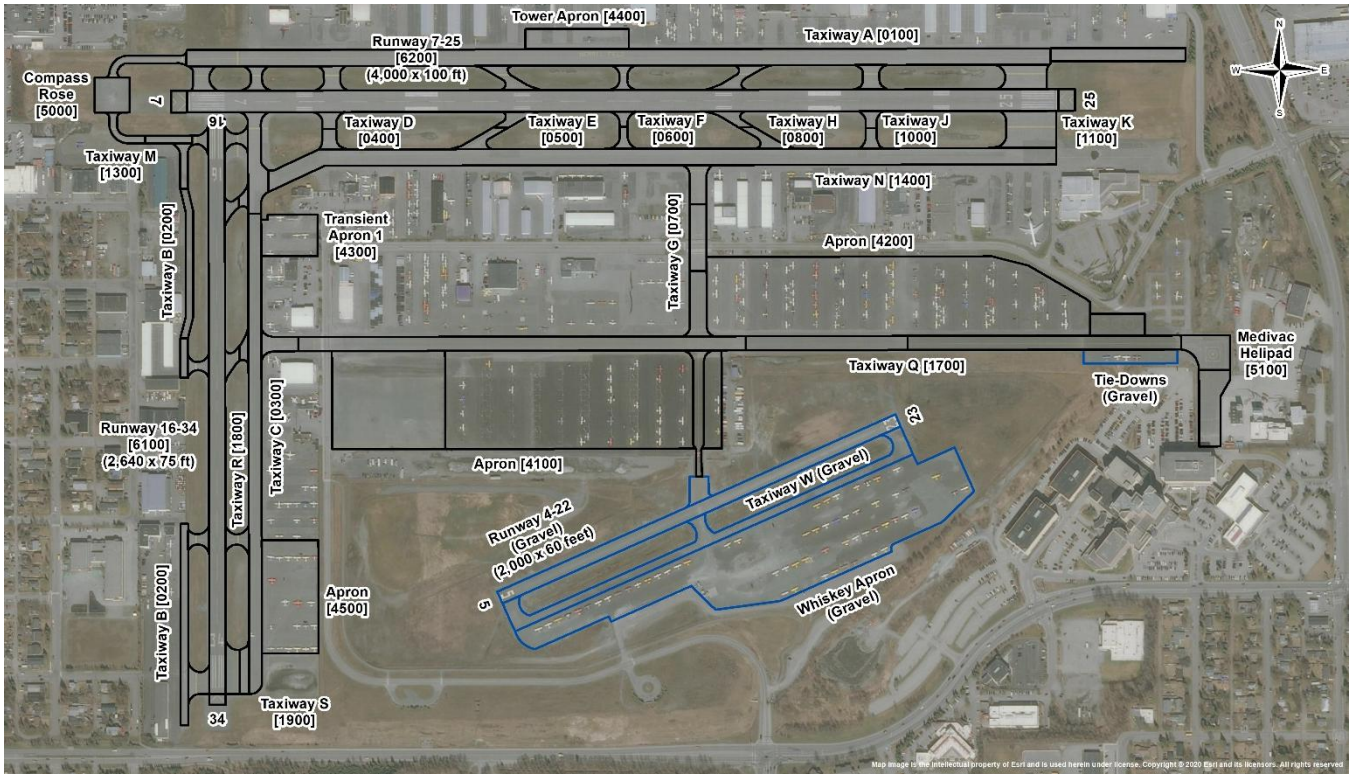
Alaska DOT&PF

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

Pavement Inspection Report
Merrill Field Airport



Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Merrill Field Airport	MRI	PAMR	61° 12' 48.77" N	149° 50' 40.95" W	143.1

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	July 2024	August 2025

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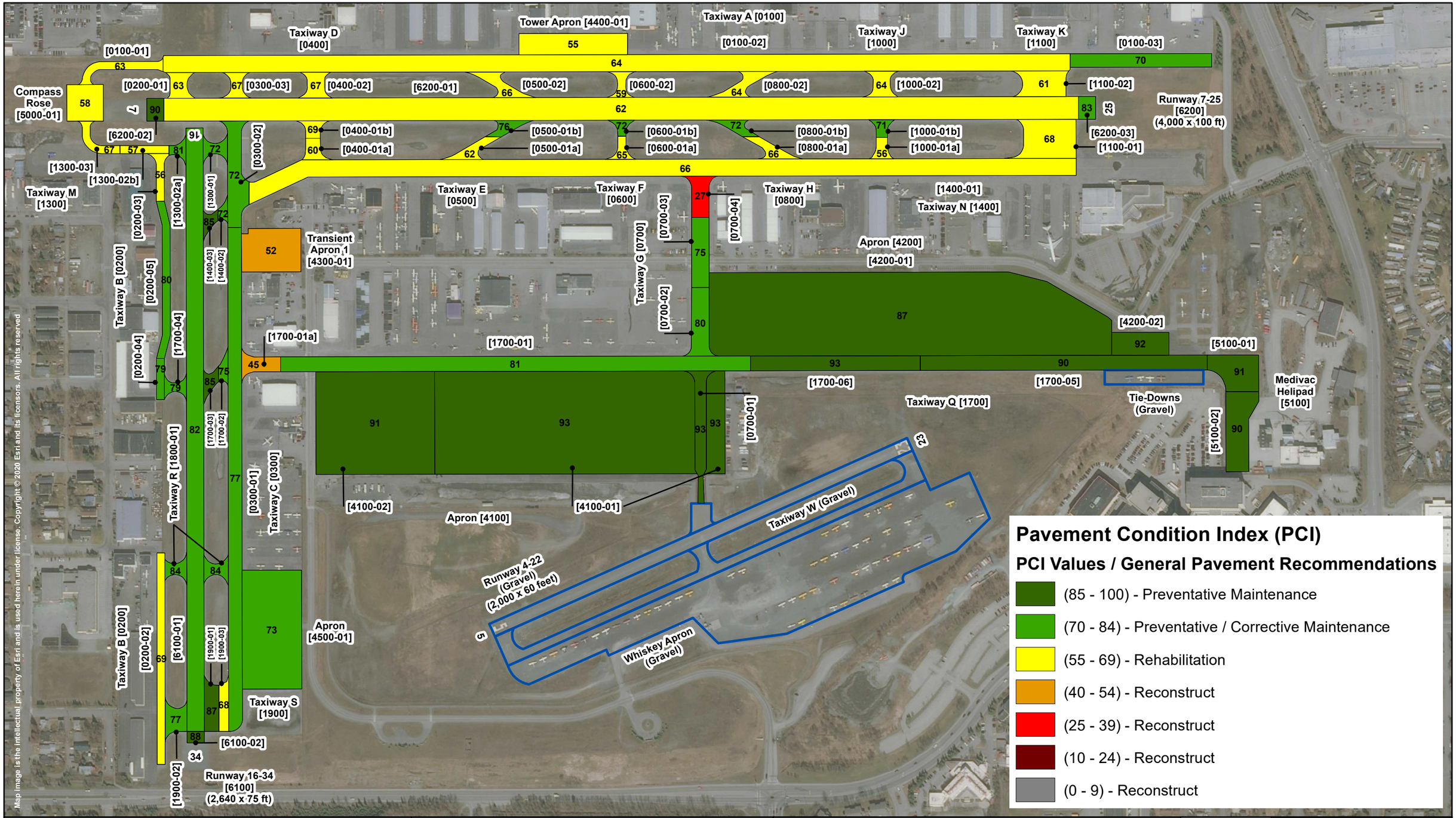


Merril Field Municipal Airport

Airport Code: MRI
Site Number: 50035.*A

Pavement Condition Index (PCI)

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

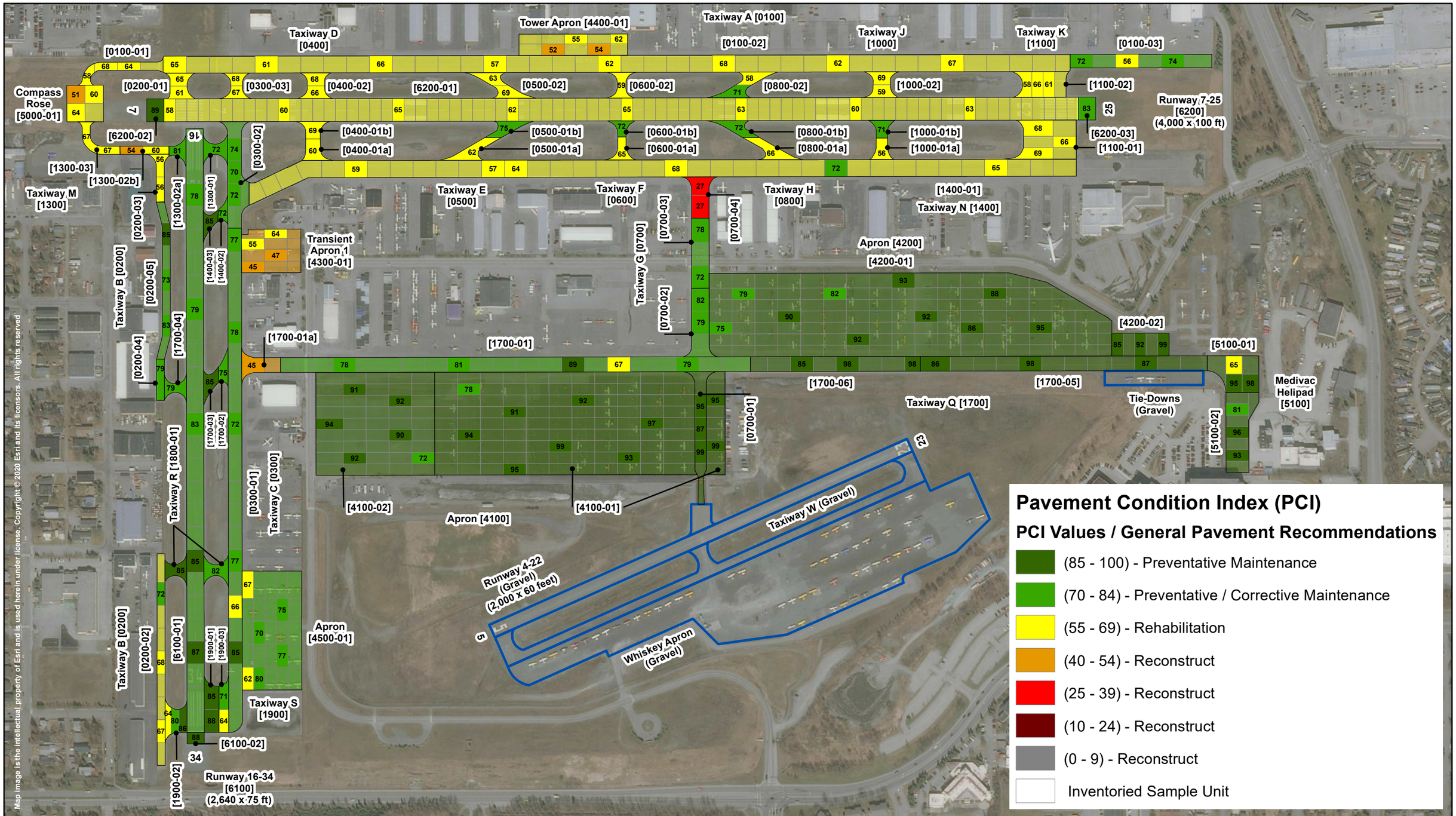
N W E S

2024 Pavement Inspection Results

0 250 500 1,000
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

Merril Field Municipal Airport

Airport Code: MRI
Site Number: 50035.*A

Sample Unit
Pavement Condition Index (PCI)

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

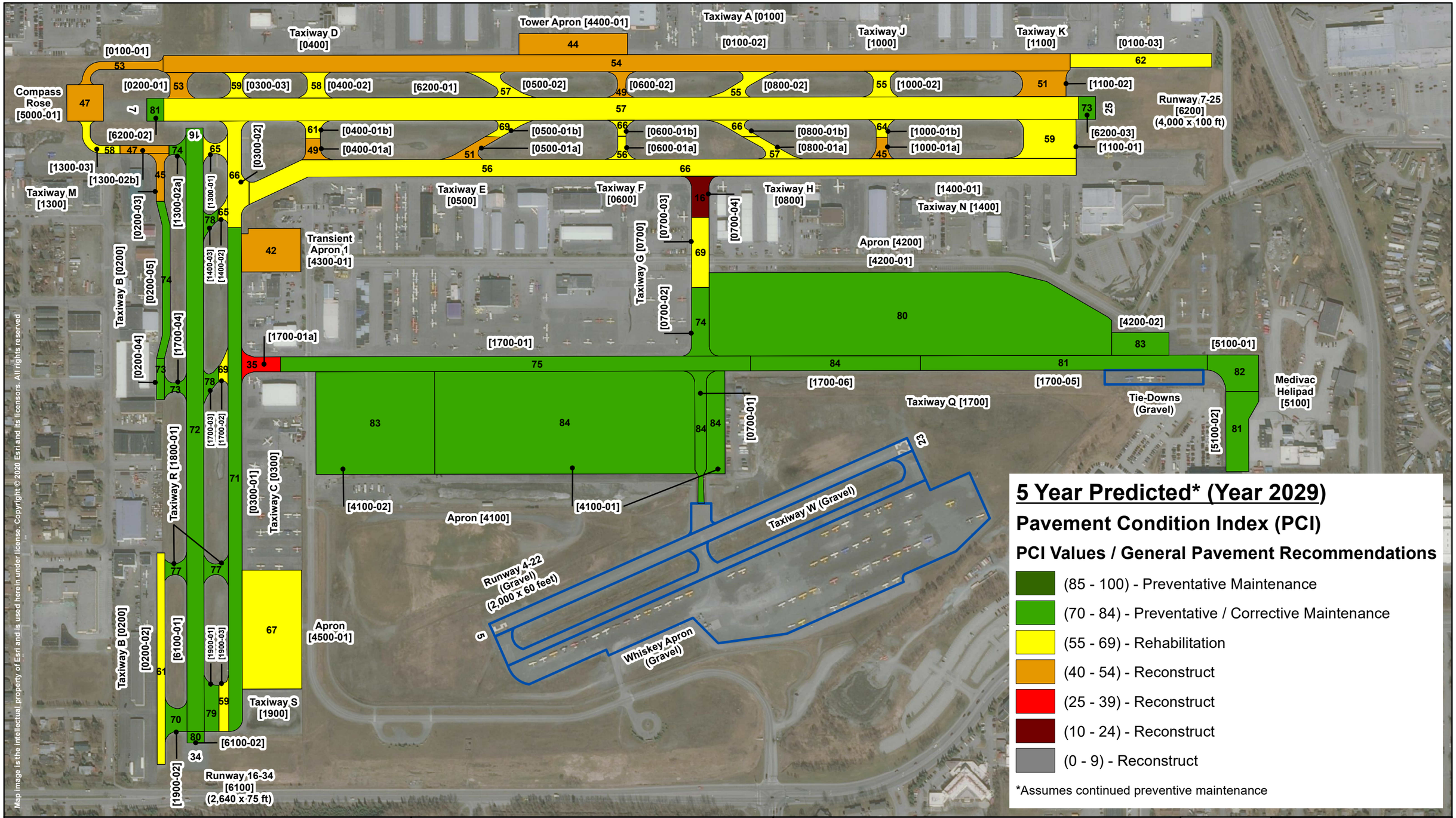
N W E S

2024 Pavement Inspection Results

0 250 500 1,000
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

Merril Field Municipal Airport

Airport Code: MRI
Site Number: 50035.*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

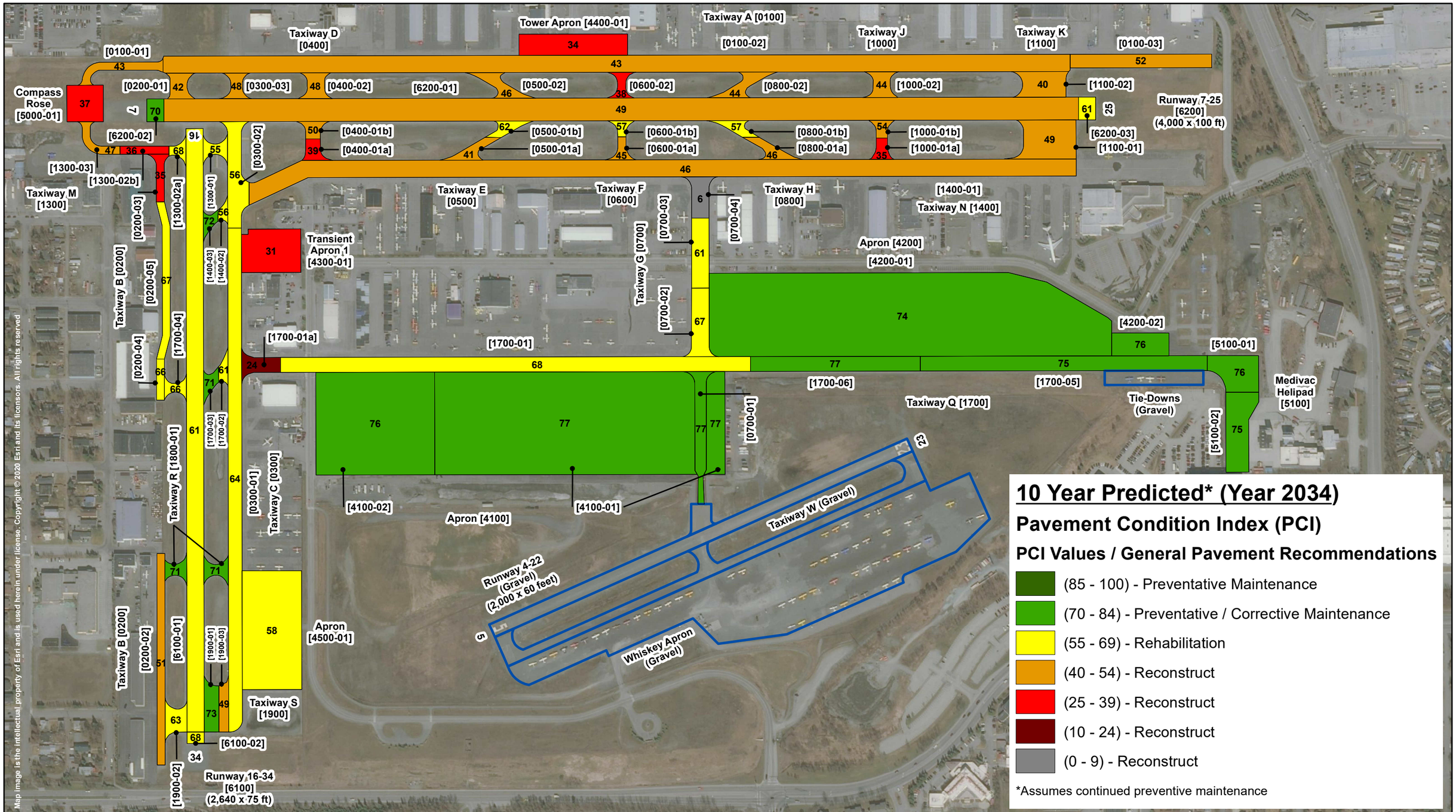
N W E S

2024 Pavement Inspection Results

0 250 500 1,000
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

Merril Field Municipal Airport

Airport Code: MRI
Site Number: 50035.*A

10 Year Predicted Pavement Condition Index (PCI)

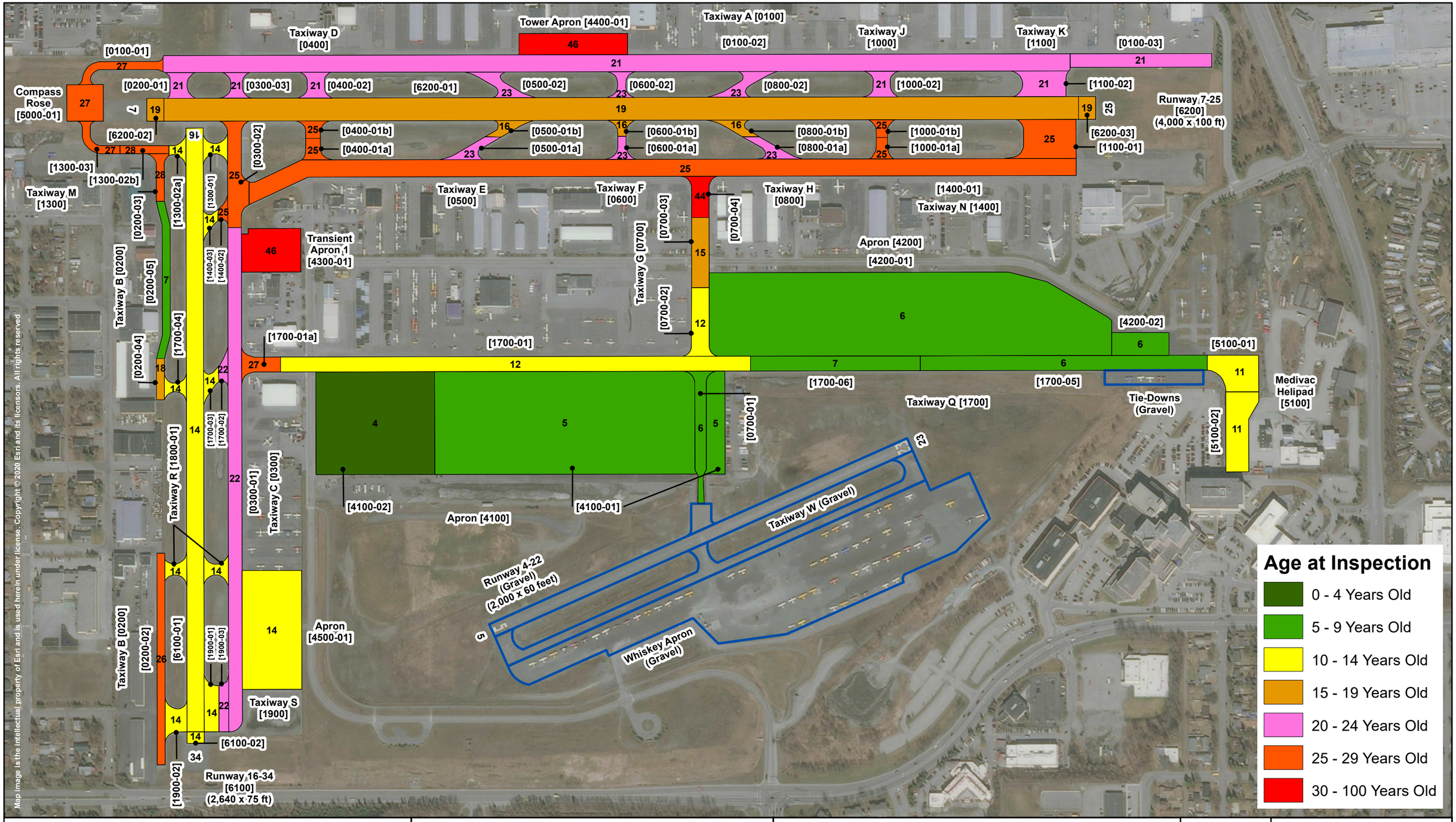
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

N W E S

2024 Pavement Inspection Results

0 250 500 1,000
Feet

Map Created by Duval Engineering for AK DOT&PF



Merril Field Municipal Airport

Airport Code: MRI
Site Number: 50035.*A

Pavement Age at Inspection

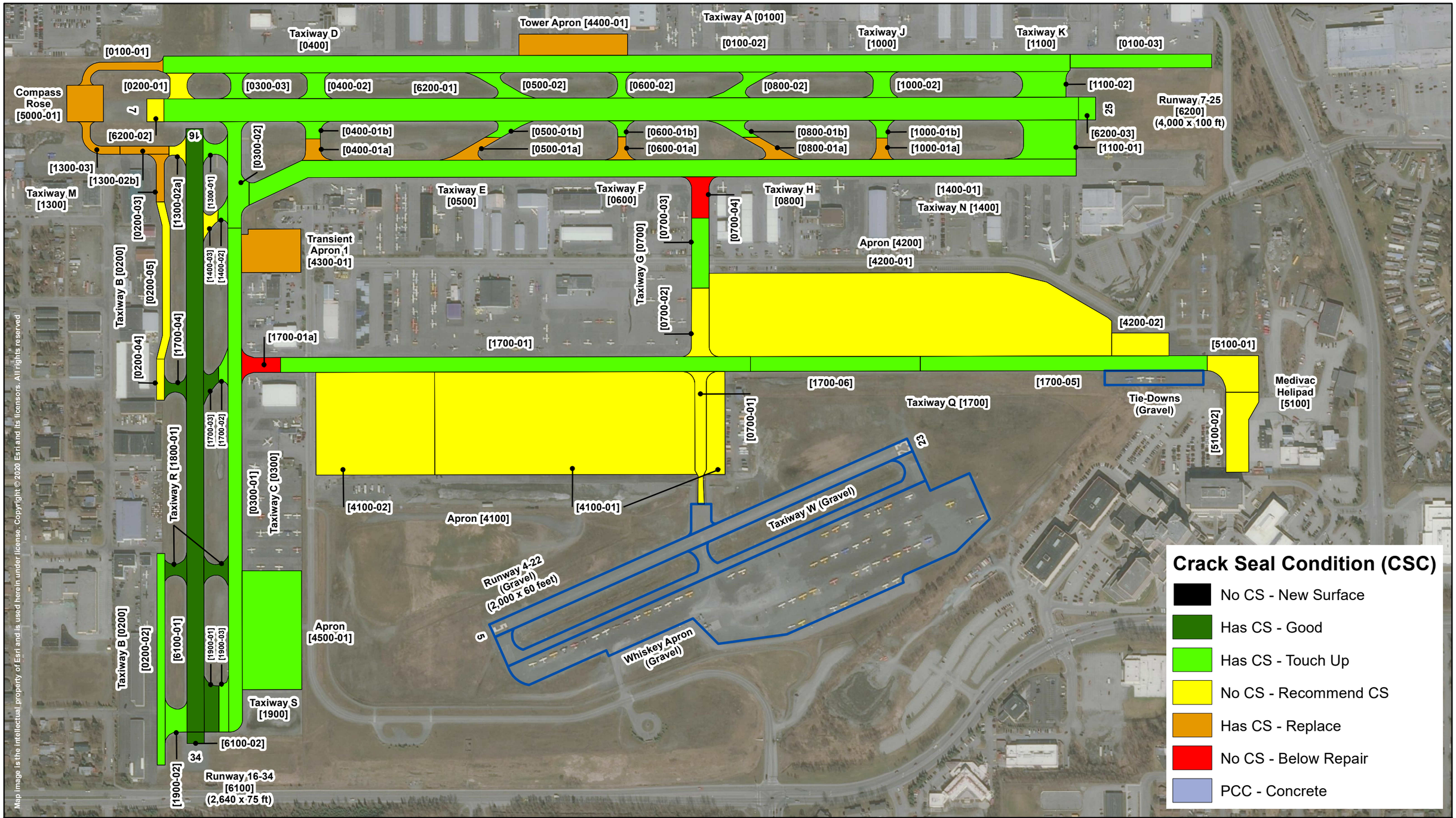
N W E S

2024 Pavement Inspection Results

0 250 500 1,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Merril Field Municipal Airport

Airport Code: MRI
Site Number: 50035.*A

Pavement Crack Seal Condition (CSC)

N W E S

2024 Pavement Inspection Results

0 250 500 1,000
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	3	348,793	64

Taxiway A consists of three sections, of which Section 0100-01 has not undergone any major work since its initial construction in 1997. The pavement surface of Sections 0100-02 and 0100-03 were rehabilitated in 2003. Occasional crack seal operations have been performed on the branch. The most common distresses are low to high severity longitudinal and transverse cracking, low to high severity raveling, and low severity weathering. A significant amount of low and medium severity cracking exists, although many cracks have been sealed. Some high severity cracking was observed. Some of the medium and high severity cracks exhibit localized raveling. Coarse aggregate particles will continue to dislodge from the asphalt concrete (AC) surface at these and similar locations.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	5	80,813	71

Section 0200-01 (63 PCI), 0200-02 (69 PCI), 0200-03 (56 PCI)

Taxiway B consists of five sections, Sections 0200-01 through 0200-05. The pavement surface of Section 0200-01 was rehabilitated in 2003. Sections 0200-02 and 0200-03 have not undergone any major work since their initial construction in 1998 and 1996, respectively. Occasional crack seal operations have been performed on these sections. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Pavement inspectors observed vegetation growing in cracks, even many that have been sealed, indicating that water is infiltrating the cracks.

Section 0200-04 (79 PCI), 0200-05 (80 PCI)

Taxiway B Sections 0200-04 and 0200-05 have not undergone any major work since their initial construction in 2006 and 2017, respectively. Crack seal operations have not been performed on these sections. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Unsealed longitudinal and transverse cracks have the potential to allow vegetative growth similar to the remainder of Taxiway B.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	3	172,598	76

Taxiway C consists of three sections, Sections 0300-01 to 0300-03. The pavement surfaces of these sections were rehabilitated in 2002, 1999, and 2003, respectively. Occasional crack seal operations have been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Most cracks are sealed well, although localized regions of raveling along unsealed cracks exist.

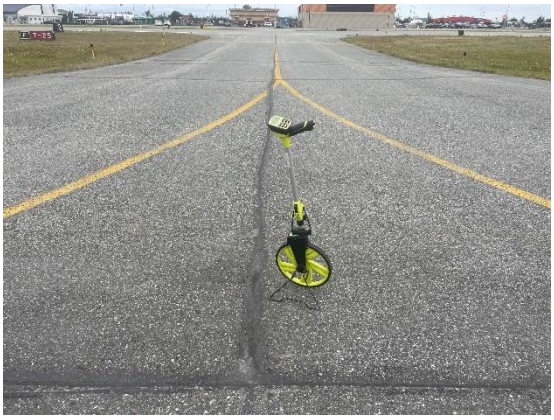
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	3	22,984	65

Taxiway D consists of three sections, Sections 0400-01a, 0400-01b and 0400-02. The pavement surfaces of Sections 0400-01a and 0400-01b were rehabilitated in 1999, while Section 0400-02 received a surface rehabilitation in 2003. Occasional crack seal operations have been performed on the branch. The most common distresses are low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Cracks mostly contain sealant although vegetation is protruding from some cracks of medium and high severity.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	3	27,001	67

Taxiway E was realigned and fully reconstructed in 2001 and consists of three sections, Section 0500-01a, 0500-01b, and 0500-02. The pavement surface of Section 0500-01b was rehabilitated in 2008. No work has been performed on Section 0500-01a and 0500-02 since they were constructed. Crack sealing has occasionally been performed on the branch. The most common distresses are low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Medium and high severity cracks allow water to infiltrate and vegetation to grow through the cracks. Inspectors observed a crack at the connection to Taxiway N has swelled up, allowing the AC surface to be raveled, likely from snowplow operations.

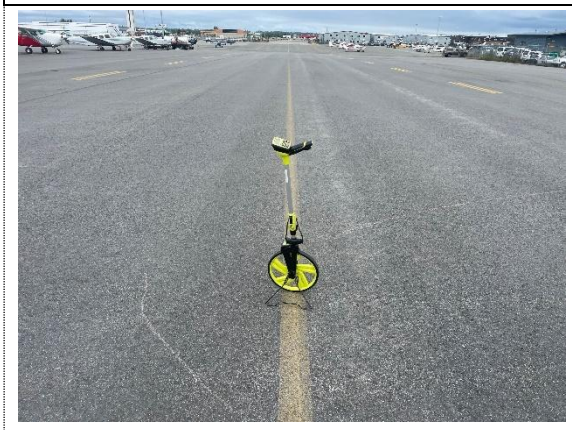
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	3	14,900	65



The three sections of Taxiway F, Section 0600-01a, 0600-01b, and 0600-02, were realigned and reconstructed of AC in 2001. The pavement surface of Section 0600-01b was subsequently rehabilitated in 2008. Crack sealing has occasionally been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Inspectors observed cracks were mostly sealed, although stretches of raveling exist along some cracks.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	4	88,414	74

Section 0700-01 (93 PCI)



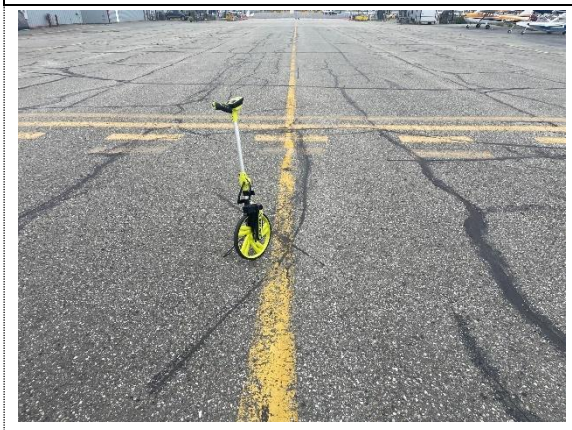
Taxiway G consists of four sections, Sections 0700-01 to 0700-04. Section 0700-01 was completely reconstructed in 2018. Crack sealing has not been performed on section 0700-01. The most common distresses are low to medium severity longitudinal and transverse cracking and low severity weathering. New unfilled cracks have formed and exhibit initial surface deterioration.

Section 0700-02 (80 PCI), 0700-03 (75 PCI)

Taxiway G Sections 0700-02 and 0700-03 were completely reconstructed in 2012 and 2009, respectively. Crack sealing has only been performed on Section 0700-03 north of the access road that crosses the section. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, and low severity weathering. Multiple transverse cracks are developing across the width of the taxiway that remain unsealed. In addition, inspectors noted a full-width patch south of the access road on Section 0700-03.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	4	88,414	74

Section 0700-04 (27 PCI)



No major work has been performed on Taxiway G Section 0700-04 since its initial construction in 1980. Crack sealing has occasionally been performed on the section. The most common distresses are low to medium severity fatigue cracking, low severity block cracking, medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. The pavement surface of this section is highly degraded with a large quantity of load-related distresses throughout.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0800	Taxiway H	Taxiway	3	26,844	67

Taxiway H was realigned and fully reconstructed in 2001 and consists of three sections, Section 0800-01a, 0800-01b, and 0800-02. Major work has been performed only on Section 0800-01b, which received a surface rehabilitation in 2008. Occasional crack seal operations have been performed on the branch. The most common distresses are low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Pavement inspectors observed that cracks are mostly sealed with some vegetation noted. In addition, inspectors noted raveling around a raised crack at the connection to Taxiway A, likely from snowplow operations.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1000	Taxiway J	Taxiway	3	20,592	64

Taxiway J consists of three sections, Sections 1000-01a, 1000-01b and 1000-02. Sections 1000-01a and 1000-01b were most recently rehabilitated in 1999 while Section 1000-02 was rehabilitated in 2003. Crack sealing has occasionally been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Cracks are mostly sealed with some areas of raveling noted. Inspectors noted a swelled crack that is raveling near the connection to Taxiway N parallel to the taxiway, likely from snowplow maintenance.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1100	Taxiway K	Taxiway	2	63,331	65

Taxiway K consists of Sections 1100-01 and 1100-02, both of which were constructed of AC in 1978. The pavement surface of Section 1100-01 was rehabilitated in 1999, while that of Section 1100-02 was rehabilitated in 2003. Crack sealing has occasionally been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Inspectors observed that cracks are mostly sealed, although localized areas of raveling exist along some cracks.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1300	Taxiway M	Taxiway	4	27,852	68

Section 1300-01 (72 PCI), 1300-02a (81 PCI)

Taxiway M consists of four sections, Sections 1300-01, 1300-02a, 1300-02b and 1300-03. Sections 1300-01 and 1300-02a received a mill and overlay in 2010 and since that time, crack sealing has occasionally been performed on these sections. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, and low severity weathering. The pavement on these sections exhibits both filled and unfilled cracks, along with a notable oil spill on Section 1300-01 near the hold-short line for Runway 16/34.

Section 1300-02b (57 PCI), 1300-03 (67 PCI)

No major work has been performed on Taxiway M Sections 1300-02b and 1300-03 since their initial construction in 1996 and 1997, respectively. Crack sealing has occasionally been performed on these sections. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Considerable cracking exists, but most cracks are sealed. Stretches of raveling exist along some cracks, with vegetation protruding through the crack sealant in many instances. Inspectors observed a medium severity depression on Section 1300-02b west of its connection to Taxiway B.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1400	Taxiway N	Taxiway	3	282,048	66

Section 1400-01 (66 PCI), 1400-02 (72 PCI)

Taxiway N consists of three sections, Sections 1400-01 to 1400-03, which were constructed in 1978. The pavement surfaces of Sections 1400-01 and 1400-02 were rehabilitated in 1999. Crack sealing has occasionally been performed on these two sections. The most common distresses are low severity fatigue cracking, low to high severity longitudinal and transverse cracking, low severity patching, low to medium severity raveling, and low severity weathering. The fatigue cracks and longitudinal and transverse cracks are mostly sealed with localized areas of raveling along some cracks. High severity cracks exist with the most significant on Section 1400-01 Additional Sample Unit 26A east of Taxiway E.

Section 1400-03 (85 PCI)

Taxiway N Section 1400-03 was milled and overlaid in 2010. Crack sealing has not been performed on the section. The most common distresses are low to medium longitudinal and transverse cracking and low severity weathering. Pavement inspectors observed an unfilled crack that spans the width of the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1700	Taxiway Q	Taxiway	7	291,202	84

Section 1700-01 (81 PCI), 1700-05 (90 PCI), 1700-06 (93 PCI)

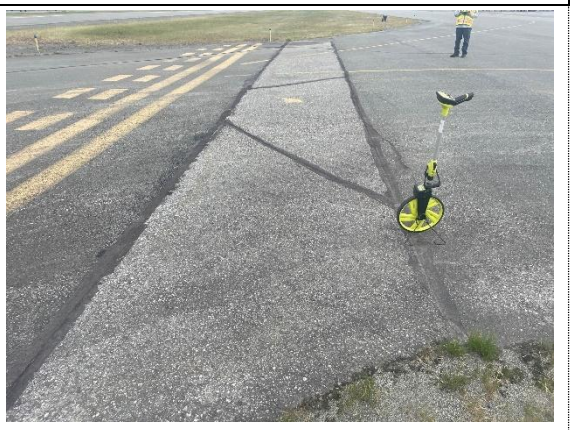
Taxiway Q consists of seven sections, Sections 1700-01, 1700-01a, and 1700-02 through 1700-06. Sections 1700-01, 1700-05 and 1700-06 were completely reconstructed in 2012, 2018, and 2017, respectively. Crack sealing has occasionally been performed on these sections. The most common distresses are low to medium severity longitudinal and transverse cracking, and low severity weathering. Low severity depressions were observed along Section 1700-05. In addition, numerous low severity depressions were noted on Section 1700-01 Additional Sample Unit 17A, west of Taxiway G.

Section 1700-01a (45 PCI)

Taxiway Q Section 1700-01a has not undergone any major work since its initial construction in 1997. Crack sealing has occasionally been performed on the section. The most common distresses are low to medium severity block cracking, low severity raveling, and medium severity weathering. The pavement is fully block cracked and although it has been sealed well, the AC surface is highly degraded, with some coarse aggregate particles dislodged.

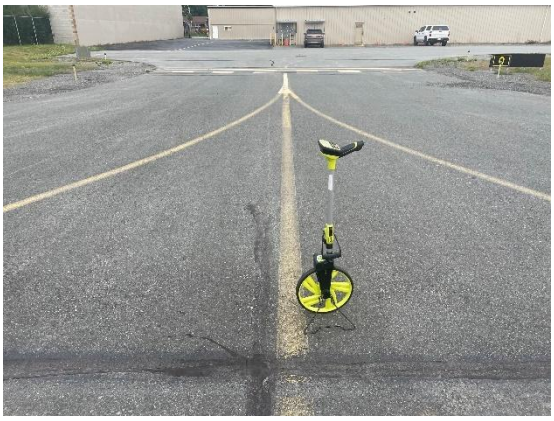
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1700	Taxiway Q	Taxiway	7	291,202	84

Section 1700-02 (75 PCI)



The Taxiway Q Section 1700-02 pavement surface was rehabilitated in 2002. Crack sealing has occasionally been performed on the section. The most common distresses are low severity longitudinal and transverse cracking, low severity patching, and low severity weathering. Inspectors noted that cracks span the section, including a full-width patch with sealed cracks.

Section 1700-03 (85 PCI), 1700-04 (79 PCI)



Taxiway Q Section 1700-03 lies to the east of the runway. It was constructed in 1978 and was subsequently milled and overlaid in 2010. Section 1700-04, which lies to the west of the runway, was newly constructed in 2010. Crack sealing has occasionally been performed on these sections. The most common distresses are low severity longitudinal and transverse cracking, low severity patching, and low severity weathering. Pavement inspectors noted that cracks are mostly sealed with some new cracks developing.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1800	Taxiway R	Taxiway	1	13,900	84

Taxiway R was newly constructed in 2010 concurrent with the Runway 16/34 mill and overlay project. Occasional crack seal operations have been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking, low severity patching, low severity raveling, and low severity weathering. Full-width sealed cracks and a full-width patch were observed by inspectors.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1900	Taxiway S	Taxiway	3	34,207	78

Taxiway S consists of three sections, Sections 1900-01 to 1900-03, which were constructed in 1998. Sections 1900-01 and 1900-02 received a mill and overlay in 2010. Section 1900-03 was reconstructed in 2002. Occasional crack seal operations have been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, low severity raveling, and low severity weathering. Pavement inspectors observed that cracks are mostly sealed well, though vegetation is protruding through the sealant in areas of Section 1900-02 west of the runway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	TW G Apron	Apron	2	781,753	93

The Taxiway G Apron consists of two sections, Sections 4100-01 and 4100-02. Section 4100-01 was completely reconstructed in 2019 while Section 4100-02 was reconstructed in 2020. Crack seal operations have not been performed on the branch. The most common distresses are low severity depression, low severity longitudinal and transverse cracking, oil spillage, and low severity weathering. Unsealed cracks are developing in addition to numerous depressions and oil spills from the long-term storage of aircraft. However, the significant number of depressions on Section 4100-02 Additional Sample Unit 807A suggests a potential long-term consolidation of the underlying layers, which include a former landfill.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	TW Q Apron	Apron	2	628,155	88

The Taxiway Q Apron was completely reconstructed in 2018. Crack sealing has not been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, oil spillage, and low severity weathering. Pavement inspectors observed the development of cracks and numerous oil spills from the long-term storage of aircraft.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	Transient Apron 1	Apron	1	48,659	52

No major work has been performed on Transient Apron 1 since its initial construction in 1978. Crack sealing has occasionally been performed on the branch. The most common distresses are low to medium severity block cracking, low to medium severity longitudinal and transverse cracking, oil spillage, low severity raveling, and low severity weathering. Inspectors noted that while the pavement is cracked, most cracks have been sealed. Vegetation is protruding through the sealant in many instances.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4400	Tower Apron	Apron	1	43,872	55

Originally constructed in 1978, no major work has been performed on the Tower Apron. Crack sealing has occasionally been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity patching, and low severity weathering. Inspectors observed that the pavement is generally degraded and cracked and that patches exist on all inspected sample units.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4500	Taxiway S Apron	Apron	1	135,200	73

The Taxiway S Apron was constructed in 1978 and the pavement surface was most recently rehabilitated in 2010. Crack sealing has occasionally been performed on the branch. The most common distresses are low severity depression, low to medium severity longitudinal and transverse cracking, oil spillage, low severity patching, and low severity weathering. Inspectors observed an array of distresses on the pavement surface, including numerous patches, depressions and oil spills. Sealed and unsealed cracks exist on the branch, including some that are raveling.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
5000	Compass Rose Apron	Apron	1	25,600	58

The Compass Rose Apron has not undergone any major work since its initial construction in 1997. Crack sealing has occasionally been performed on the branch. The most common distresses are low to high severity longitudinal and transverse cracking, low to high severity raveling, and low severity weathering. This pavement is degraded and vegetation has grown through most cracks. Furthermore, the pavement edge on the perimeter of the apron is cracked in numerous locations.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
5100	Medivac Helipad Apron	Apron	2	68,552	90

The Medivac Helipad Apron was completely reconstructed in 2013. Crack sealing has not been performed on the branch. The most common distresses observed are low severity depression, low to medium severity longitudinal and transverse cracking, and low severity weathering. Cracks are developing, which have not yet been sealed. Pavement inspectors noted depressions capable of holding water, particularly on Section 5100-01 Additional Sample Unit 100A, where a medium severity depression was observed.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 16/34	Runway	2	201,750	83




Runway 16/34 was originally constructed in 1980 and was most recently milled and overlaid in 2010. Crack sealing has occasionally been performed on the branch. The most common distresses are low severity longitudinal and transverse cracking and low severity weathering. Pavement inspectors observed numerous full-width transverse sealed cracks.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 07/25	Runway	3	415,000	63




Runway 07/25 consists of three sections, Section 6200-01 to 6200-03. Section 6200-01 is the 4,000-ft long runway, which was originally constructed in 1980 and was rehabilitated 2005. Sections 6200-02 and 6200-03 are the runway overruns, which were constructed in 2005. Crack sealing has occasionally been performed on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Inspectors noted that while many cracks have been sealed, the sealant is depressed or otherwise failing, resulting in a medium severity rating. They also observed low severity raveling along the runway, which is the loss of coarse aggregate particles and a potential source of FOD on the pavement surface. At the time of the writing of this report in July 2025, RW 07/25 is currently being rehabilitated.

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	3	4,977	57	348,793	TAXIWAY	65.60	3.04	64.18
0200	5	2,125	43	80,813	TAXIWAY	69.46	9.27	71.05
0300	3	2,785	57	172,598	TAXIWAY	72.33	4.04	75.90
0400	3	285	68	22,984	TAXIWAY	65.10	3.73	65.20
0500	3	485	37	27,001	TAXIWAY	67.67	5.79	66.85
0600	3	285	35	14,900	TAXIWAY	65.63	5.32	64.61
0700	4	1,365	69	88,414	TAXIWAY	68.88	25.15	73.86
0800	3	485	37	26,844	TAXIWAY	67.50	3.51	66.85
1000	3	285	58	20,592	TAXIWAY	63.67	6.15	63.58
1100	2	285	230	63,331	TAXIWAY	64.50	3.20	65.40
1300	4	640	40	27,852	TAXIWAY	69.08	8.40	67.65
1400	3	3,770	58	282,048	TAXIWAY	74.10	8.13	65.89
1700	7	4,478	60	291,202	TAXIWAY	78.34	14.62	83.93
1800	1	200	50	13,900	TAXIWAY	83.70	0.00	83.70
1900	3	202	167	34,207	TAXIWAY	76.97	7.72	78.30
4100	2	1,740	450	781,753	APRON	92.25	0.85	92.59
4200	2	2,010	233	628,155	APRON	89.75	2.35	87.59
4300	1	260	190	48,659	APRON	52.40	0.00	52.40
4400	1	475	90	43,872	APRON	55.00	0.00	55.00
4500	1	520	260	135,200	APRON	73.20	0.00	73.20
5000	1	160	160	25,600	APRON	58.10	0.00	58.10
5100	2	575	130	68,552	APRON	90.10	0.40	90.05
6100	2	2,690	75	201,750	RUNWAY	85.10	2.70	82.50
6200	3	4,150	100	415,000	RUNWAY	78.03	11.80	62.68

Note: the dimensions in the Branch Condition Report are derived from area calculations and may not reflect actual dimensions of individual sections. Refer to the maps for actual section dimensions.

BRANCH USE CONDITION REPORT

Use Category	No. of Sections	Total Area (Sq Ft)	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
APRON	10	1,731,791	78.29	16.09	86.57
RUNWAY	5	616,750	80.86	9.92	69.16
TAXIWAY	50	1,515,479	70.32	11.73	71.28
ALL	65	3,864,020	72.36	12.94	77.79

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	9/1/1997	AC	TAXIWAY	T	14,113	7/20/2024	27	63
0100	0100-02	9/1/2003	AC	TAXIWAY	S	297,480	7/20/2024	21	64
0100	0100-03	9/1/2003	AC	TAXIWAY	T	37,200	7/20/2024	21	70
0200	0200-01	9/1/2003	AC	TAXIWAY	S	9,756	7/20/2024	21	63
0200	0200-02	7/1/1998	AC	TAXIWAY	T	32,375	7/20/2024	26	69
0200	0200-03	9/1/1996	AC	TAXIWAY	T	8,338	7/20/2024	28	56
0200	0200-04	6/1/2006	AC	TAXIWAY	T	6,300	7/20/2024	18	79
0200	0200-05	5/23/2017	AC	TAXIWAY	T	24,044	7/20/2024	7	80
0300	0300-01	9/1/2002	AC	TAXIWAY	S	131,665	7/20/2024	22	77
0300	0300-02	8/1/1999	AC	TAXIWAY	S	33,249	7/20/2024	25	72
0300	0300-03	9/1/2003	AC	TAXIWAY	S	7,684	7/20/2024	21	67
0400	0400-01a	8/1/1999	AC	TAXIWAY	S	6,951	7/20/2024	25	60
0400	0400-01b	8/1/1999	AC	TAXIWAY	S	5,935	7/20/2024	25	69
0400	0400-02	9/1/2003	AC	TAXIWAY	S	10,098	7/20/2024	21	67
0500	0500-01a	8/1/2001	AC	TAXIWAY	S	8,943	7/20/2024	23	62
0500	0500-01b	8/1/2008	AC	TAXIWAY	S	6,710	7/20/2024	16	76
0500	0500-02	8/1/2001	AC	TAXIWAY	S	11,348	7/20/2024	23	66
0600	0600-01a	8/1/2001	AC	TAXIWAY	S	5,041	7/20/2024	23	65
0600	0600-01b	8/1/2008	AC	TAXIWAY	S	3,759	7/20/2024	16	72
0600	0600-02	8/1/2001	AC	TAXIWAY	S	6,100	7/20/2024	23	59
0700	0700-01	7/1/2018	AC	TAXIWAY	T	26,579	7/20/2024	6	93
0700	0700-02	7/27/2012	AC	TAXIWAY	T	24,099	7/20/2024	12	80
0700	0700-03	7/27/2009	AC	TAXIWAY	T	22,875	7/20/2024	15	75
0700	0700-04	9/1/1980	AC	TAXIWAY	T	14,861	7/20/2024	44	27
0800	0800-01a	8/1/2001	AC	TAXIWAY	S	8,745	7/20/2024	23	66
0800	0800-01b	8/1/2008	AC	TAXIWAY	S	6,798	7/20/2024	16	72
0800	0800-02	8/1/2001	AC	TAXIWAY	S	11,301	7/20/2024	23	64
1000	1000-01a	8/1/1999	AC	TAXIWAY	S	5,541	7/20/2024	25	56

SECTION CONDITION REPORT (CONT.)

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
1000	1000-01b	8/1/1999	AC	TAXIWAY	S	4,817	7/20/2024	25	71
1000	1000-02	9/1/2003	AC	TAXIWAY	S	10,234	7/20/2024	21	64
1100	1100-01	8/1/1999	AC	TAXIWAY	S	40,526	7/20/2024	25	68
1100	1100-02	9/1/2003	AC	TAXIWAY	S	22,805	7/20/2024	21	61
1300	1300-01	7/27/2010	AC	TAXIWAY	S	7,231	7/20/2024	14	72
1300	1300-02a	7/27/2010	AC	TAXIWAY	T	4,386	7/20/2024	14	81
1300	1300-02b	9/1/1996	AC	TAXIWAY	T	7,507	7/20/2024	28	57
1300	1300-03	9/1/1997	AC	TAXIWAY	T	8,728	7/20/2024	27	67
1400	1400-01	8/1/1999	AC	TAXIWAY	S	274,422	7/20/2024	25	66
1400	1400-02	8/1/1999	AC	TAXIWAY	S	3,023	7/20/2024	25	72
1400	1400-03	7/27/2010	AC	TAXIWAY	S	4,603	7/20/2024	14	85
1700	1700-01	7/27/2012	AC	TAXIWAY	T	133,575	7/20/2024	12	81
1700	1700-01a	9/1/1997	AC	TAXIWAY	T	12,374	7/20/2024	27	45
1700	1700-02	9/1/2002	AC	TAXIWAY	S	4,283	7/20/2024	22	75
1700	1700-03	7/27/2010	AC	TAXIWAY	S	5,666	7/20/2024	14	85
1700	1700-04	7/27/2010	AC	TAXIWAY	T	5,434	7/20/2024	14	79
1700	1700-05	5/1/2018	AC	TAXIWAY	T	81,575	7/20/2024	6	90
1700	1700-06	7/1/2017	AC	TAXIWAY	T	48,295	7/20/2024	7	93
1800	1800-01	7/27/2010	AC	TAXIWAY	T	13,900	7/20/2024	14	84
1900	1900-01	7/27/2010	AC	TAXIWAY	S	13,854	7/20/2024	14	87
1900	1900-02	7/27/2010	AC	TAXIWAY	T	11,320	7/20/2024	14	77
1900	1900-03	9/1/2002	AC	TAXIWAY	S	9,033	7/20/2024	22	68
4100	4100-01	6/1/2019	AC	APRON	T	547,753	7/20/2024	5	93
4100	4100-02	10/1/2020	AC	APRON	T	234,000	7/20/2024	4	91
4200	4200-01	5/1/2018	AC	APRON	T	603,155	7/20/2024	6	87
4200	4200-02	5/1/2018	AC	APRON	T	25,000	7/20/2024	6	92
4300	4300-01	9/1/1978	AC	APRON	T	48,659	7/20/2024	46	52
4400	4400-01	9/1/1978	AC	APRON	T	43,872	7/20/2024	46	55
4500	4500-01	9/1/2010	AC	APRON	T	135,200	7/20/2024	14	73
5000	5000-01	9/1/1997	AC	APRON	T	25,600	7/20/2024	27	58
5100	5100-01	7/27/2013	AC	APRON	T	29,977	7/20/2024	11	91
5100	5100-02	7/27/2013	AC	APRON	T	38,575	7/20/2024	11	90
6100	6100-01	7/27/2010	AC	RUNWAY	S	198,000	7/20/2024	14	82
6100	6100-02	7/27/2010	AC	RUNWAY	T	3,750	7/20/2024	14	88
6200	6200-01	6/1/2005	AC	RUNWAY	S	400,000	7/20/2024	19	62
6200	6200-02	6/1/2005	AC	RUNWAY	T	7,500	7/20/2024	19	90
6200	6200-03	6/1/2005	AC	RUNWAY	T	7,500	7/20/2024	19	83

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
03-05	5	781,753	2	92.25	0.85	92.59
06-10	6	808,648	6	89.37	4.62	88.12
11-15	13	652,445	16	81.73	5.48	80.60
16-20	18	438,567	7	76.21	8.16	63.35
21-25	23	966,180	24	66.29	4.94	66.83
26-30	27	109,035	7	59.43	7.30	61.06
41-50	45	107,392	3	44.77	12.68	49.93
ALL	19	3,864,020	65	72.36	12.94	77.79

Work History Report

Pavement Database: Alaska

Network: Merrill Field **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:** AC

L.C.D. 9/1/1997 **Use:** TAXIWAY **Rank:** T **Length:** 390.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 14113 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:** AC

L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 3,967.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 297480 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0100 Taxiway A **Section:** 0100-03 **Surface:** AC

L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** T **Length:** 620.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 37200 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:** AC

L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 9756 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2007	CS-AC	Crack Sealing - AC	0.00	0.00	☐	(Funded via AIP)
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0200 Taxiway B **Section:** 0200-02 **Surface:** AC

L.C.D. 7/1/1998 **Use:** TAXIWAY **Rank:** T **Length:** 925.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 32375 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0200 Taxiway B **Section:** 0200-03 **Surface:** AC

L.C.D. 9/1/1996 **Use:** TAXIWAY **Rank:** T **Length:** 210.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8338 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0200 Taxiway B **Section:** 0200-04 **Surface:** AC

L.C.D. 6/1/2006 **Use:** TAXIWAY **Rank:** T **Length:** 180.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6300 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2006	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0200 Taxiway B **Section:** 0200-05 **Surface:** AC

L.C.D. 5/23/2017 **Use:** TAXIWAY **Rank:** T **Length:** 695.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 24044 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/23/2017	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:** AC

L.C.D. 9/1/2002 **Use:** TAXIWAY **Rank:** S **Length:** 2,205.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 131665 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:** AC

L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 465.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 33249 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0300 Taxiway C **Section:** 0300-03 **Surface:** AC

L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7684 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0400 Taxiway D **Section:** 0400-01a **Surface:** AC

L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 95.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 6951 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0400 Taxiway D **Section:** 0400-01b **Surface:** AC

L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 75.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 5935 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0400 Taxiway D **Section:** 0400-02 **Surface:** AC

L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 10098 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0500 Taxiway E **Section:** 0500-01a **Surface:** AC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 170.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8943 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0500 Taxiway E **Section:** 0500-01b **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6710 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0500 Taxiway E **Section:** 0500-02 **Surface:** AC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11348 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0600 Taxiway F **Section:** 0600-01a **Surface:** AC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 100.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5041 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0600 Taxiway F **Section:** 0600-01b **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** S **Length:** 70.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3759 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0600 Taxiway F **Section:** 0600-02 **Surface:** AC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6100 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0700 Taxiway G **Section:** 0700-01 **Surface:** AC

L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 580.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 26579 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA Type II Class B, 4" Leveling
7/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
6/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0700 Taxiway G **Section:** 0700-02 **Surface:** AC

L.C.D. 7/27/2012 **Use:** TAXIWAY **Rank:** T **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 24099 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2012	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0700 Taxiway G **Section:** 0700-03 **Surface:** AC

L.C.D. 7/27/2009 **Use:** TAXIWAY **Rank:** T **Length:** 305.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 22875 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2009	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0700 Taxiway G **Section:** 0700-04 **Surface:** AC

L.C.D. 9/1/1980 **Use:** TAXIWAY **Rank:** T **Length:** 180.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 14861 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0800 Taxiway H **Section:** 0800-01a **Surface:** AC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 170.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8745 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0800 Taxiway H **Section:** 0800-01b **Surface:** AC

L.C.D. 8/1/2008 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6798 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 0800 Taxiway H **Section:** 0800-02 **Surface:** AC

L.C.D. 8/1/2001 **Use:** TAXIWAY **Rank:** S **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11301 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1000 Taxiway J **Section:** 1000-01a **Surface:** AC
L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 95.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5541 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1000 Taxiway J **Section:** 1000-01b **Surface:** AC
L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 75.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4817 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1000 Taxiway J **Section:** 1000-02 **Surface:** AC
L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 10234 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1100 Taxiway K **Section:** 1100-01 **Surface:** AC
L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 170.00 (Ft) **Width:** 230.00 (Ft) **True Area:** 40526 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1100 Taxiway K **Section:** 1100-02 **Surface:** AC
L.C.D. 9/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 115.00 (Ft) **Width:** 230.00 (Ft) **True Area:** 22805 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1300 Taxiway M **Section:** 1300-01 **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** S **Length:** 105.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7231 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1300 Taxiway M **Section:** 1300-02a **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** T **Length:** 75.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4386 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1300 Taxiway M **Section:** 1300-02b **Surface:** AC

L.C.D. 9/1/1996 **Use:** TAXIWAY **Rank:** T **Length:** 215.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 7507 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1996	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1300 Taxiway M **Section:** 1300-03 **Surface:** AC

L.C.D. 9/1/1997 **Use:** TAXIWAY **Rank:** T **Length:** 245.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8728 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1400 Taxiway N **Section:** 1400-01 **Surface:** AC

L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 3,640.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 274422 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2007	CS-AC	Crack Sealing - AC	0.00	0.00	☐	(Funded via AIP)
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1400 Taxiway N **Section:** 1400-02 **Surface:** AC

L.C.D. 8/1/1999 **Use:** TAXIWAY **Rank:** S **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3023 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1999	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1400 Taxiway N **Section:** 1400-03 **Surface:** AC

L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** S **Length:** 80.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4603 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-01 **Surface:** AC

L.C.D. 7/27/2012 **Use:** TAXIWAY **Rank:** T **Length:** 2,055.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 133575 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2012	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-01a **Surface:** AC

L.C.D. 9/1/1997 **Use:** TAXIWAY **Rank:** T **Length:** 170.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 12374 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-02 **Surface:** AC
L.C.D. 9/1/2002 **Use:** TAXIWAY **Rank:** S **Length:** 70.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4283 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-03 **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** S **Length:** 90.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 5666 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-04 **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** T **Length:** 95.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5434 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-05 **Surface:** AC
L.C.D. 5/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 1,255.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 81575 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA, 4" Leveling Course, 24" Cla
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1700 Taxiway Q **Section:** 1700-06 **Surface:** AC
L.C.D. 7/1/2017 **Use:** TAXIWAY **Rank:** T **Length:** 743.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 48295 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA, 4" Leveling Course, 24" Cla
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1800 Taxiway R **Section:** 1800-01 **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13900 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1900 Taxiway S **Section:** 1900-01 **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** S **Length:** 65.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 13854 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
9/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1900 Taxiway S **Section:** 1900-02 **Surface:** AC
L.C.D. 7/27/2010 **Use:** TAXIWAY **Rank:** T **Length:** 95.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 11320 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA (Funded via AIP)
7/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 1900 Taxiway S **Section:** 1900-03 **Surface:** AC
L.C.D. 9/1/2002 **Use:** TAXIWAY **Rank:** S **Length:** 42.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 9033 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4100 TW G Apron **Section:** 4100-01 **Surface:** AC
L.C.D. 6/1/2019 **Use:** APRON **Rank:** T **Length:** 1,220.00 (Ft) **Width:** 450.00 (Ft) **True Area:** 547753 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
6/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4100 TW G Apron **Section:** 4100-02 **Surface:** AC
L.C.D. 10/1/2020 **Use:** APRON **Rank:** T **Length:** 520.00 (Ft) **Width:** 450.00 (Ft) **True Area:** 234000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
6/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4200 TW Q Apron **Section:** 4200-01 **Surface:** AC
L.C.D. 5/1/2018 **Use:** APRON **Rank:** T **Length:** 1,760.00 (Ft) **Width:** 365.00 (Ft) **True Area:** 603155 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA Type II Class B, 4" Leveling
6/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4200 TW Q Apron **Section:** 4200-02 **Surface:** AC
L.C.D. 5/1/2018 **Use:** APRON **Rank:** T **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
6/1/1985	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4300 Transient Apron 1 **Section:** 4300-01 **Surface:** AC
L.C.D. 9/1/1978 **Use:** APRON **Rank:** T **Length:** 260.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 48659 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2007	CS-AC	Crack Sealing - AC	0.00	0.00	☐	(Funded via AIP)
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4400 Tower Apron **Section:** 4400-01 **Surface:** AC

L.C.D. 9/1/1978 **Use:** APRON **Rank:** T **Length:** 475.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 43872 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 4500 Twy S Apron **Section:** 4500-01 **Surface:** AC

L.C.D. 9/1/2010 **Use:** APRON **Rank:** T **Length:** 520.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 135200 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2010	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
7/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 5000 Compass Rose **Section:** 5000-01 **Surface:** AC

L.C.D. 9/1/1997 **Use:** APRON **Rank:** T **Length:** 160.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 25600 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 5100 Medivac Helipad **Section:** 5100-01 **Surface:** AC

L.C.D. 7/27/2013 **Use:** APRON **Rank:** T **Length:** 225.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 29977 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2013	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 5100 Medivac Helipad **Section:** 5100-02 **Surface:** AC

L.C.D. 7/27/2013 **Use:** APRON **Rank:** T **Length:** 350.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 38575 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2013	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1997	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 6100 16/34 **Section:** 6100-01 **Surface:** AC

L.C.D. 7/27/2010 **Use:** RUNWAY **Rank:** S **Length:** 2,640.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 198000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
9/1/1985	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 6100 16/34 **Section:** 6100-02 **Surface:** AC

L.C.D. 7/27/2010 **Use:** RUNWAY **Rank:** T **Length:** 50.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 3750 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/27/2010	MOL	Cold Mill and Overlay	0.00	0.00	☑	3" HMA (Funded via AIP)
9/1/1985	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 6200 07/25 **Section:** 6200-01 **Surface:** AC

L.C.D. 6/1/2005 **Use:** RUNWAY **Rank:** S **Length:** 4,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 400000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2005	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
9/1/1980	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 6200 07/25 **Section:** 6200-02 **Surface:** AC

L.C.D. 6/1/2005 **Use:** RUNWAY **Rank:** T **Length:** 75.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 7500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2005	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Merrill Field **Branch:** 6200 07/25 **Section:** 6200-03 **Surface:** AC

L.C.D. 6/1/2005 **Use:** RUNWAY **Rank:** T **Length:** 75.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 7500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2005	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)
Cold Mill and Overlay	8	248,810.00	0.00	0.00
Complete Reconstruction - AC	12	1,815,458.00	0.00	0.00
Crack Sealing - AC	3	332,837.00	0.00	0.00
New Construction - AC	10	95,324.00	0.00	0.00
New Construction - Initial	65	3,864,020.00	0.00	0.00
Surface Reconstruction - AC	25	1,668,919.00	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**
Runway 16/34 6100	6100-01	3	P-401	-	-	24	P-154	SP	8
	6100-02 South Overrun	Unk	P-401	Unk	Unk	Unk	Unk	Unk	Unk
Runway 07/25 6200	6200-01	3	P-401	5	P-208	18	P-154	SP	8
	6200-02 West Overrun	3	P-401	4	P-208	16	P-154	SP	8
	6200-03 East Overrun	3	P-401	4	P-208	16	P-154	SP	8

Notes:

1. Only information for the two runways was provided in sufficient detail to develop the physical property data table.

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	Learjet 35/36/35A/36A	18,000	95.00	171	12	90
2	D-15	17,120	95.00	63	17	134
3	Beech King Air 350	16,500	95.00	101	12	92
4	Beech King Air 300	14,100	95.00	92	12	91
5	Beech King Air B200	12,590	95.00	98	1,848	13,872
6	Beech King Air B100	11,500	95.00	52	1,568	12,340
7	D-15	10,400	95.00	38	1,804	14,207
8	S-10	10,450	95.00	52	2,128	11,437
9	Cessna 208B	8,750	95.00	75	4,928	23,992
10	PA-31-325 Navajo C/R	6,536	95.00	66	1,932	9,116
11	S-5	4,750	95.00	48	381	1,783
12	Cessna 206 Stationair	3,612	95.00	52	4,760	21,204
13	S-3	3,350	95.00	56	5,208	22,388
14	S-3	2,800	95.00	47	22,260	95,689
15	S-3	1,800	95.00	30	6,636	28,526

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
7-25	Learjet 35/36/35A/36A	147,161	12,000	26.0	1.0	610/F/C/X/T
16-34	Learjet 35/36/35A/36A	139,837	12,000	27.0	1.0	580/F/C/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- Subgrade strength reduction for frost applied
- S-3, S-5 and S-10 refer to “generic” single gear aircraft as modeled in FAARFIELD
- D-15 refers to “generic” dual gear aircraft as modeled in FAARFIELD

REFERENCES

Year	Project No.	Document Title
2024		Geotechnical Report, Rehabilitate RW 7-25, HDL
2024	3-02-0015-XXX-2024	Rehabilitate Runway 07/25, MOA, 2024 Merrill Field Airport Imprvmts
2018	3-02-0015-073, 077	Plans, Rehabilitate Apron Q, TW Q South, TW G, PH 7
2018		Geotechnical Report, Terra Firma, TW Q, Apron Q
2017	3-02-0015-069	Plans, Rehabilitate TW Q, Ph 6
2016	3-02-0015-066	Plans, Rehabilitate TW Q, Ph 5
2015		Geophysical and GPR Survey, GeoTek, TW/Apron G, TW Apron Q
2014	3-02-0015-062	Plans, Rehabilitate TW Q, Ph 4
2013	HDL 13-109	Geotechnical Report, Hangar Bldg, Block 1, Lot 5A
2013	HDL 11-003-18	Geotechnical Report, Helipad, Medivac Apron
2012		Geotechnical Report, Aprons Q and G East
2012	HDL 12-120	Geotechnical Report, Flying Museum Bldg
2012	HDL 11-003-8	Geotechnical Report, Gulf East Apron and Q Apron (old land fill)
2012		Geophysical Survey, GeoTek, TW/Apron Gulf and TW/Apron Q
2011	3-02-0015-055	Plans, Rehabilitate Taxiway Q, Ph 2
2010	3-02-0015-050	Plans, Rehabilitate RW 16-34 and TW Q, N, R, S
2009	HDL 07-007-24	Geotechnical Report, TW/Apron Q and TW G
2008	HDL 07-007-13	Geotechnical Report, Block 5 Apron, TW G and Q, Phase 3 and 4
2008	HDL 07-007	Geotechnical Report, Rehabilitate RW 16-34
2006	S&W and USKH	Dynamic Compaction Vibration Report, Lot 4 and 5
2006	3-02-0015-042	Geotechnical Recommendations, S&W-USKH, Block 5, Stabilization
2006	S&W and USKH	Geotechnical Recommendations, Dynamic Compaction for Lots 2 to 5
2004	Crowther-USKH	Geotechnical Report, Merrill Field Hangar
2003	Phukan-USKH	Subsoil Investigation, Runway 7-25