Alaska DOT&PF

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

Pavement Inspection Report
McGrath Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
McGrath Airport	MCG	PAMC	62° 57' 10.0221" N	155° 36' 25.373" W	342.7

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
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McGrath Airport

Airport Code: MCG
Site Number: 50467.*A

Pavement Condition Index (PCI)

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

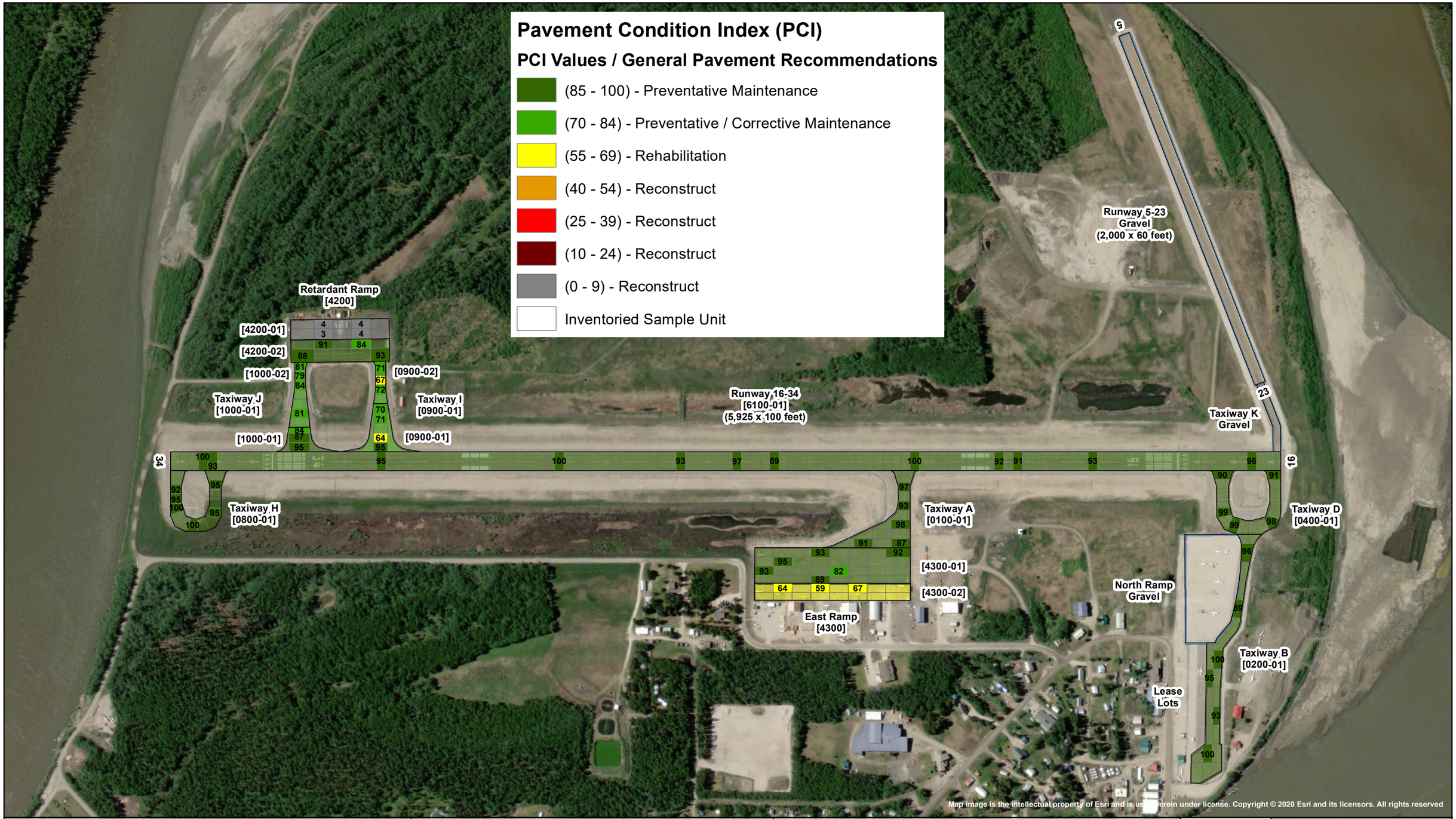
W N E S

2023 Pavement Inspection Results

0 350 700 1,400
Feet

Map Created by Duval Engineering
for AK DOT&PF

Map 1 of 6



McGrath Airport

Airport Code: MCG
Site Number: 50467.*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

2023 Pavement Inspection Results

0 350 700 1,400
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6

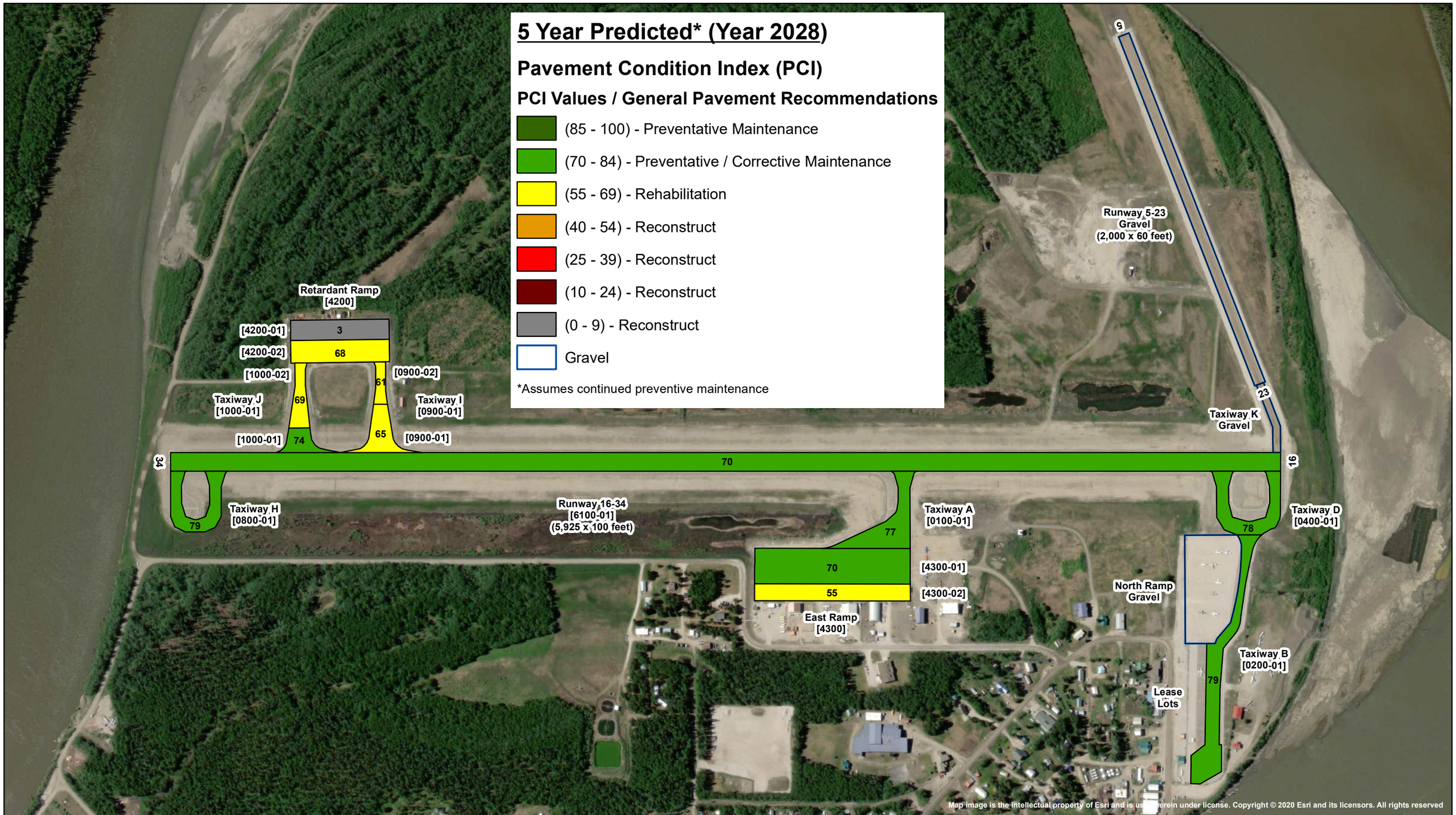
5 Year Predicted* (Year 2028)

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
- Gravel

*Assumes continued preventive maintenance



McGrath Airport

Airport Code: MCG
Site Number: 50467.*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

2023 Pavement Inspection Results

0 350 700 1,400
Feet

Map Created by Duval Engineering
for AK DOT&PF

Map 3 of 6

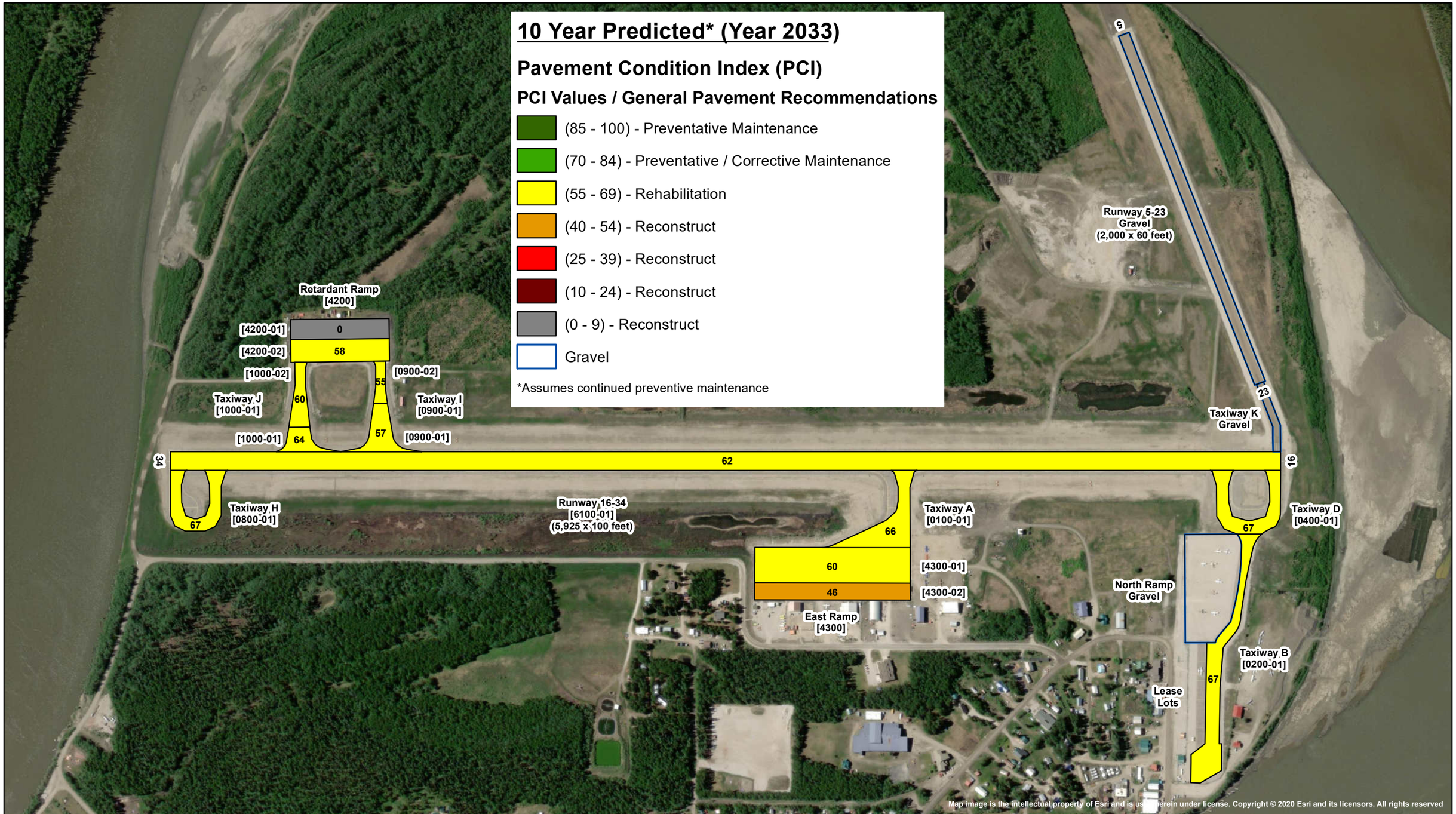
10 Year Predicted* (Year 2033)

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
- Gravel

*Assumes continued preventive maintenance



McGrath Airport

Airport Code: MCG
Site Number: 50467.*A

10 Year Predicted
Pavement Condition Index (PCI)

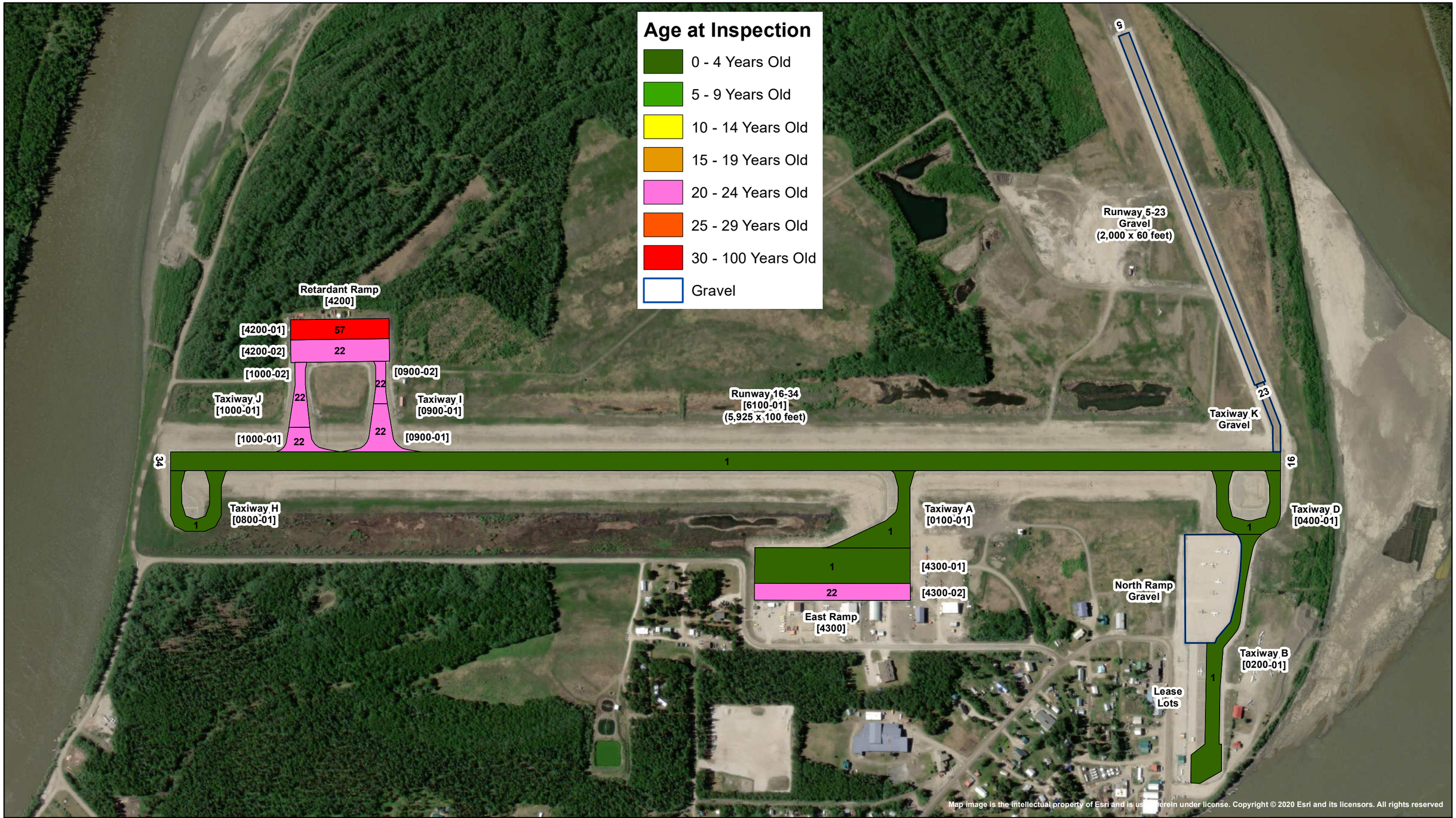
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2023 Pavement Inspection Results

0 350 700 1,400
Feet

Map Created by Duval Engineering
for AK DOT&PF

Map 4 of 6



McGrath Airport

Airport Code: MCG
Site Number: 50467.*A

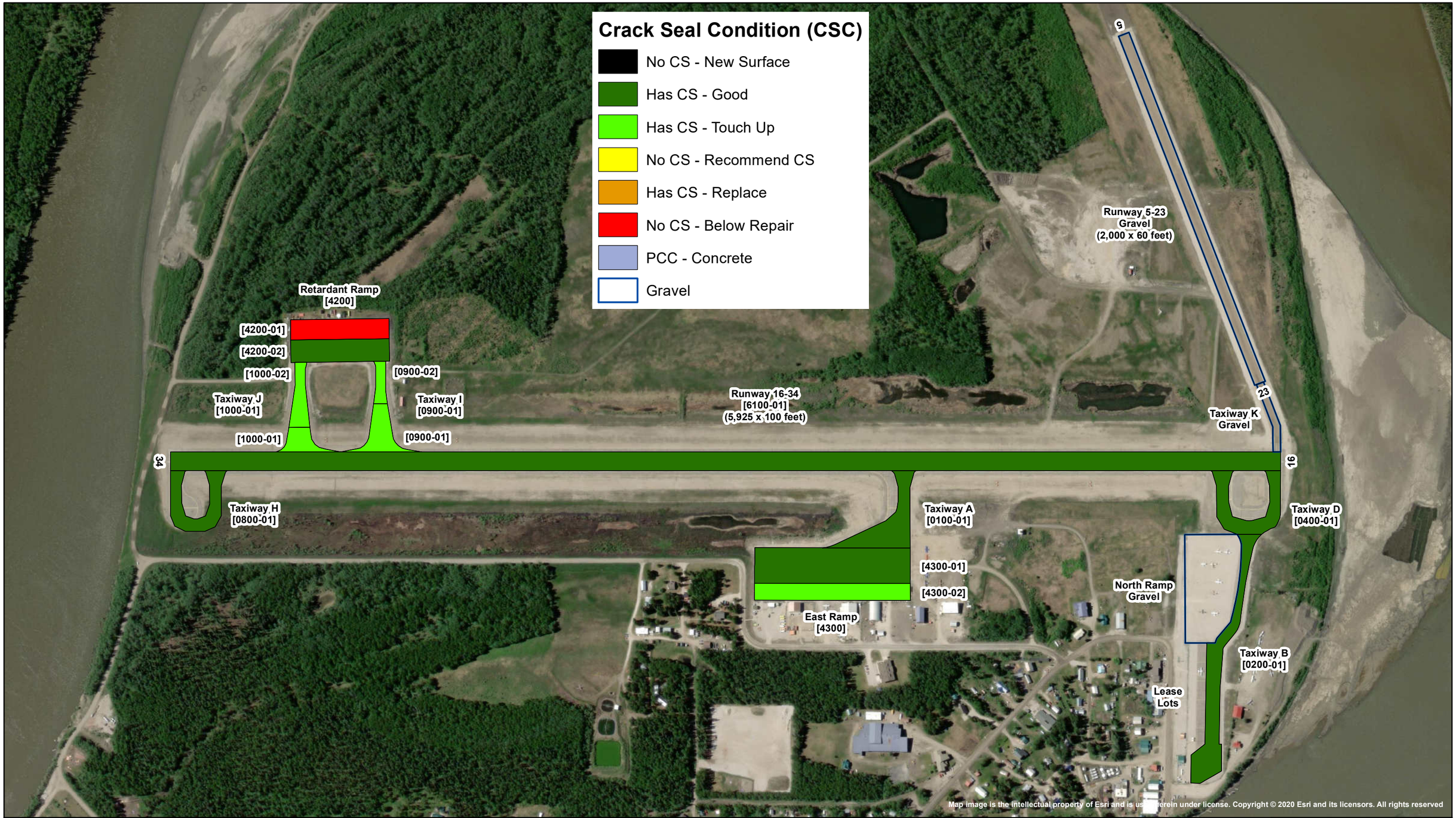
Pavement Age at Inspection

2023 Pavement Inspection Results

0 350 700 1,400
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



McGrath Airport

Airport Code: MCG
Site Number: 50467.*A

Pavement Crack Seal Condition (CSC)

W S N E

2023 Pavement Inspection Results

0 350 700 1,400

Feet

Map Created by Duval Engineering for AK DOT&PF

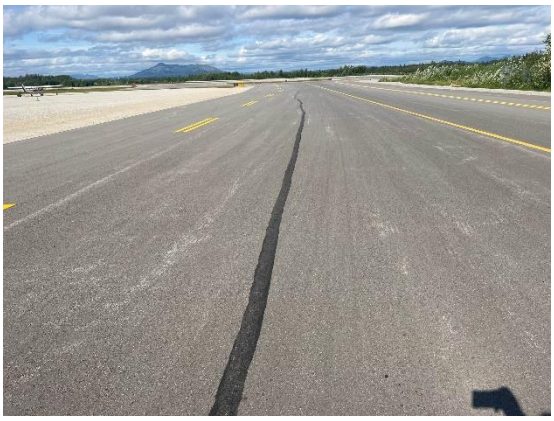
Map 6 of 6

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	62,730	93

Taxiway A was constructed in 2001 and reconstructed in 2022 with 4" HMA and 8" foamed asphalt treated base. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity bleeding and low severity longitudinal and transverse cracking. Field observations include the application of crack seal on the paving joints which can cause large quantities of cracking to be recorded for a pavement that is only one year old.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	101,990	96

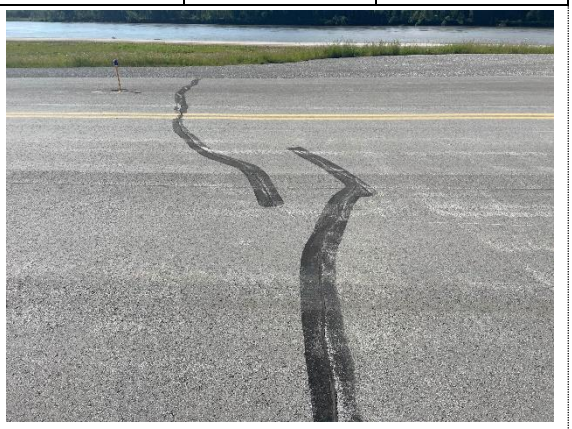


Taxiway B was constructed in 2007 and reconstructed in 2022 with 4" HMA and 8" foamed asphalt treated base. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking and low severity patching. Field observations include several transverse cracks beginning to reflect through the overlay and the application of crack seal on the paving joints which can cause large quantities of cracking to be recorded for a pavement that is only one year old.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	1	57,852	95

Taxiway D was constructed in 2001 and reconstructed (including realignment) in 2022 with 4" HMA and 8" foamed asphalt treated base. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking and low severity patching. Field observations include several transverse cracks beginning to reflect through the overlay and patching for the core samples that were taken from the section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0800	Taxiway H	Taxiway	1	50,513	96



Taxiway H (formerly Taxiway C) was constructed in 2001 and reconstructed in 2022 with 4" HMA and 8" foamed asphalt treated base. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include several transverse cracks beginning to reflect through the overlay and the application of crack seal on the paving joints which can cause large quantities of cracking to be recorded for a pavement that is only one year old.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0900	Taxiway I	Taxiway	2	47,251	74

Taxiway I was constructed in 1976 and received a 4-in overlay in 2001. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include low spots where dirt and sand has collected as well as standing water after a rainstorm. Also, the cracks are starting to open back up and could use another round of sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1000	Taxiway J	Taxiway	2	46,289	85

Taxiway J was constructed in 1976 and received a 4-in overlay in 2001. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations include areas of standing water across the taxiway. Also, the cracks are starting to open back up and could use another round of sealant.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	Retardant Ramp	Apron	2	119,700	49

AC Section 4200-01 (4 PCI)


Section 4200-01 of the Retardant Ramp was constructed in 1966 and has not received any major work since. Annual crack seal operations have not been performed on the section. The most common distresses observed are medium severity alligator cracking, high severity block cracking, and medium to high severity raveling. Field observations include a pavement surface that is completely deteriorating away and there is significant FOD potential.

AC Section 4200-02 (89 PCI)


Section 4200-02 of the Retardant Ramp was constructed in 1976 and received a 3-in overlay in 2001. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity depression, low severity longitudinal and transverse cracking, and low severity weathering. Field observations include wearing of the coal tar treatment leading to the initial loss of the fine aggregate matrix.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	East Ramp	Apron	2	232,653	82

AC Section 4300-01 (91 PCI)

Section 4300-01 of the East Ramp was constructed in 2001 and reconstructed in 2022 with 4" HMA and 8" foamed asphalt treated base. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity bleeding, low severity longitudinal and transverse cracking, and low severity oil spillage. Field observations include several transverse cracks beginning to reflect through the overlay and the application of crack seal on the paving joints which can cause large quantities of cracking to be recorded for a pavement that is only one year old. Also, large quantities of oil spillage can be seen across the apron.

AC Section 4300-02 (63 PCI)

East Ramp Section 4300-02 was constructed in 2001 but was not reconstructed in 2022. Annual crack seal operations have been performed on the branch. The most common distresses observed are low severity block cracking, low to medium severity longitudinal and transverse cracking, low severity oil spillage, low severity raveling, and low severity weathering. Field observations include new cracking, an increase severity of existing cracks, and the loss of the fine aggregate from the pavement surface.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 16/34	Runway	1	592,500	95




Runway 16/34 was initially constructed in 1976, underwent complete reconstruction in 2001, and again was reconstructed in 2022 with 4” HMA and 8” foamed asphalt treated base. Annual crack seal operations have been performed on the branch since construction. The most common distresses observed are low severity longitudinal and transverse cracking. Field observations include several transverse cracks beginning to reflect through the overlay.

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	400	60	62,730	TAXIWAY	93.00	0.00	93.00
0200	1	1,340	75	101,990	TAXIWAY	96.00	0.00	96.00
0400	1	820	70	57,852	TAXIWAY	95.00	0.00	95.00
0800	1	720	70	50,513	TAXIWAY	96.00	0.00	96.00
0900	2	480	100	47,251	TAXIWAY	72.50	2.50	73.61
1000	2	480	100	46,289	TAXIWAY	85.00	4.00	84.56
4200	2	1,050	114	119,700	APRON	46.50	42.50	48.74
4300	2	1,660	140	232,653	APRON	77.00	14.00	81.99
6100	1	5,925	100	592,500	RUNWAY	95.00	0.00	95.00

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	352,353	61.75	35.12	70.70
RUNWAY	1	592,500	95.00	0.00	95.00
TAXIWAY	8	366,625	86.88	9.58	91.00
ALL	13	1,311,478	79.77	24.19	87.35

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	8/1/2022	AC	TAXIWAY	A	62,730	7/17/2023	1	93
0200	0200-01	8/1/2022	AAC	TAXIWAY	A	101,990	7/17/2023	1	96
0400	0400-01	8/1/2022	AC	TAXIWAY	A	57,852	7/17/2023	1	95
0800	0800-01	8/1/2022	AC	TAXIWAY	A	50,513	7/17/2023	1	96
0900	0900-01	8/1/2001	AAC	TAXIWAY	A	34,161	7/17/2023	22	75
0900	0900-02	6/3/2001	AAC	TAXIWAY	A	13,090	7/17/2023	22	70
1000	1000-01	9/1/2001	AC	TAXIWAY	A	20,589	7/17/2023	22	89
1000	1000-02	8/1/2001	AAC	TAXIWAY	A	25,700	7/17/2023	22	81
4200	4200-01	6/15/1966	AC	APRON	A	56,700	7/17/2023	57	4
4200	4200-02	8/1/2001	AAC	APRON	A	63,000	7/17/2023	22	89
4300	4300-01	8/1/2022	AC	APRON	A	157,815	7/17/2023	1	91
4300	4300-02	8/1/2001	AC	APRON	A	74,838	7/17/2023	22	63
6100	6100-01	8/1/2022	AC	RUNWAY	A	592,500	7/17/2023	1	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	1,023,400	6	94.33	1.80	94.41
21-25	22	231,378	6	77.83	9.56	76.56
50+	57	56,700	1	4.00	0.00	4.00
ALL	15	1,311,478	13	79.77	24.19	87.35

Work History Report

Pavement Database: Alaska

Network: McGrath Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:**AC
L.C.D. 8/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 400.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 62730.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	, 4" of HMA over 8" of FATB(Funded
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:**AC
L.C.D. 8/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 1,340.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 101990.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	, 4" of HMA over 8" of FATB(Funded
7/1/2007	HI-AG	New Construction	0.00	24.00	☑	6" Crushed Aggregate Base Course, 1
7/1/2007	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:**AC
L.C.D. 8/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 820.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 57852.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	, 4" of HMA over 8" of FATB(Funded
8/1/2001	HI-AG	New Construction	0.00	28.00	☑	12" Crushed Aggregate Base Course,
8/1/2001	NC-IN	New Construction - Initial	0.00	4.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 0800 South Turn Around **Section:** 0800-01 **Surface:**AC
L.C.D. 8/1/2022 **Use:** TAXIWAY **Rank:** T **Length:** 720.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 50513.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	, 4" of HMA over 8" of FATB(Funded
8/1/2001	HI-AG	New Construction	0.00	28.00	☑	12" Crushed Aggregate Base Course,
8/1/2001	NC-IN	New Construction - Initial	0.00	4.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 0900 Taxiway I **Section:** 0900-01 **Surface:**AAC
L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** T **Length:** 255.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 34161.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	PA-AL	Patching - AC Leveling	0.00	0.00	☐	(Funded via AIP)
8/1/2001	OL-AS	Overlay - AC Structural	0.00	4.00	☑	(Funded via AIP)
6/15/1976	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 0900 Taxiway I **Section:** 0900-02 **Surface:**AAC
L.C.D. 6/3/2001 **Use:** TAXIWAY **Rank:** T **Length:** 225.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 13090.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/3/2001	HI-AG	New Construction	0.00	28.00	☑	12" Crushed Aggregate Base Course,
6/3/2001	NC-IN	New Construction - Initial	0.00	4.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 1000 Taxiway J **Section:** 1000-01 **Surface:**AC

L.C.D. 9/1/2001 **Use:** TAXIWAY **Rank:** T **Length:** 130.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 20589.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	PA-AL	Patching - AC Leveling	0.00	0.00	☐	(Funded via AIP)
9/1/2001	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	(Funded via AIP)
8/1/2001	OL-AS	Overlay - AC Structural	0.00	4.00	☑	(Funded via AIP)
6/15/1976	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 1000 Taxiway J **Section:** 1000-02 **Surface:**AAC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** T **Length:** 350.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 25700.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	HI-AG	New Construction	0.00	28.00	☑	12" Crushed Aggregate Base Course,
8/1/2001	NC-IN	New Construction - Initial	0.00	4.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 4200 Retardant Ramp **Section:** 4200-01 **Surface:**AC

L.C.D. 6/15/1966 **Use:** APRON **Rank:** T **Length:** 525.00 (Ft) **Width:** 108.00 (Ft) **True Area:** 56700.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/15/1966	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 4200 Retardant Ramp **Section:** 4200-02 **Surface:**AAC

L.C.D. 8/1/2001 **Use:** APRON **Rank:** T **Length:** 525.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 63000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	SS-CT	Surface Seal - Coal Tar	0.00	0.00	☐	(Funded via AIP)
8/1/2001	OL-AS	Overlay - AC Structural	0.00	3.00	☑	(Funded via AIP)
8/1/1976	OL-AS	Overlay - AC Structural	0.00	2.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 4300 East Ramp **Section:** 4300-01 **Surface:**AC

L.C.D. 8/1/2022 **Use:** APRON **Rank:** T **Length:** 830.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 157815.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	, 4” of HMA over 8” of FATB(Funded
8/1/2001	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 4300 East Ramp **Section:** 4300-02 **Surface:**AC

L.C.D. 8/1/2001 **Use:** APRON **Rank:** T **Length:** 830.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 74838.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	3.00	☑	(Funded via AIP)

Network: McGrath Airport **Branch:** 6100 16/34 **Section:** 6100-01 **Surface:**AC

L.C.D. 8/1/2022 **Use:** RUNWAY **Rank:** T **Length:** 5,925.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 592500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	, 4” of HMA over 8” of FATB(Funded
8/1/2001	CR-AC	Complete Reconstruction - AC	0.00	28.00	☑	12" Crushed Aggregate Base Course,
8/1/2001	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	Removed 4" and placed 4" Bituminou
6/15/1976	NC-IN	New Construction - Initial	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)
Complete Reconstruction - AC	9	2,228,989.00	4.00	8.64
New Construction	5	249,145.00	27.20	1.60
New Construction - Initial	12	1,248,478.00	2.33	1.70
Overlay - AC Structural	4	180,750.00	3.25	0.83
Patching - AC Leveling	2	54,750.00	0.00	0.00
Surface Seal - Coal Tar	1	63,000.00	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	P-401	8 9	FATB P-209	-	-	SM	8
Taxiway B 0200	0200-01	4	P-401	8 5	FATB P-209	18	P-154	SM	8
Taxiway D 0400	0400-01	4	P-401	8 4	FATB P-209	16	P-154	SM	8
Taxiway H 0800	0800-01	4	P-401	12	FATB P-209	16	P-154	SM	8
Taxiway I 0900	0900-01	4	P-401	12	P-209	16	P-154	SM	8
	0900-02	4	P-401	12	P-209	16	P-154	SM	8
Taxiway J 1000	1000-01	4	P-401	12	P-209	16	P-154	SM	8
	1000-02	4	P-401	12	P-209	16	P-154	SM	8
Retardant Ramp 4200	4200-01	UNK	P-401	UNK	UNK	UNK	UNK	UNK	UNK
	4200-02	UNK	P-401	UNK	UNK	UNK	UNK	UNK	UNK
East Ramp 4300	4300-01	4	P-401	8 11	FATB P-209	-	-	SM	8
	4300-02	3	P-401	12	P-209	-	-	SM	8
Runway 16-34 6100	6100-01	4	P-401	8 4	FATB P-209	18	P-154	SM	8

Notes:

1. FATB = Foamed Asphalt Treated Base
2. UNK = Unknown

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	Beechcraft Bonanza	3,412	95.00	40	4	11
2	S-3	1,800	95.00	30	60	131
3	Cessna 206 Stationair	3,612	95.00	52	426	1,116
4	PA-32-300	3,400	95.00	50	371	960
5	S-15	17,637	95.00	59	6	26
6	Cessna 208B	8,750	95.00	75	168	512
7	S-10	10,450	95.00	52	36	131
8	S-45	45,000	95.00	90	2	10
9	PA-31-325 Navajo C/R	6,536	95.00	66	125	362
10	D-15	17,120	95.00	63	39	246
11	Beech King Air B200	12,590	95.00	98	2	10
12	Saab 340B	29,000	95.00	55	471	3,654
13	B737-100	111,000	92.00	157	129	997
14	B737-300	140,000	90.80	201	46	352
15	B737-400	150,500	93.80	185	32	262
16	DC9-51	122,000	94.00	172	7	56
17	L-100-20	155,801	96.40	104	2	23
18	C-130	155,000	95.00	105	11	128
19	C-17A	585,000	95.00	138	2	42

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
16-34	B737-400	294,448	12,000	36.0	1.0	991/F/C/W/T

PCR CALCULATION NOTES

- 1% traffic growth assumed.
- Subgrade strength reduction for frost applied.
- S-3, S-10, S-15, S-45 and D-15 refers to “generic” aircraft modeled in FAARFIELD.

REFERENCES

Year	Project No.	Document Title
2020	3-02-0176-006, CFAPT00063	Bid Plans Reconstruction and Erosion
2020	3-02-0176-006, CFAPT00063	Engineer Design Report
2020	3-02-0176-006, CFAPT00063	Geological Report
2009		Memo Boeckman Koir Hill Quarry Data
2006	3-02-0176-005, 57701	McGrath Runway and GA Apron Bid
2006	57701	Geological Report for the Runway and GA Apron
2006	3-02-0176-005, 57701	McGrath Runway and GA Apron Bid
2000	3-02-0176-03, 59002	Runway Reconstruction, As-Built
1997	3-02-0176-02, 58157	Heavy Apron, Taxiway A, As-Built
1997	3-02-0176-01, 58157	Geology Report
1976	6-02-0176-01	Runway BST overlay, As-Built
1975		Cold Mix Asphalt R&M lab report
1972		A-C-L-W Airport Study