Alaska DOT&PF

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

Pavement Inspection Report
Nome Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Nome Airport	OME	PAOM	64° 30' 45.2" N	165° 26' 39.82" W	40.5

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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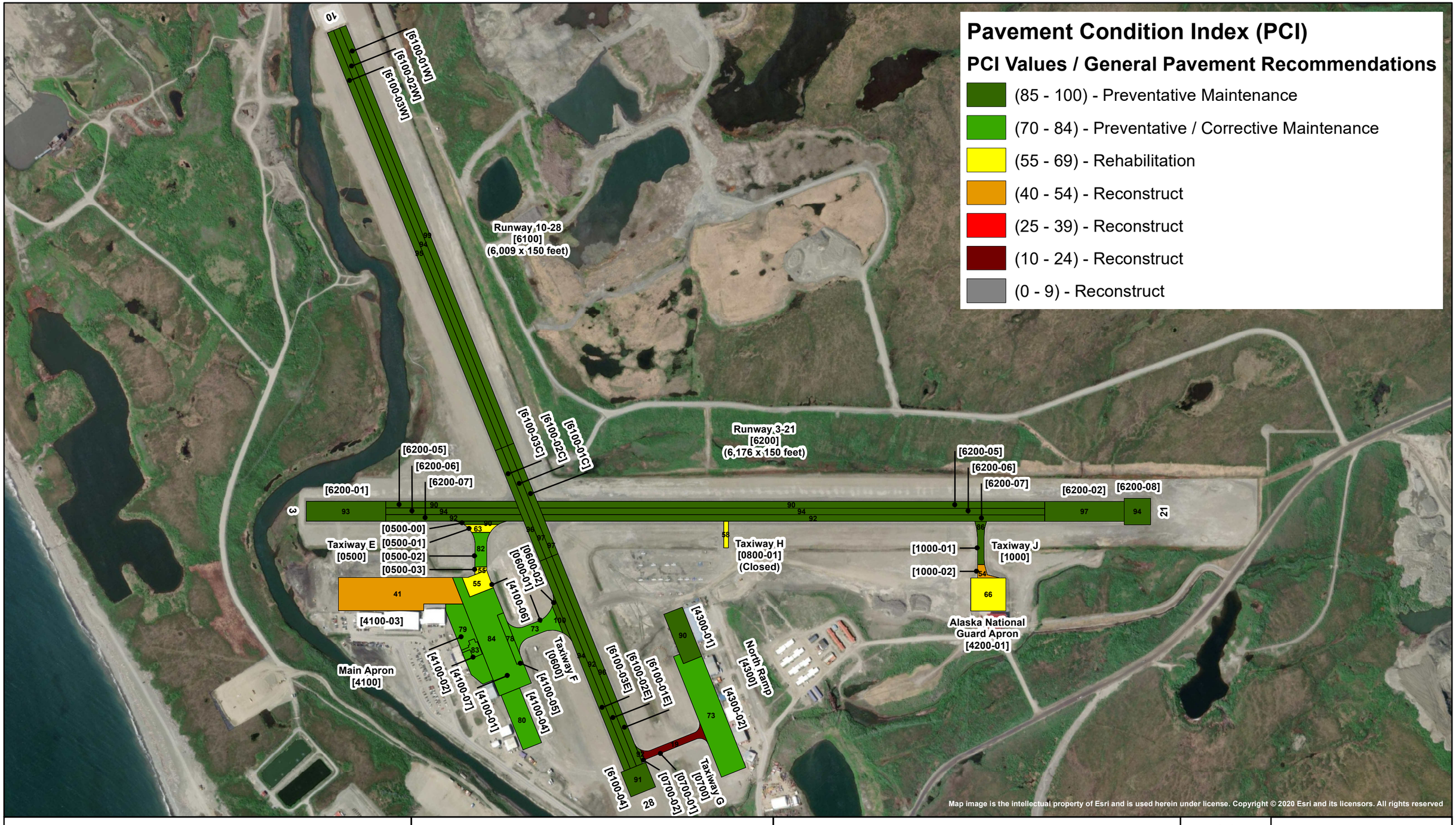


Nome Airport

Airport Code: OME
Site Number: 50540.*A

Pavement Condition Index (PCI)

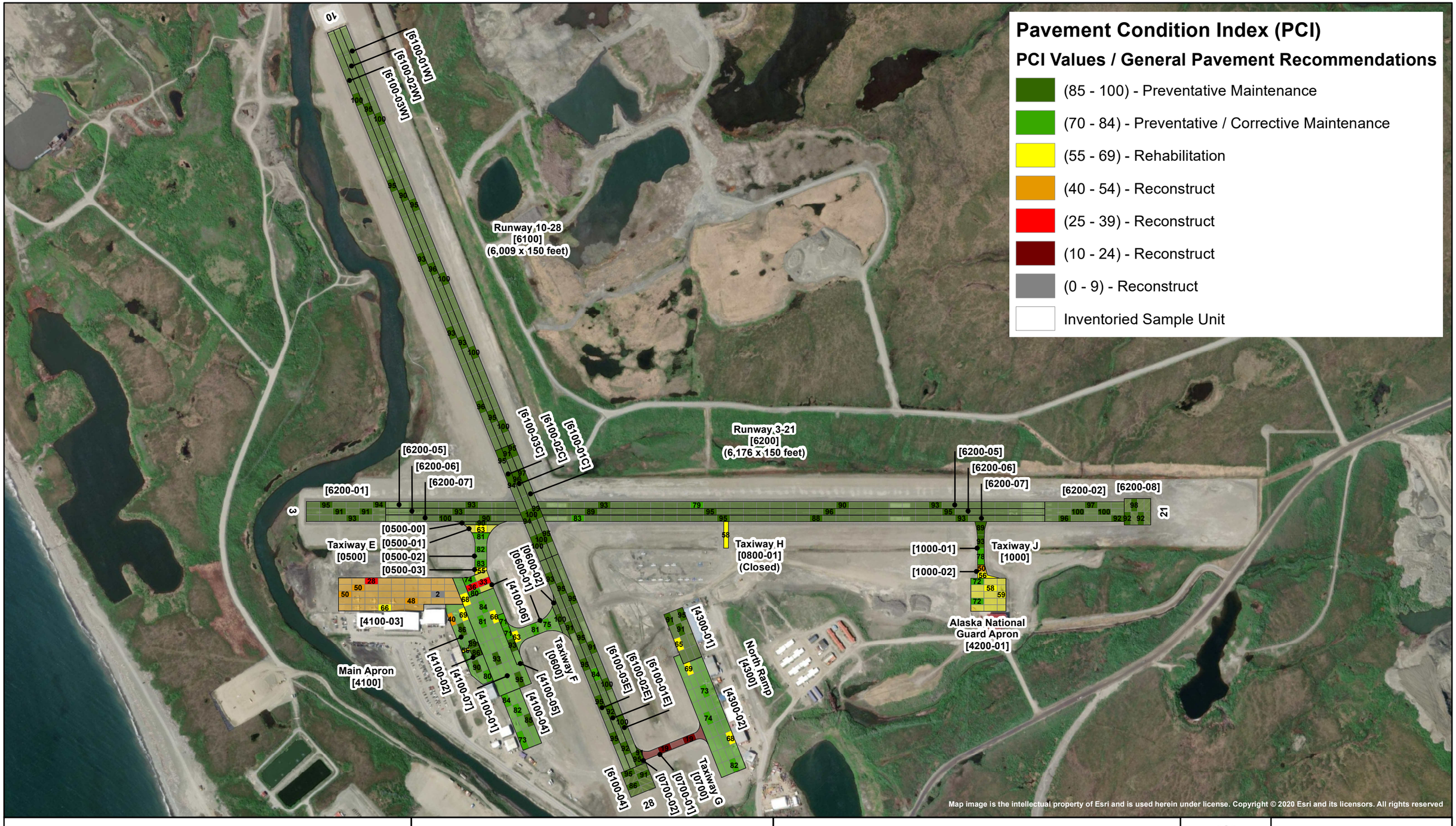
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 1 of 6



Nome Airport

Airport Code: OME
Site Number: 50540.*A

Sample Unit
Pavement Condition Index (PCI)

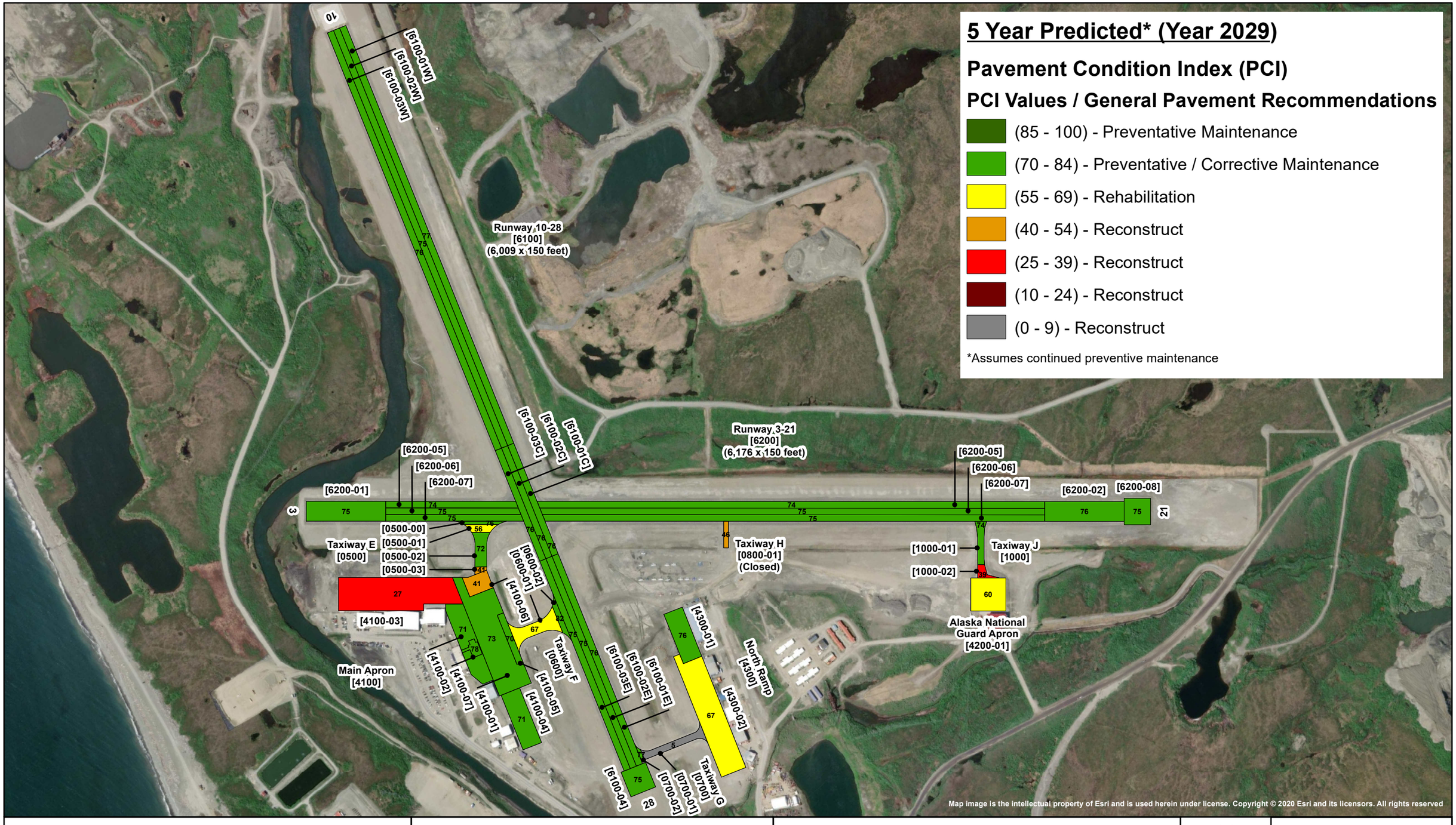
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 500 1,000 2,000
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

Nome Airport

Airport Code: OME
Site Number: 50540.*A

5 Year Predicted
Pavement Condition Index (PCI)

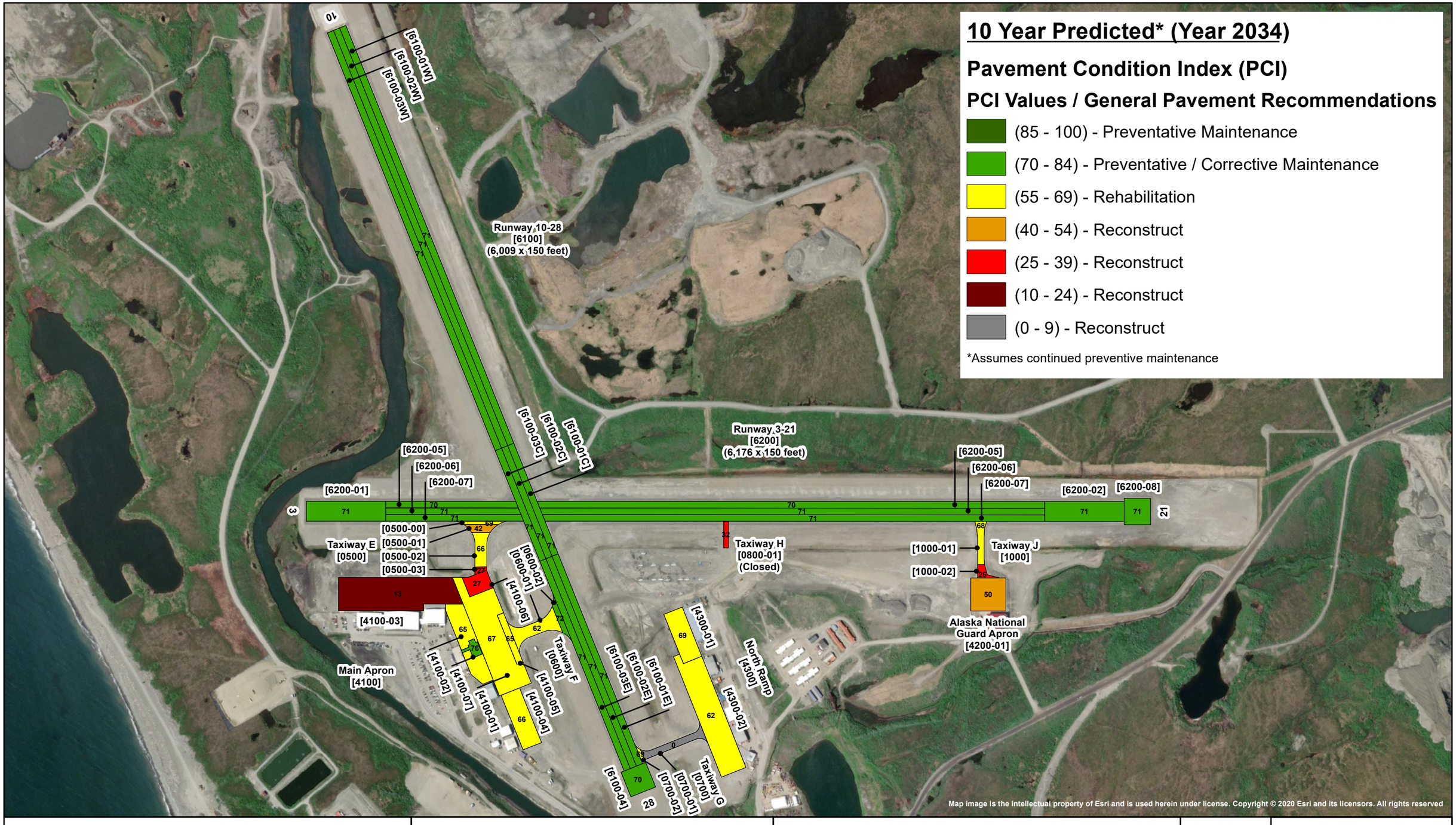
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering
for AK DOT&PF

Map 3 of 6



Nome Airport

Airport Code: OME
Site Number: 50540.*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

2024 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6

Nome Airport

Airport Code: OME
Site Number: 50540.*A

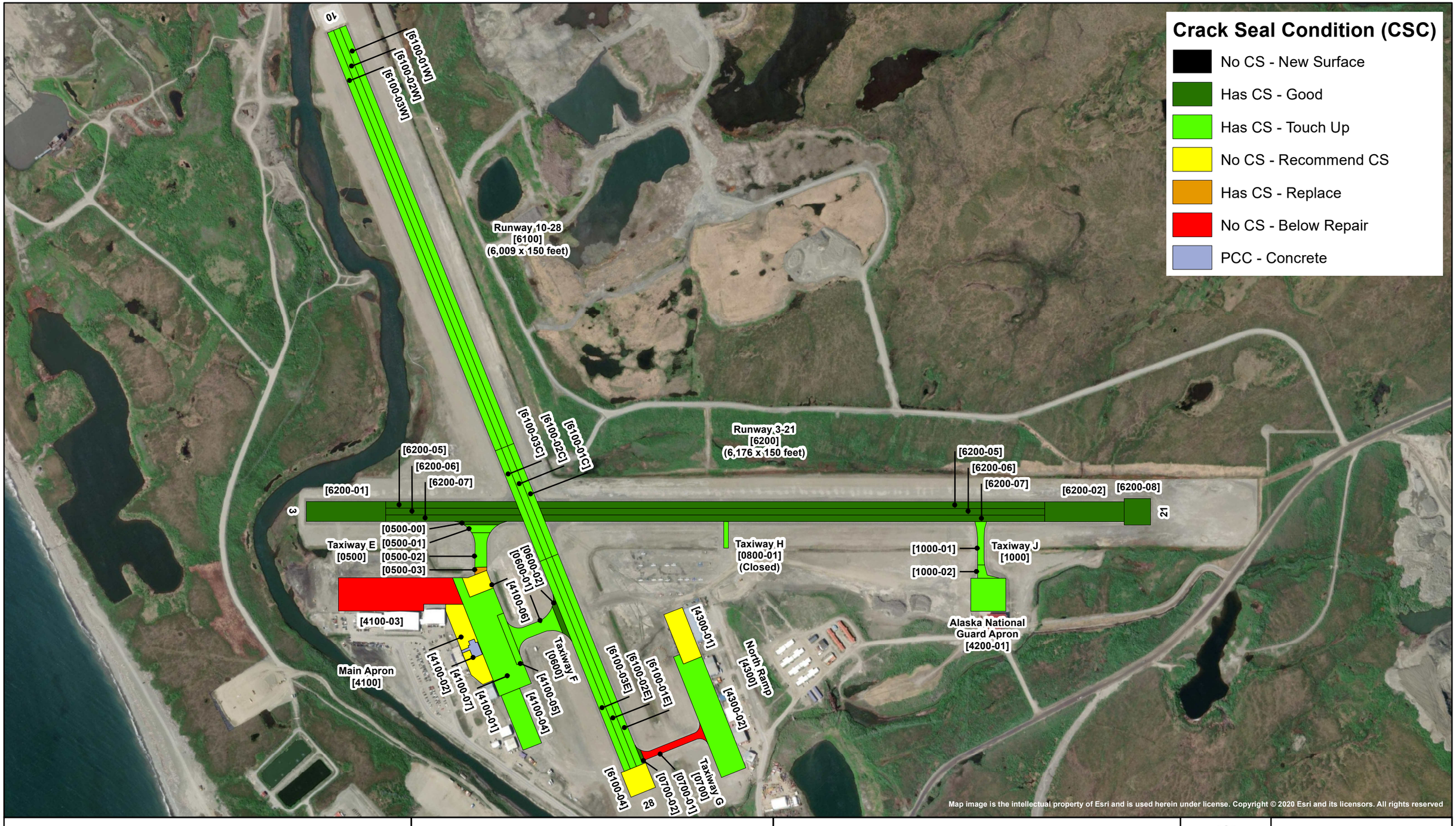
Pavement Age at Inspection

2024 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Nome Airport

Airport Code: OME
Site Number: 50540.*A

Pavement Crack Seal Condition (CSC)

2024 Pavement Inspection Results

0 500 1,000 2,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

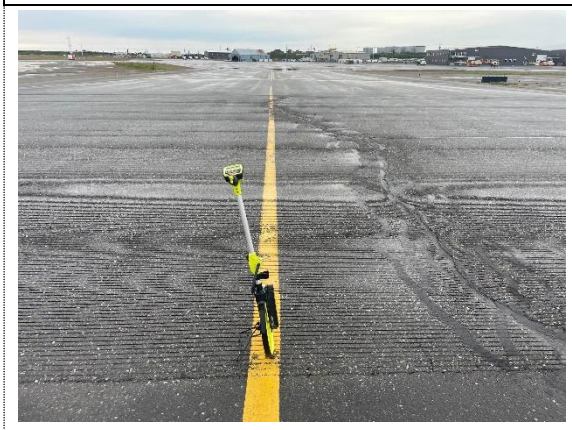
AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	4	48,101	77

Section 0500-00 (90 PCI)

Taxiway E was initially constructed in 1971 and consists of four sections. The most recent major work was rehabilitation in 2022, concurrent with the foamed asphalt stabilized base project performed on Runway 3/21. Crack sealing has been performed annually on the branch. The most common distress is low severity longitudinal and transverse cracking. Field observations include the start of reflective cracking through the recent overlay.

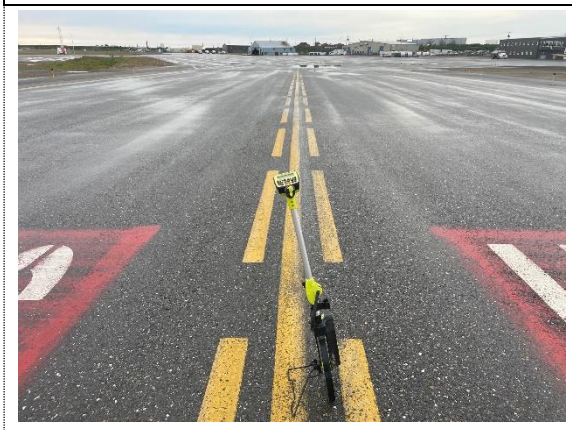
Section 0500-01 (63 PCI)



The most recent major work on Taxiway E Section 0500-01 was a circa 2008 surface rehabilitation. Crack sealing has been performed annually on the branch. The most common distresses are low severity depressions, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observation indicates cracks beginning to depress, increasing the severity of the cracking distress. In addition, the maximum depth of the observed depressions is between ½ to 1 inch, a low severity depression for taxiways.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	4	48,101	77

Section 0500-02 (82 PCI)



Taxiway E Section 0500-02 was reconstructed in 2015. Crack sealing has been performed annually on the branch. The most common distresses are low severity depressions, low to medium severity longitudinal and transverse cracking, and low severity raveling. Field observations indicate cracks beginning to depress, increasing the severity of the cracking distress. Moreover, localized areas of raveling can be observed adjacent to the paving lane joints.

Section 0500-03 (55 PCI)

Section 0500-03 of Taxiway E was also reconstructed in 2015. Crack sealing has been performed annually on the branch. The most common distresses are low severity depressions, low to high severity longitudinal and transverse cracking, and low severity raveling. Field observations indicate a high severity transverse crack spanning the entire width of the taxiway, which is depressed and is allowing water infiltration.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Taxiway F	Taxiway	2	53,570	79

Section 0600-01 (73 PCI)

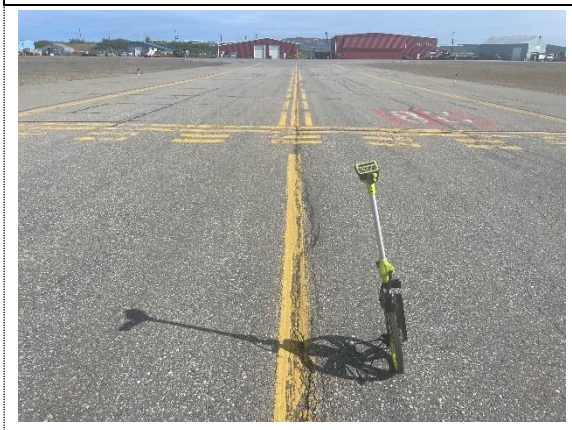
Taxiway F was initially constructed in 1971 and consists of two sections. Section 0600-01 was reconstructed in 2015. Crack sealing has been performed annually on the branch. The most common distresses are low severity depressions, low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations indicate cracks beginning to depress, increasing the severity of the cracking distress. In addition, the maximum depth of the observed depressions is between ½ to 1 inch, defined as low severity depressions for taxiways.

Section 0600-02 (100 PCI)

Taxiway F Section 0600-02 underwent major rehabilitation in 2023, concurrent with the foamed asphalt stabilized base project performed on Runway 10/28. Crack sealing has been performed annually on the branch. Pavement inspectors observed no distresses on this section.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0700	Taxiway G	Taxiway	2	29,770	26

Section 0700-01 (19 PCI)



Taxiway G was initially constructed in 2002 and consists of two sections. Section 0700-01 has not received any major work since. Annual crack seal operations have been performed on the branch. The most common distresses are low to medium severity fatigue cracking, low to high severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Field observations included a considerable amount of fatigue cracking parallel to the wheel paths, indicating a lack of structural capacity.

Section 0700-02 (92 PCI)

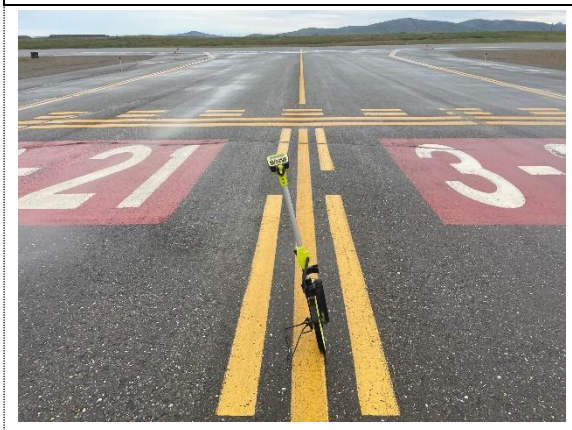
Taxiway G Section 0700-02 underwent major rehabilitation in 2023, concurrent with the foamed asphalt stabilized base project performed on Runway 10/28. Crack sealing has been performed annually on the branch. The most common distress is low severity longitudinal and transverse cracking. Field observations include the initiation of reflective cracking through the recent overlay.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0800	Taxiway H	Taxiway	1	7,000	58

Taxiway H was constructed in 1993 and received a mill and overlay in 2015. Crack sealing has been performed annually on the branch. The most common distresses are medium to high severity depressions, low severity longitudinal and transverse cracking, and low severity weathering. Pavement inspectors observed two large high-severity depressions and Maintenance and Operations personnel indicated the taxiway was closed to aircraft operations. The cause of any structural weakness of the taxiway pavement is not possible to determine from a visual survey. An additional geotechnical investigation is required to identify the underlying cause of the depressions.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
1000	Taxiway J	Taxiway	2	25,625	77

Section 1000-01 (86 PCI)



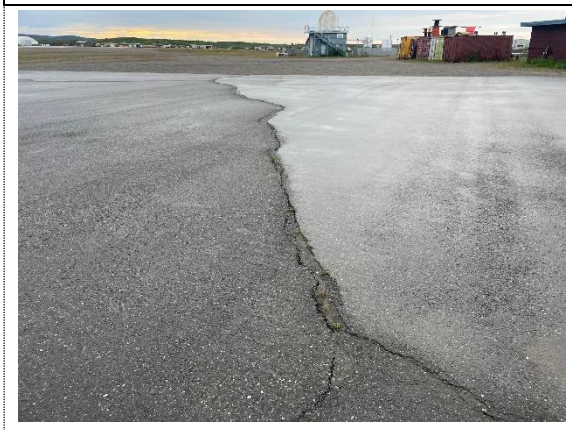
Taxiway J was initially constructed in 1989 and consists of two sections, Section 1000-01 and Section 1000-02. Section 1000-01 received surface rehabilitation in 2008. Crack sealing has been performed annually on the branch. The most common distresses are low severity depressions, low to medium severity longitudinal and transverse cracking, and low severity weathering. Field observations indicate medium severity transverse cracks spanning the width of the taxiway. The existing crack seal exhibits deterioration, as reflected in its medium severity classification, with partial re-opening observed along previously treated cracks.

Section 1000-02 (54 PCI)

Taxiway J Section 1000-02 has not received any major work since its initial construction. Crack sealing has been performed annually on the branch. The most common distresses are low severity block cracking, low severity depressions, low to medium severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. Pavement inspectors noted that cracks are becoming interconnected and that the area of block cracking appears to be expanding.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Main Apron	Apron	7	607,376	66

Section 4100-01 (84 PCI), 4100-02 (79 PCI), 4100-04 (80 PCI), 4100-05 (78 PCI)



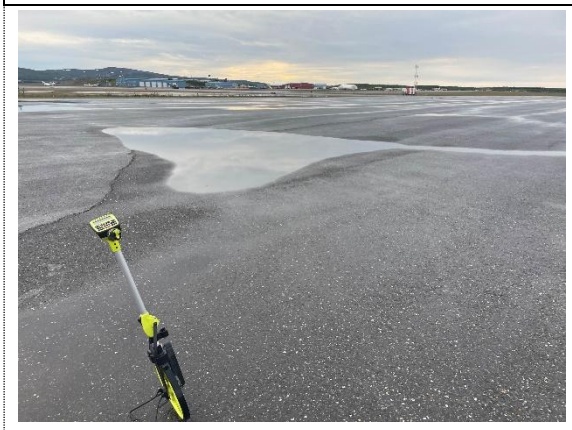
The Main Apron consists of seven sections which were constructed in 1971 and expanded further in 1984 and 1998. Sections 01, 02, 04, and 05 received major rehabilitation work in 2015. Crack sealing has been performed occasionally on this branch. The most common distresses are low to medium severity depressions, low to medium severity longitudinal and transverse cracking, low to medium severity raveling, and low severity weathering. Field observations include standing water filling depressions on the apron.

Section 4100-03 (41 PCI)

The Main Apron Section 4100-03 was constructed in 1998 and has not received any major work since. The most common distresses are medium severity fatigue cracking, low to high severity depressions, low to high severity longitudinal and transverse cracking, oil spillage, high severity patching, low severity raveling, and low to medium severity weathering. Airport maintenance personnel have temporarily filled several large high-severity depressions with loose material to allow aircraft operations to continue on the parking apron. An additional geotechnical investigation is required to identify the underlying cause of the depressions. Pavement inspectors also noted extensive medium-severity fatigue cracking on the section, which is indicative of another mode of structural failure due to fatigue of the asphalt concrete layer.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Main Apron	Apron	7	607,376	66

Section 4100-06 (55 PCI)



Main Apron Section 4100-06 was constructed in 1971 and has been rehabilitated in 2002 and again in 2015. The most common distresses are low to high severity depressions, low to medium severity longitudinal and transverse cracking, and low severity raveling. Pavement inspectors observed aircraft operators taking measures to avoid several large high-severity depressions on the parking apron. High-severity depressions indicate a significant loss of support.

PCC Section 4100-07 (83 PCI)

PCC Section 4100-07 of the Main Apron was initially constructed in 2001 and was completely reconstructed in 2019. The most common distresses are low severity joint seal damage and low to medium severity joint spalling. Pavement inspectors note that longitudinal and transverse joints are becoming worn.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	Alaska ANG Apron	Apron	1	66,250	66

The Alaska Air National Guard Apron was initially constructed in 1989 and has not received any work since. Crack sealing operations have been performed occasionally on the branch. The most common distresses are low severity block cracking, low to medium severity longitudinal and transverse cracking, and high severity patching. Airport maintenance personnel have attempted to patch a high-severity crack, but the crack remains badly deteriorated, leading to poor ride quality and the potential to generate FOD.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	North Ramp	Apron	2	244,510	77

Section 4300-01 (90 PCI)

The North Ramp consists of two sections, Section 4300-01 and Section 4300-02. Section 4300-01 was initially constructed in 1998, expanded in 2008 and rehabilitated in 2022. Crack sealing has been performed on this section. The most common distresses are medium severity depressions and low severity longitudinal and transverse cracking. Pavement inspectors observed standing water in depressions across the parking apron. They also observed that cracking is beginning to develop throughout the section, which would benefit from crack sealing.

PCC Section 4300-02 (73 PCI)

The North Ramp Section 4300-02 was constructed in 1998 and received major rehabilitation in 2015. The most common distresses are low severity depressions, low to medium severity longitudinal and transverse cracking, oil spillage, low to high severity raveling, and low severity weathering. Standing water was observed in depressions on the parking apron. In addition, widespread cracking is beginning to develop and the section would benefit from crack sealing.

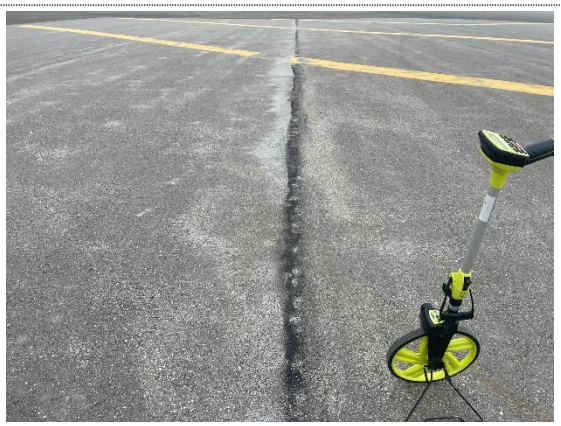
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 10/28	Runway	10	941,350	95




Runway 10/28 was initially constructed in 1971 and has undergone several rehabilitation projects over the years. The most recent major work involved a foamed asphalt stabilized base rehabilitation in 2023. Crack sealing has been performed annually on the branch. The most common distresses are low to medium severity longitudinal and transverse cracking and low severity raveling. Reflective cracking is beginning to develop in the recent overlay. In addition, a significant amount of raveling was observed on the blast pad, apparently due to the removal of paint markings.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6200	Runway 03/21	Runway	6	942,148	92



Runway 03/21 was initially constructed in 1971 and has undergone several rehabilitation projects over the years. The most recent major work involved a foamed asphalt stabilized base rehabilitation in 2022. Crack sealing has been performed annually 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 the development of reflective cracking through the recent asphalt concrete 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
0500	4	385	171	48,101	TAXIWAY	72.45	13.87	76.63
0600	2	400	185	53,570	TAXIWAY	86.60	13.40	78.84
0700	2	515	75	29,770	TAXIWAY	55.40	36.10	25.51
0800	1	200	35	7,000	TAXIWAY	58.00	0.00	58.00
1000	2	427	63	25,625	TAXIWAY	69.95	16.45	76.58
4100	7	3,442	152	607,376	APRON	71.39	15.53	66.22
4200	1	250	265	66,250	APRON	65.80	0.00	65.80
4300	2	1,300	175	244,510	APRON	81.60	8.40	77.32
6100	10	18,227	65	941,350	RUNWAY	94.97	2.33	95.29
6200	6	16,328	108	942,148	RUNWAY	93.12	2.32	92.30

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	918,136	72.87	14.31	69.15
RUNWAY	16	1,883,498	94.28	2.49	93.79
TAXIWAY	11	164,066	70.15	22.20	67.27
ALL	37	2,965,700	81.32	18.26	84.70

SECTION CONDITION REPORT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0500	0500-00	7/1/2022	AC	TAXIWAY	P	7,889	7/20/2024	2	90
0500	0500-01	7/1/2008	AC	TAXIWAY	P	11,558	7/20/2024	16	63
0500	0500-02	3/16/2015	AC	TAXIWAY	P	24,987	7/20/2024	9	82
0500	0500-03	3/16/2015	AC	TAXIWAY	P	3,667	7/20/2024	9	55
0600	0600-01	3/16/2015	AC	TAXIWAY	P	42,300	7/20/2024	9	73
0600	0600-02	7/1/2023	AC	TAXIWAY	P	11,270	8/5/2024	1	100
0700	0700-01	8/1/2002	AC	TAXIWAY	S	27,209	7/20/2024	22	19
0700	0700-02	7/1/2023	AC	TAXIWAY	S	2,561	7/20/2024	1	92
0800	0800-01	3/16/2015	AC	TAXIWAY	T	7,000	7/20/2024	9	58
1000	1000-01	3/16/2015	AC	TAXIWAY	S	17,975	7/20/2024	9	86
1000	1000-02	10/17/1990	AC	TAXIWAY	S	7,650	7/20/2024	34	54
4100	4100-01	3/16/2015	AC	APRON	P	193,700	7/20/2024	9	84
4100	4100-02	3/16/2015	AC	APRON	P	77,089	7/20/2024	9	79
4100	4100-03	9/1/1998	AC	APRON	P	212,224	7/20/2024	26	41
4100	4100-04	3/16/2015	AC	APRON	S	66,750	7/20/2024	9	80
4100	4100-05	3/16/2015	AC	APRON	P	20,000	7/20/2024	9	78
4100	4100-06	3/16/2015	AC	APRON	P	27,535	7/20/2024	9	55
4100	4100-07	8/1/2019	PCC	APRON	P	10,078	7/20/2024	5	83
4200	4200-01	3/16/1989	AC	APRON	S	66,250	7/20/2024	35	66
4300	4300-01	7/1/2022	AC	APRON	S	60,000	7/20/2024	2	90
4300	4300-02	3/16/2015	AC	APRON	S	184,510	7/20/2024	9	73
6100	6100-01C	7/1/2023	AC	RUNWAY	P	45,000	7/20/2024	1	97
6100	6100-01E	7/1/2023	AC	RUNWAY	P	85,450	7/20/2024	1	96
6100	6100-01W	7/1/2023	AC	RUNWAY	P	170,000	7/20/2024	1	99
6100	6100-02C	7/1/2023	AC	RUNWAY	P	45,000	7/20/2024	1	97
6100	6100-02E	7/1/2023	AC	RUNWAY	P	85,450	7/20/2024	1	92
6100	6100-02W	7/1/2023	AC	RUNWAY	P	170,000	7/20/2024	1	94
6100	6100-03C	7/1/2023	AC	RUNWAY	P	45,000	7/20/2024	1	96
6100	6100-03E	7/1/2023	AC	RUNWAY	P	85,450	7/20/2024	1	94
6100	6100-03W	7/1/2023	AC	RUNWAY	P	170,000	7/20/2024	1	95
6100	6100-04	7/1/2023	AC	RUNWAY	T	40,000	7/20/2024	1	91
6200	6200-01	7/1/2022	AC	RUNWAY	P	90,000	7/20/2024	2	93
6200	6200-02	7/1/2022	AC	RUNWAY	P	90,000	7/20/2024	2	97
6200	6200-05	7/1/2022	AC	RUNWAY	P	240,716	7/20/2024	2	90
6200	6200-06	7/1/2022	AC	RUNWAY	P	240,716	7/20/2024	2	94
6200	6200-07	7/1/2022	AC	RUNWAY	P	240,716	7/20/2024	2	92
6200	6200-08	7/1/2022	AC	RUNWAY	T	40,000	7/20/2024	2	94

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	1,965,218	20	93.98	2.98	93.69
03-05	5	10,078	1	83.00	0.00	83.00
06-10	9	665,513	11	73.06	11.18	77.44
16-20	16	11,558	1	63.20	0.00	63.20
21-25	22	27,209	1	19.30	0.00	19.30
26-30	26	212,224	1	40.80	0.00	40.80
31-35	35	73,900	2	59.65	6.15	64.53
ALL	7	2,965,700	37	81.32	18.26	84.70

Work History Report

Pavement Database: Alaska

Network: Nome Airport **Branch:** 0500 Taxiway E **Section:** 0500-00 **Surface:** AC

L.C.D. 7/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 25.00 (Ft) **Width:** 315.00 (Ft) **True Area:** 7889 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1989	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA , 9" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:** AC

L.C.D. 7/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 11558 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
3/16/1989	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA , 9" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0500 Taxiway E **Section:** 0500-02 **Surface:** AC

L.C.D. 3/16/2015 **Use:** TAXIWAY **Rank:** P **Length:** 260.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 24987 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Recycled Asphalt Pavem
3/16/1989	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0500 Taxiway E **Section:** 0500-03 **Surface:** AC

L.C.D. 3/16/2015 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 3667 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Recycled Asphalt Pavem
8/1/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0600 Taxiway F **Section:** 0600-01 **Surface:** AC

L.C.D. 3/16/2015 **Use:** TAXIWAY **Rank:** P **Length:** 360.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 42300 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Recycled Asphalt Pavem
8/15/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base
9/1/1980	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0600 Taxiway F **Section:** 0600-02 **Surface:** AC

L.C.D. 7/1/2023 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 280.00 (Ft) **True Area:** 11270 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Recycled Asphalt Pavem
8/15/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base
9/1/1980	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

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

L.C.D. 8/1/2002 **Use:** TAXIWAY **Rank:** S **Length:** 490.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 27209 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0700 Taxiway G **Section:** 0700-02 **Surface:** AC

L.C.D. 7/1/2023 **Use:** TAXIWAY **Rank:** S **Length:** 25.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 2561 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
8/1/2002	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base

Network: Nome Airport **Branch:** 0800 Taxiway H **Section:** 0800-01 **Surface:** AC

L.C.D. 3/16/2015 **Use:** TAXIWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 7000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	4" HMA, 6" Blended RAP (Funded vi
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	2" HMA (Funded via AIP)
8/4/1993	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

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

L.C.D. 3/16/2015 **Use:** TAXIWAY **Rank:** S **Length:** 327.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17975 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Blended RAP (Funded vi
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
7/1/1998	PA-AL	Patching - AC Leveling	0.00	0.00	☐	(Funded via AIP)
3/16/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 1000 Taxiway J **Section:** 1000-02 **Surface:** AC

L.C.D. 3/16/1989 **Use:** TAXIWAY **Rank:** S **Length:** 100.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 7650 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/1998	PA-AL	Patching - AC Leveling	0.00	0.00	☐	(Funded via AIP)
3/16/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA , 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-01 **Surface:**AC
L.C.D. 3/16/2015 **Use:** APRON **Rank:** P **Length:** 775.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 193700 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Blended RAP, (Funded vi
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-02 **Surface:**AC
L.C.D. 3/16/2015 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 77089 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" blended RAP (Funded via
10/15/1984	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-03 **Surface:**AC
L.C.D. 9/1/1998 **Use:** APRON **Rank:** P **Length:** 900.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 212224 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 3" Aggregate Base Course, 7

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-04 **Surface:**AC
L.C.D. 3/16/2015 **Use:** APRON **Rank:** S **Length:** 445.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 66750 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 6" blended RAP, (Funded vi
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	2" HMA, 3" Aggregate Base Course, 7

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-05 **Surface:**AC
L.C.D. 3/16/2015 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 20000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Blended RAP (Funded vi
8/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-06 **Surface:**AC
L.C.D. 3/16/2015 **Use:** APRON **Rank:** P **Length:** 192.00 (Ft) **Width:** 142.00 (Ft) **True Area:** 27535 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Blended RAP (Funded vi
8/1/2002	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA, 3" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 4100 Main Apron **Section:** 4100-07 **Surface:**PCC
L.C.D. 8/1/2019 **Use:** APRON **Rank:** P **Length:** 130.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 10078 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2019	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Nome Airport **Branch:** 4200 AK Nat'l Guard Ap **Section:** 4200-01 **Surface:**AC

L.C.D. 3/16/1989 **Use:** APRON **Rank:** S **Length:** 250.00 (Ft) **Width:** 265.00 (Ft) **True Area:** 66250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/1998	CS-AC	Crack Sealing - AC	0.00	0.00	☐	(Funded via AIP)
3/16/1989	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 4300 North Ramp **Section:** 4300-01 **Surface:**AC

L.C.D. 7/1/2022 **Use:** APRON **Rank:** S **Length:** 400.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 60000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	MOL	Cold Mill and Overlay	0.00	0.00	☑	(Funded via AIP)AIP No. 3-02-0199-x
7/1/2008	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 8" Aggregate Base Course, 2

Network: Nome Airport **Branch:** 4300 North Ramp **Section:** 4300-02 **Surface:**AC

L.C.D. 3/16/2015 **Use:** APRON **Rank:** S **Length:** 900.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 184510 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2015	MOL	Cold Mill and Overlay	0.00	0.00	☑	2" HMA, (Funded via AIP)
8/1/1998	NC-IN	New Construction - Initial	0.00	0.00	☑	4" HMA, 7" Aggregate Base Course, 1

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-01C **Surface:**AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 45000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" HMA (Funded via AIP)
8/15/1993	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
8/4/1989	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-01E **Surface:**AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 1,709.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 85450 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
9/1/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	5" HMA, 6" Crushed RAP or Crushed
9/1/1984	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-01W **Surface:**AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 3,400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 170000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
8/1/2007	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/31/2000	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
10/13/1995	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA, 11" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-02C **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 45000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" HMA (Funded via AIP)
8/15/1993	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
8/4/1989	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-02E **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 1,709.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 85450 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
9/1/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Crushed RAP or Crushed
9/1/1984	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-02W **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 3,400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 170000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
8/1/2007	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/31/2000	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
10/13/1995	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA, 11" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-03C **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 45000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	5" HMA (Funded via AIP)
8/15/1993	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
8/4/1989	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-03E **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 1,709.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 85450 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
9/1/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" HMA, 6" Crushed RAP or Crushed
9/1/1984	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP)
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-03W **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** P **Length:** 3,400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 170000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
8/1/2007	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
7/31/2000	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" HMA (Funded via AIP)
10/13/1995	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" HMA, 11" Crushed Aggregate Base
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6100 10/28 **Section:** 6100-04 **Surface:** AC

L.C.D. 7/1/2023 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2023	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
3/16/2015	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Nome Airport **Branch:** 6200 03/21 **Section:** 6200-01 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 90000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
10/17/1989	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 9" Base Course Type C (Fun
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6200 03/21 **Section:** 6200-02 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 90000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
3/16/2015	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Nome Airport **Branch:** 6200 03/21 **Section:** 6200-05 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 4,976.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 240716 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
10/17/1989	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 9" Base Course Type C (Fun
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6200 03/21 **Section:** 6200-06 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 4,976.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 240716 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
10/17/1989	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 9" Base Course Type C (Fun
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6200 03/21 **Section:** 6200-07 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 4,976.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 240716 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
7/1/2008	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	3" HMA (Funded via AIP)
10/17/1989	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" HMA, 9" Base Course Type C (Fun
3/16/1971	NC-IN	New Construction - Initial	0.00	0.00	☑	3" HMA, 9" Crushed Aggregate Base

Network: Nome Airport **Branch:** 6200 03/21 **Section:** 6200-08 **Surface:** AC

L.C.D. 7/1/2022 **Use:** RUNWAY **Rank:** T **Length:** 200.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 40000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	(Funded via AIP) Rehabilitation with
3/16/2015	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	3	251,510.00	0.00	0.00
Complete Reconstruction - AC	20	2,049,463.00	0.00	0.00
Complete Reconstruction - PCC	1	10,078.00	0.00	0.00
Crack Sealing - AC	1	66,250.00	0.00	0.00
New Construction - Initial	37	2,965,700.00	0.00	0.00
Patching - AC Leveling	2	25,625.00	0.00	0.00
Surface Reconstruction - AC	55	4,660,222.00	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 E 0500	0500-00	4	P-401	6	P-208	16	P-154	SP-SM	40 [2]
	0500-01	4	P-401	6	P-208	16	P-154	SP-SM	40 [2]
	0500-02	4	P-401	6	P-208	16	P-154	SP-SM	40 [2]
	0500-03	4	P-401	6	P-208	16	P-154	SP-SM	40 [2]
Taxiway F 0600	0600-01	4	P-401	6	P-208	18	P-154	SP-SM	50 [2]
	0600-02	4	P-401	6	P-208	18	P-154	SP-SM	50 [2]
Taxiway G 0700	0700-01	3	P-401	9	P-208	27	P-154	SP-SM	38 [2]
	0700-02	4	P-401	9	P-208	27	P-154	SP-SM	38 [2]
Taxiway H 800	0800-01	2	P-401	6	P-208	14	P-154	SP-SM	45 [2]
Taxiway J 1000	1000-01	4 [1]	P-401	9	P-208	14	P-154	SP-SM	28 [2]
	1000-02	3	P-401	6	P-208	14	P-154	SP-SM	28 [2]
Main Apron 4100	4100-01	4	P-401	6	P-208	26	P-154	SP-SM	50 [2]
	4100-02	4	P-401	6	P-208	26	P-154	SP-SM	50 [2]
	4100-03	4	P-401	5	P-208	12	P-154	SP-SM	57 [2]
	4100-04	3	P-401	6	P-208	14	P-154	SP-SM	70 [2]
	4100-05	4	P-401	6	P-208	26	P-154	SP-SM	50 [2]
	4100-06	4	P-401	6	P-208	26	P-154	SP-SM	50 [2]
	4100-07 PCC Hardstand	6 [1]	PCC	6 [1]	P-208	26 [1]	P-154	SP-SM	50 [2]
Alaska National Guard Apron 4200	4200-01	3	P-401	9	P-208	24	P-154	SP-SM	60 [2]

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
North Ramp 4300	4300-01	4	P-401	12	P-208	32	P-154	SP-SM	55 [2]
	4300-02	4	P-401	7	FATB	25	P-154	SP-SM	55 [2]
Runway 10/28 6100	6100-01C N. Edge (50-ft)	4	P-401	4	FATB	30	P-154	SP-SM	69 [2]
	6100-01E N. Edge (50-ft)	4	P-401	4	FATB	30	P-154	SP-SM	69 [2]
	6100-01W N. Edge (50-ft)	4	P-401	4	FATB	30	P-154	SP-SM	69 [2]
	6100-02C Keel (50-ft)	4	P-401	5	FATB	15	P-154	SP-SM	27 [2]
	6100-02E Keel (50-ft)	4	P-401	5	FATB	15	P-154	SP-SM	27 [2]
	6100-02W Keel (50-ft)	4	P-401	5	FATB	15	P-154	SP-SM	27 [2]
	6100-03C S. Edge (50-ft)	4	P-401	4	FATB	30	P-154	SP-SM	69 [2]
	6100-03E S. Edge (50-ft)	4	P-401	4	FATB	30	P-154	SP-SM	69 [2]
	6100-03W S. Edge (50-ft)	4	P-401	4	FATB	30	P-154	SP-SM	69 [2]
	6100-04 East Overrun	2	P-401	6	P-208	15 [1]	P-154	SP-SM	27 [1]
Runway 03/21 6200	6200-01 South Displaced Threshold	4	P-401	6	FATB	21	P-154	SP-SM	40 [2]
	6200-02 North Displaced Threshold	4	P-401	6	FATB	21	P-154	SP-SM	40 [2]
	6200-05 W. Edge (50-ft)	4	P-401	5	FATB	25	P-154	SP-SM	50 [2]
	6200-06 Keel (50-ft)	4	P-401	5	FATB	25	P-154	SP-SM	50 [2]
	6200-07 E. Edge (50-ft)	4	P-401	5	FATB	25	P-154	SP-SM	50 [2]
	6200-08 North Overrun	2	P-401	6	P-208	25 [1]	P-154	SP-SM	40 [1]

Notes:

1. Estimated from neighboring sections. No as-builts records available.
2. Subgrade strength estimated from Department of Defense Dynamic Cone Penetrometer (DCP) testing. Soil properties may vary due to origin as dredge tailings.

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	Cessna 206 Stationair	3,612	95.00	52	12	94
2	S-15	17,637	95.00	59	1,884	17,182
3	Cessna 208B	8,750	95.00	75	7,479	61,371
4	S-10	10,450	95.00	52	10	86
5	PA-31-325 Navajo C/R	6,536	95.00	66	6,536	52,699
6	D-15	17,120	95.00	63	2,450	26,710
7	Beechcraft King Air	12,590	95.00	98	2,038	21,597
8	Q100/Dash 8-100	34,700	94.40	131	7	85
9	D-100	100,000	95.00	140	3	43
10	L-100-20	155,801	96.40	104	367	3,903
11	Saab 340B	29,000	95.00	55	46	570
12	B737-200	116,000	92.80	158	229	3,593
13	B737-300	140,000	90.80	201	223	3,483
14	B737-400	150,500	93.80	185	255	4,029
15	B737-7 MAX	177,500	93.40	204	1,262	20,721
16	EMB-175 STD	83,026	95.00	136	360	5,449
17	DC9-32	109,000	92.40	155	47	692

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
10/28	B737-7 MAX	367,060	40,500	23.0	1.0	916/F/A/X/T
3/21	B737-7 MAX	567,740	40,500	34.0	1.0	1742/F/A/X/T

PCR CALCULATION NOTES

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

REFERENCES

Year	Project No.	Document Title
2023	TC-23/11	DOT-FAA Evaluation of Airport Pavement Designs for Seasonal Frost and Permafrost Conditions Report
2022		DOD CAPE Report
2020	3-02-0199-026, NFAPT00409	Airport Rehab Conformed Plans
2018	3-02-0199-026, NFAPT00253-252	Settlement Repairs Conformed Plans
2018	3-02-0199, NFAPT00252, 00253	Runway Bid tab Settlement Repairs
2016	61704	Security Improvements As-Builts
2013	3-02-0199-023, 60558	Apron Improvements As-Builts
2013	3-02-0199-022, 61413	Runway Safety Area Improvements As-Builts
2012		Runway 10-28 Geotech Options Geotech Report SW to USKH
2012	3-02-0199-021, 61731	Runway 10-28 Rehab As-Builts
2012	60558	Apron Improvements Geotech R&M Memo
2007	3-02-0199-016, 76817,	Runway Rehab Stage II As-Builts
2007	62775	Rehab Runway Settlement and Heave Evaluation R&M Report
2006	61045	Nome ARFF & SREB As-Builts
2006	3-02-0199-015, 62774	Airport Rehab As-Builts
2006	3-02-0199-014,62774	Plan Page Rehab R&M
2005	75600	Nome Airport Security Improvements As-Builts
2001	60905	Nome Airport Runway 27 Rehab As-Builts
2001	60905,	Runway 27 Rehab R&M Report
1999	3-02-0199-10,11 60529, 60857	Runway 9-27 Rehab Stage I,II As-Builts
1997	3-02-0199-09, 66958	Apron & Taxiway Rehab As-Builts
1993	3-02-0199-06, 66046	Runway Reconstruction Phase V & VI As-Builts
1988	3-02-0199-04, 63580	Runway Repair As-Builts
1986	DOT Geotech Report R10184	Runway Settlement Problems
1984	3-02-0199-01, D2975, 301719	Runway Reconstruction As-Builts
1971	8-02-0199-01	E-W Runway and Improvements As-Builts