with taxiway D. Crack seal operations have not been performed on this section. The most common distresses observed are low to medium severity raveling, and low severity weathering. Field observations include the pavements surface beginning to weather and a few cracks starting to develop.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	GA Taxiway	Taxiway	1	26,750	20

The general aviation taxiway was initially constructed in 1984 and received a 2-inch overlay in 1993. Crack seal operations have not been performed on this branch. The most common distresses observed are low to medium to high severity alligator cracking, low to medium severity longitudinal and transverse cracking low to medium to high severity raveling, and low severity weathering. Field observations include a highly degraded edge of pavement where loss of asphalt is extensive, as well as the paving joints deteriorating to the point that alligator cracking is spreading across the length of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Terminal Apron	Apron	4	521,014	39

AC Sections 4100-01A (33PCI), 4100-01B (56 PCI), 4100-01C (42 PCI)

The terminal apron consists of 4 sections, of which 3 are AC and 1 is PCC. The AC sections 4100-01A and 4100-01B were initially constructed in 1975 and the most recent major work was a surface reconstruction in 2001. Section 4100-01C was initially constructed in 1984 and has not received work since. The most common distresses observed are low to medium severity alligator cracking, low to medium severity longitudinal and transverse cracking, low to medium to high severity patching, low to medium to high severity raveling, and low to medium severity weathering. Field observations include attempts to patch a rapidly degrading pavement, these patches are deteriorating just as quickly as the pavement surrounding them. Major repairs are needed, especially around the concrete hardstands.

PCC Section 4100-HS (73 PCI)

The PCC section 4100-HS consists of two hardstands that were initially constructed in 2001 and there has not been any major work since. The most common distresses observed are low to medium severity joint and corner spalling, low severity scaling, and high severity joint seal damage. Field observations show that the concrete has several spalls across both hardstands and the joint sealant needs replaced.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4110	Pen Air Apron	Apron	2	21,930	60

Section 4110-01 (26PCI)

The Pen Air apron consists of 2 sections, of which section 4110-01 was initially constructed in 1994 and has not received major work since. Crack seal operations have not been performed on this section. The most common distresses observed are medium to high severity alligator cracking, medium severity block cracking, low to medium to high severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include the degradation of the pavement furthering the development of the alligator cracking into a large network.

Section 4110-02 (100 PCI)

Pen Air apron 4110-02 was also initially constructed in 1994 but received major work in 2022. No distresses were recorded during the inspection. Field observations noted a new pavement surface with no recordable distresses.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4120	Silver Bay Apron	Apron	1	13,520	19

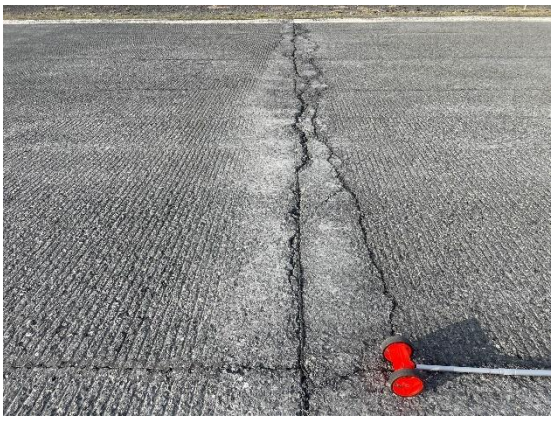
The Silver Bay apron was initially constructed in 1994 and has not received major work since. Crack seal operations have not been performed on this branch. The most common distresses observed are medium severity alligator cracking, medium severity block cracking, low to medium severity longitudinal and transverse cracking, low to medium to high severity raveling, and low severity weathering. Field observations include a highly degraded edge of pavement where loss of asphalt is extensive, and degradation of the pavement furthering the development of the alligator cracking into a large network.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 08/26	Runway	4	1,198,500	79




Runway 08/26 consists of 5 sections, of which sections 6100-01, 6100-02, and 6100-03 were initially constructed in 1990 and underwent a surface reconstruction in 2012. Section 6100-04 (overrun) was constructed in 2014 and extends the runway into the bay area. Crack seal operations have not been performed on the section but are recommended at the intersections of the runways. The most common distresses observed are low severity depression, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include development of new unfilled cracks at the intersections of the runways, dimpling of the pavement on the 08 end of the runway, and depressions along some of the joints resulting in areas of standing water.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 11/29	Runway	7	828,834	63

Runway 11/29 consists of 7 sections, of which sections 6200-01 through 6200-06 were initially constructed in 1978 and underwent a surface reconstruction in 2001. Section 6200-07 (runway intersections) has the same history but received another surface reconstruction in 2012 to coincide with work being done to runways 08/26 and 01/19. Crack seal operations have not been performed on the section but are recommended at the intersections of the runways. The most common distresses observed are low severity depression, low to medium severity joint reflective cracking, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium to high severity weathering. Field observations include the development of new unfilled cracks and the widening of joint reflective cracking, PCC slabs from initial construction buckling and showing through to the top layer of the asphalt, and depressions along some of the joints resulting in areas of standing water.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6300	Runway 01/19	Runway	6	808,972	82




Runway 01/19 consists of 7 sections, of which sections 6300-01 through 6300-05 were initially constructed in 1991 and underwent a surface reconstruction in 2012. Section 6300-07 (overrun) was newly constructed in 2012 and extends the runway into the bay area. Crack seal operations have not been performed on the section but are recommended at the intersections of the runways. The most common distresses observed are low severity depression, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low to medium severity weathering. Field observations include development of new unfilled cracks at the intersections of the runways, a few paving joints beginning to open, and depressions along the length of the runway resulting in areas of standing water.

BRANCH CONDITION REPORT

Branch ID	No. of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (Sq Ft)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	1	216	70	18,490	TAXIWAY	73.00	0.00	73.00
0200	1	3,105	75	232,165	TAXIWAY	84.00	0.00	84.00
0300	2	2,336	90	198,766	TAXIWAY	70.50	14.50	60.42
0400	1	3,875	75	297,693	TAXIWAY	56.00	0.00	56.00
0500	3	1,380	83	146,712	TAXIWAY	63.90	16.91	57.14
0600	3	910	98	85,666	TAXIWAY	51.67	28.99	50.09
0700	1	535	50	26,750	TAXIWAY	20.00	0.00	20.00
4100	4	1,705	261	521,014	APRON	51.00	15.18	39.42
4110	2	575	38	21,930	APRON	63.00	37.00	59.74
4120	1	130	104	13,520	APRON	19.00	0.00	19.00
6100	4	22,890	88	1,198,500	RUNWAY	80.50	2.87	79.36
6200	7	13,940	81	828,834	RUNWAY	64.20	10.07	63.30
6300	6	15,505	88	808,972	RUNWAY	88.00	7.02	82.35

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	7	556,464	49.86	26.63	39.73
RUNWAY	17	2,836,306	76.44	13.19	75.52
TAXIWAY	12	1,006,242	60.06	23.51	62.35
ALL	38	4,485,262	67.61	23.43	68.59

SECTION CONDITION REPORT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0100	0100-01	8/1/2012	APC	TAXIWAY	P	18,490	6/1/2023	11	73
0200	0200-01	8/1/2012	APC	TAXIWAY	P	232,165	6/1/2023	11	84
0300	0300-01	8/1/2001	APC	TAXIWAY	P	168,504	6/1/2023	22	56
0300	0300-02	8/1/2015	APC	TAXIWAY	P	30,262	6/1/2023	8	85
0400	0400-01	8/1/2001	APC	TAXIWAY	P	297,693	6/1/2023	22	56
0500	0500-01	8/1/2001	APC	TAXIWAY	P	90,069	6/1/2023	22	50
0500	0500-01A	8/1/2012	APC	TAXIWAY	P	24,367	6/1/2023	11	88
0500	0500-02	8/1/2001	APC	TAXIWAY	P	32,276	6/1/2023	22	54
0600	0600-01	9/29/2008	APC	TAXIWAY	P	33,076	6/1/2023	15	52
0600	0600-02	8/1/2001	AAC	TAXIWAY	P	28,225	6/1/2023	22	16
0600	0600-03	8/1/2012	AC	TAXIWAY	A	24,365	6/1/2023	11	87
0700	0700-01	9/1/1993	AAC	TAXIWAY	P	26,750	6/1/2023	30	20
4100	4100-01A	8/1/2001	AAC	APRON	P	304,513	6/1/2023	22	33
4100	4100-01B	8/1/2001	AAC	APRON	P	86,028	6/1/2023	22	56
4100	4100-01C	8/1/1984	AC	APRON	P	121,875	6/1/2023	39	42
4100	4100-HS	8/1/2001	PCC	APRON	P	8,598	6/1/2023	22	73
4110	4110-01	8/1/1994	AC	APRON	P	11,930	6/1/2023	29	26
4110	4110-02	8/1/2022	AAC	APRON	P	10,000	6/1/2023	1	100
4120	4120-01	8/1/1994	AC	APRON	P	13,520	6/1/2023	29	19
6100	6100-01	8/1/2012	APC	RUNWAY	P	375,500	6/1/2023	11	81
6100	6100-02	8/1/2012	APC	RUNWAY	P	375,500	6/1/2023	11	78
6100	6100-03	8/1/2012	APC	RUNWAY	P	375,500	6/1/2023	11	78
6100	6100-04	8/1/2014	AC	RUNWAY	P	72,000	6/1/2023	9	85
6200	6200-01	8/1/2001	APC	RUNWAY	P	186,750	6/1/2023	22	58
6200	6200-02	8/1/2001	APC	RUNWAY	P	186,750	6/1/2023	22	48
6200	6200-03	8/1/2001	APC	RUNWAY	P	210,000	6/1/2023	22	63
6200	6200-04	8/1/2001	APC	RUNWAY	P	18,962	6/1/2023	22	67
6200	6200-05	8/1/2001	APC	RUNWAY	P	19,059	6/1/2023	22	60
6200	6200-06	8/1/2001	APC	RUNWAY	P	19,813	6/1/2023	22	70
6200	6200-07	8/1/2012	APC	RUNWAY	P	187,500	6/1/2023	11	83
6300	6300-01	8/1/2012	APC	RUNWAY	P	243,750	6/1/2023	11	82
6300	6300-02	8/1/2012	APC	RUNWAY	P	243,750	6/1/2023	11	80
6300	6300-03	8/1/2012	APC	RUNWAY	P	243,750	6/1/2023	11	81
6300	6300-04	8/1/2012	APC	RUNWAY	P	19,428	6/1/2023	11	95
6300	6300-05	8/1/2012	APC	RUNWAY	P	18,294	6/1/2023	11	95
6300	6300-07	8/1/2012	AC	RUNWAY	P	40,000	6/1/2023	11	95

SECTION CONDITION REPORT (SUMMARY BY AGE CATEGORY)

Age Category	Average Age at Inspection	Total Area (Sq Ft)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02	1	10,000	1	100.00	0.00	100.00
06-10	9	102,262	2	85.00	0.00	85.00
11-15	11	2,455,435	15	82.11	10.29	80.64
21-25	22	1,657,240	14	54.29	14.36	51.34
26-30	29	52,200	3	21.67	3.09	21.11
36-40	39	121,875	1	42.40	0.00	42.40
ALL	17	4,399,012	36	65.81	22.76	67.98

Work History Report

Pavement Database: Alaska

Network: Kodiak Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:**APC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 216.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 18490.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
8/1/1998	SS-FS	Surface Seal - Fog Seal	0.00	0.00	☐ X	(Funded via AIP)
9/1/1995	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:**APC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 3,105.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 232165.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
9/1/1942	NC-IN	New Construction - Initial	0.00	9.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:**APC
L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 2,118.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 168504.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	OL-AS	Overlay - AC Structural	0.00	2.00	☑ X	(Funded via AIP)
9/1/1942	NC-IN	New Construction - Initial	0.00	9.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:**APC
L.C.D. 8/1/2015 **Use:** TAXIWAY **Rank:** P **Length:** 218.00 (Ft) **Width:** 105.00 (Ft) **True Area:** 30262.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2015	SR-AC	Surface Reconstruction - AC	112,000.00	4.00	☑ X	(Funded via AIP)
8/1/1990	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:**APC
L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 3,875.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 297693.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	OL-AT	Overlay - AC Thin	0.00	2.00	☑ X	(Funded via AIP)
9/1/1942	NC-IN	New Construction - Initial	0.00	9.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:**APC
L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 962.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 90069.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	OL-AT	Overlay - AC Thin	0.00	2.00	☑ X	(Funded via AIP)
9/1/1942	NC-IN	New Construction - Initial	0.00	9.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0500 Taxiway E **Section:** 0500-01A **Surface:**APC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 24367.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	
8/1/2001	OL-AT	Overlay - AC Thin	0.00	2.00	☑ X	(Funded via AIP)
9/1/1942	NC-IN	New Construction - Initial	0.00	9.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0500 Taxiway E **Section:** 0500-02 **Surface:**APC
L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 218.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 32276.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	OL-AT	Overlay - AC Thin	0.00	2.00	☑ X	(Funded via AIP)
9/1/1942	NC-IN	New Construction - Initial	0.00	9.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0600 Taxiway F **Section:** 0600-01 **Surface:**APC
L.C.D. 9/29/2008 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 33076.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/29/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑ X	(Funded via AIP)
8/1/1989	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0600 Taxiway F **Section:** 0600-02 **Surface:**AAC
L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 28225.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
8/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0600 Taxiway F **Section:** 0600-03 **Surface:**AC
L.C.D. 8/1/2012 **Use:** TAXIWAY **Rank:** A **Length:** 225.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 24365.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 0700 GA Taxiway **Section:** 0700-01 **Surface:**AAC
L.C.D. 9/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 535.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 26750.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1993	OL-AT	Overlay - AC Thin	0.00	2.00	☑ X	(Funded via AIP)
8/1/1984	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4100 Terminal Apron **Section:** 4100-01A **Surface:**AAC
L.C.D. 8/1/2001 **Use:** APRON **Rank:** P **Length:** 835.00 (Ft) **Width:** 375.00 (Ft) **True Area:** 304513.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
7/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4100 Terminal Apron **Section:** 4100-01B **Surface:**AAC
L.C.D. 8/1/2001 **Use:** APRON **Rank:** P **Length:** 280.00 (Ft) **Width:** 305.00 (Ft) **True Area:** 86028.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
7/1/1975	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4100 Terminal Apron **Section:** 4100-01C **Surface:**AC
L.C.D. 8/1/1984 **Use:** APRON **Rank:** P **Length:** 375.00 (Ft) **Width:** 325.00 (Ft) **True Area:** 121875.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1984	NC-IN	New Construction - Initial	0.00	4.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4100 Terminal Apron **Section:** 4100-HS **Surface:**PCC
L.C.D. 8/1/2001 **Use:** APRON **Rank:** P **Length:** 215.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8598.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4110 Pen Air Apron **Section:** 4110-01 **Surface:**AC
L.C.D. 8/1/1994 **Use:** APRON **Rank:** P **Length:** 375.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 11930.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1994	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4110 Pen Air Apron **Section:** 4110-02 **Surface:**AAC
L.C.D. 8/1/2022 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	OL-AT	Overlay - AC Thin	0.00	0.00	☑ X	
8/1/1994	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 4120 Silver Bay Apron **Section:** 4120-01 **Surface:**AC
L.C.D. 8/1/1994 **Use:** APRON **Rank:** P **Length:** 130.00 (Ft) **Width:** 104.00 (Ft) **True Area:** 13520.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1994	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6100 08/26 **Section:** 6100-01 **Surface:**APC
L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 7,510.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 375500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
6/1/1990	NC-IN	New Construction - Initial	0.00	2.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6100 08/26 **Section:** 6100-02 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 7,510.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 375500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
8/1/1989	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6100 08/26 **Section:** 6100-03 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 7,510.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 375500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
8/1/1989	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

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

L.C.D. 8/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 360.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 72000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2014	NC-IN	New Construction - Initial	0.00	0.00	☑ X	

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-01 **Surface:** APC

L.C.D. 8/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 3,735.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 186750.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	2.00	☑ X	(Funded via AIP)
8/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-02 **Surface:** APC

L.C.D. 8/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 3,735.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 186750.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-03 **Surface:** APC

L.C.D. 8/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 4,200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 210000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-04 **Surface:** APC

L.C.D. 8/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 320.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18962.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-05 **Surface:** APC

L.C.D. 8/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19059.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-06 **Surface:** APC

L.C.D. 8/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19813.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6200 11/29 **Section:** 6200-07 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 1,250.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 187500.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
8/1/2001	SR-AC	Surface Reconstruction - AC	0.00	2.00	☑ X	(Funded via AIP)
8/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6300 01/19 **Section:** 6300-01 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 4,875.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 243750.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
9/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6300 01/19 **Section:** 6300-02 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 4,875.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 243750.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
9/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6300 01/19 **Section:** 6300-03 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 4,875.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 243750.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
9/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6300 01/19 **Section:** 6300-04 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19428.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
9/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6300 01/19 **Section:** 6300-05 **Surface:** APC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18294.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑ X	(Funded via AIP)
9/1/1991	NC-IN	New Construction - Initial	0.00	0.00	☑ X	(Funded via AIP)

Network: Kodiak Airport **Branch:** 6300 01/19 **Section:** 6300-07 **Surface:** AC

L.C.D. 8/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	NC-IN	New Construction - Initial	0.00	0.00	☑ X	

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
New Construction - Initial	36	4,399,012.00	2.00	3.27
Overlay - AC Structural	1	168,504.00	2.00	0.00
Overlay - AC Thin	6	481,155.00	1.67	0.75
Surface Reconstruction - AC	19	3,214,348.00	3.58	1.04
Surface Seal - Fog Seal	1	18,490.00	0.00	0.00

PHYSICAL PROPERTY DATA

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway A 100	0100-01	4	P-401	7.5	PCC			SP-SM	8
Taxiway B 200	0200-01	4	P-401	7.5	PCC			SM	8
Taxiway C 300	0300-01	2	P-401	7	PCC			SM	8
	0300-02	4	P-401	7.5	PCC			SP-SM	8
Taxiway D 400	0400-01	2	P-401	7	PCC			SP-SM	8
Taxiway E 500	0500-01	2	P-401	7	PCC			SP-SM	8
	0500-02	2	P-401	7	PCC			SP-SM	8
Taxiway F 600	0600-01	3	P-401	7	PCC			SP-SM	8
	0600-02	4	P-401	12	P-209			SP-SM	8
	0600-03	2	P-401	7	PCC			SP-SM	8
GA Taxilane 700	0700-01	2	P-401	6	P-209			SP-SM	8
Terminal Apron 4100	4100-01A	4	P-401	12	P-209			SP-SM	8
	4100-01B	4	P-401	12	P-209			SP-SM	8
	4100-01C	2	P-401	6	P-209			SP-SM	8
	4100-HS		PCC	-	-			SP-SM	8
East GA Apron 4110	4110-01	2	P-401	6	P-209			SP-SM	8
West GA Apron 4120	4120-01	2	P-401	6	P-209			SP-SM	8

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Runway 8-26 6100	6100-01	4	P-401	10 6.2	FATB PCC			SP-SM	8
	6100-02	4	P-401	10 6.2	FATB PCC			SP-SM	8
	6100-03	4	P-401	10 6.2	FATB PCC			SP-SM	8
	6100-04	2	P-401	2	P-209	12	P-154	SP-SM	8
Runway 11-29 6200	6200-01	2	P-401	7.5	PCC			SP-SM	8
	6200-02	2	P-401	7.5	PCC			SP-SM	8
	6200-03	2	P-401	7.5	PCC			SP-SM	8
	6200-04	2	P-401	7.5	PCC			SP-SM	8
	6200-05	2	P-401	7.5	PCC			SP-SM	8
	6200-06	2	P-401	7.5	PCC			SP-SM	8
	6200-07P1	4	P-401	2.6 6.6	P-401 PCC			SP-SM	8
	6200-07P2	2	P-401	4.6 5.6	P-401 PCC			SP-SM	8
Runway 1-19 6300	6300-01	4	P-401	10 6.75	FATB PCC			SP-SM	8
	6300-02	4	P-401	10 6.75	FATB PCC			SP-SM	8
	6300-03	4	P-401	10 6.75	FATB PCC			SP-SM	8
	6300-04	4	P-401	8 18 6.75	FATB P-209 PCC			SP-SM	8
	6300-05	4	P-401	8 18 6.75	FATB P-209 PCC			SP-SM	8
	6300-07	2	P-401	2	P-209	12	P-154	SP-SM	8

Notes:
1. FATB = Foamed Asphalt Treated Base

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	SWL-2	1,745	100.00	26	47	92
2	S-3	2,800	95.00	47	78	146
3	Cessna 206	3,612	95.00	52	477	977
4	S-5	5,100	95.00	51	331	771
5	PA-32-300	3,400	95.00	50	5,649	11,416
6	S-15	17,637	95.00	59	188	719
7	Cessna 208B	8,750	95.00	75	1,068	2,647
8	S-5	6,250	95.00	63	1,617	4,068
9	S-10	10,450	95.00	52	5	15
10	D-15	17,120	95.00	63	1,646	8,879
11	King Air B200	12,590	95.00	98	144	561
12	Saab 340B	29,000	95.00	55	334	2,226
13	D-50	50,706	95.00	81	25	175
14	Dash 8 Series 100	34,700	94.40	131	2,168	10,815
15	Dash 8 Series 400	64,700	93.00	227	232	1,168
16	D-50	50,265	95.00	80	150	1,047
17	B737-100	111,000	92.00	157	20	135
18	B737-300	140,000	90.80	201	6	40
19	B737-400	150,500	93.80	185	465	3,353
20	B737-7 MAX	177,500	93.60	204	634	4,565
21	MD-83	161,000	94.80	195	8	60
22	DC9-51	122,000	94.00	172	6	42
23	L-100-20	155,801	96.40	104	15	159
24	B737-800	174,700	93.60	204	460	3,290
25	D-50	50,706	95.00	81	136	953
26	S-10	7,500	95.00	38	516	1,394

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
1-19	B737-7 MAX	410,037	12,000	20.8	1.0	1424/F/C/W/T
8-26	B737-7 MAX	382,358	12,000	20.2	1.0	1301/F/C/W/T
11-29	B737-7 MAX	254,042	12,000	12.2	1.0	739/F/C/W/T

PCR CALCULATION NOTES

- 1% traffic growth assumed.
- Total annual airport traffic is assumed to apply for each runway.
- Subgrade strength reduction for frost applied.
- SWL-2, S-3, S-5, S-10 and S-25 refer to “generic” single gear aircraft modeled in FAARFIELD.
- D-15 and D-50 refer to “generic” dual gear aircraft modeled in FAARFIELD.

REFERENCES

Year	Project No.	Document Title
2014	3-02-0158-017, 53587, 57474	RSA Extension and Devils Creek Culvert Repair. As-Built Plans
2011	3-02-0158-013, 52739	Improvements, As-Built Plans
2011	3-02-0158-013, 52739	Engineering Design Report
2011	52739	Geological Report RW 7-25, RW 18-36, TW B, and Aprons
2000	3-02-0158-08, 52228	Resurfacing, As-Builts
1999	52228	Geological Report, TW B, C, D, E and Main Apron
1989	3-02-0158-04, 57837	Airport Signage
1988	3-02-0158-03, 57111	Runway 7-25 Asphalt Overlay, As-Built Plans
1983	3-02-158-03	Runway Lighting
1981	6-02-0158-03	Apron Expansion, Taxiway and Service Roads
1981		Geology Report for Apron Expansion
1977	6-02-0158-02	Runway Overlay, As-Built Plans
1976		RW 7-25 Geology Report
1974	8-02-0158-01	Apron and Sewer Expansion