Alaska DOT&PF

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

Pavement Inspection Report
Skagway Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Skagway Airport	SGY	PAGY	59° 27' 36.72" N	135° 19' 00.69" W	59

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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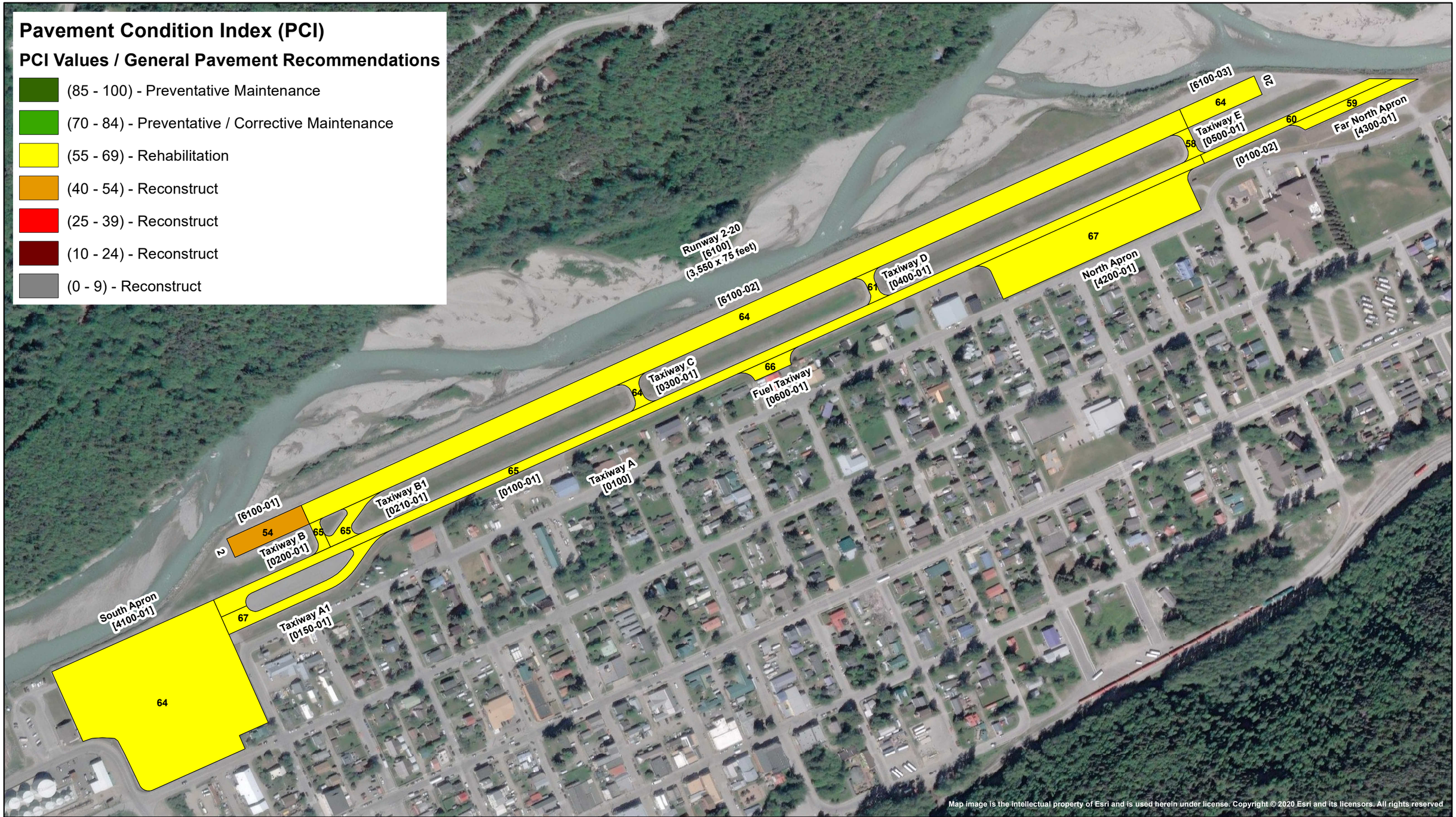
- (25 - 39) - Reconstruct
- (10 - 24) - Reconstruct
- (0 - 9) - Reconstruct



Skagway Airport

Airport Code: SGY
Site Number: 50704.*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

Skagway Airport

Airport Code: SGY
Site Number: 50704.*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

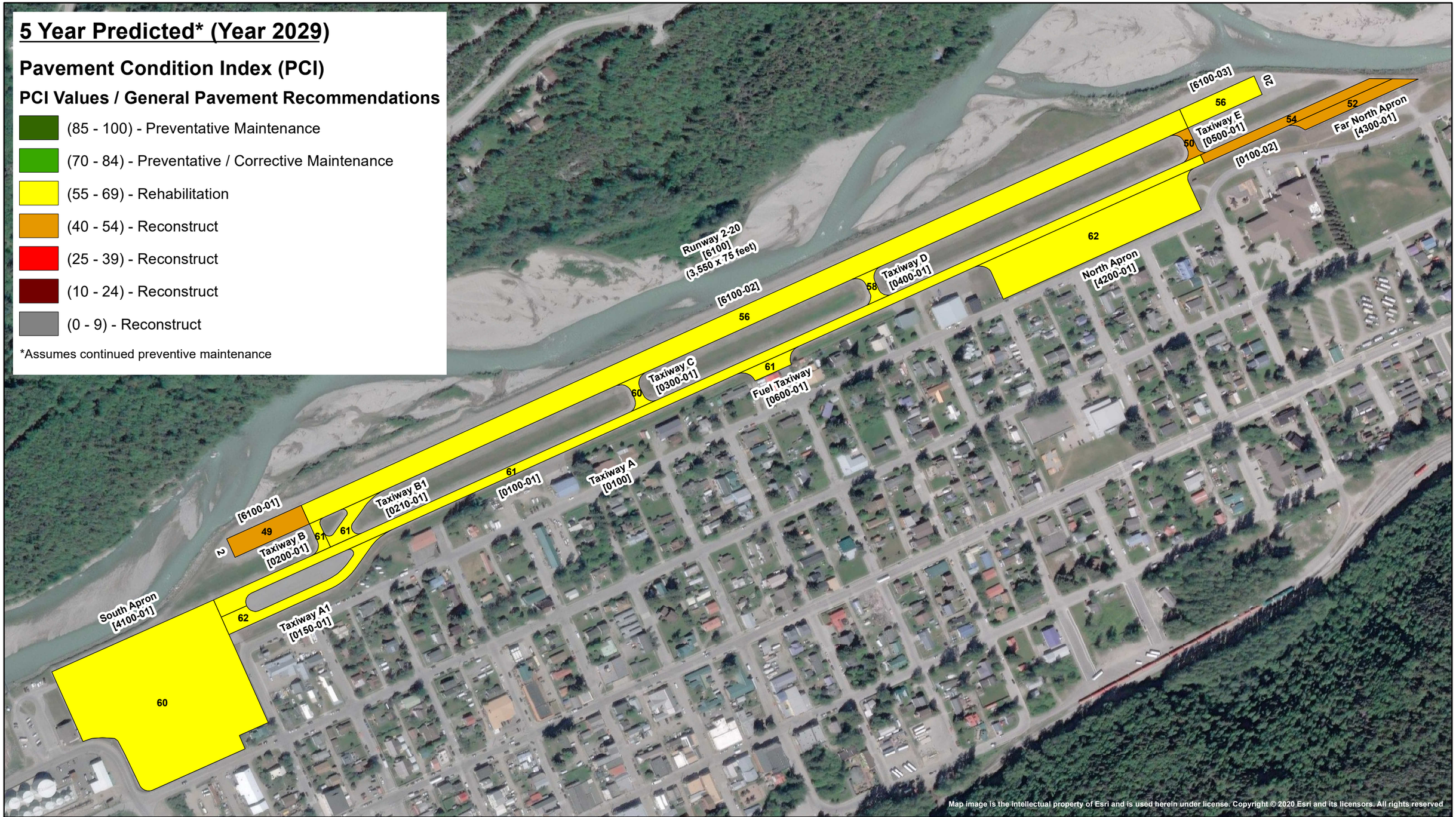
5 Year Predicted* (Year 2029)

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



Skagway Airport

Airport Code: SGY
Site Number: 50704.*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

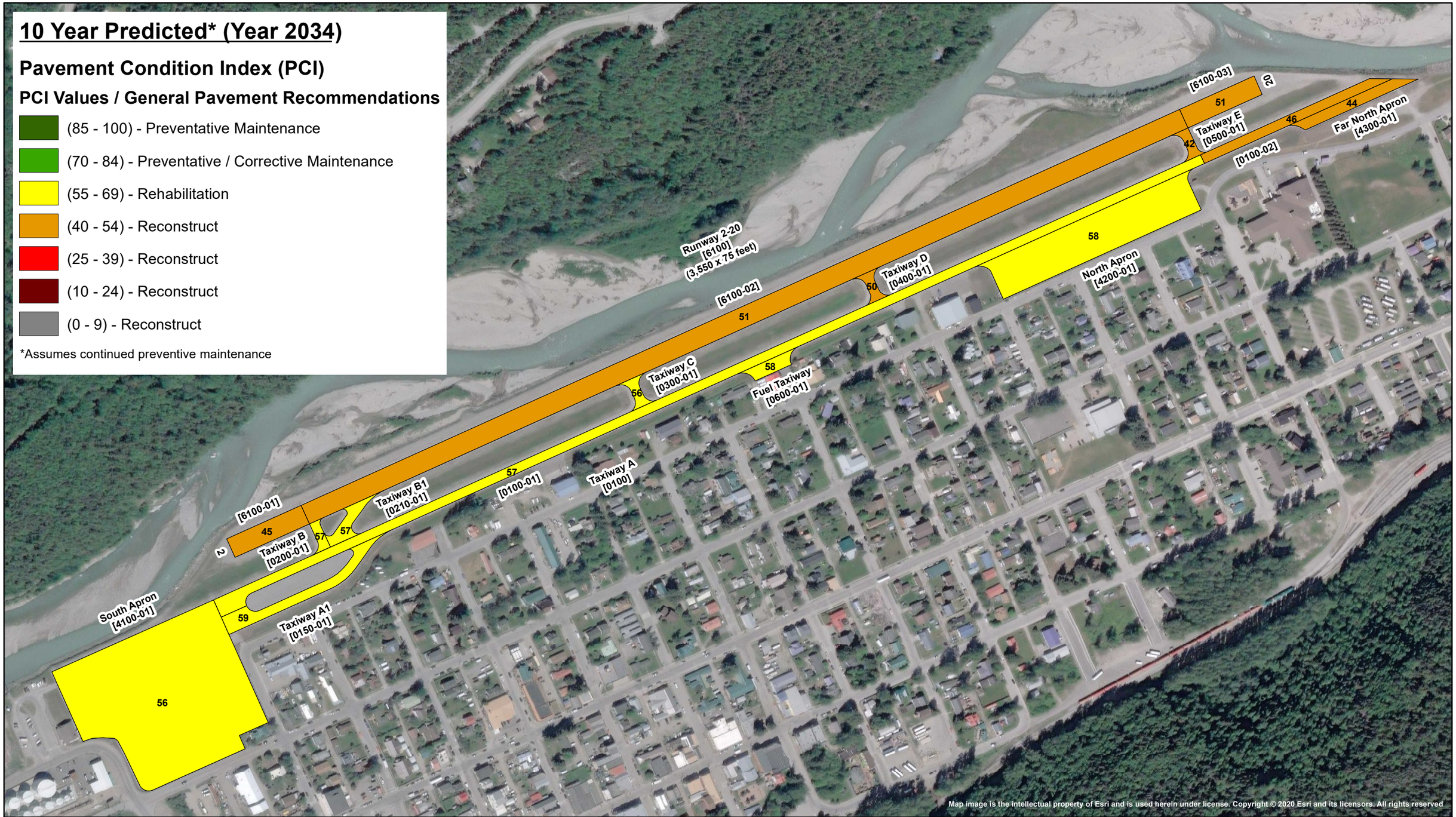
10 Year Predicted* (Year 2034)

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



Skagway Airport

Airport Code: SGY
Site Number: 50704.*A

10 Year Predicted
Pavement Condition Index (PCI)

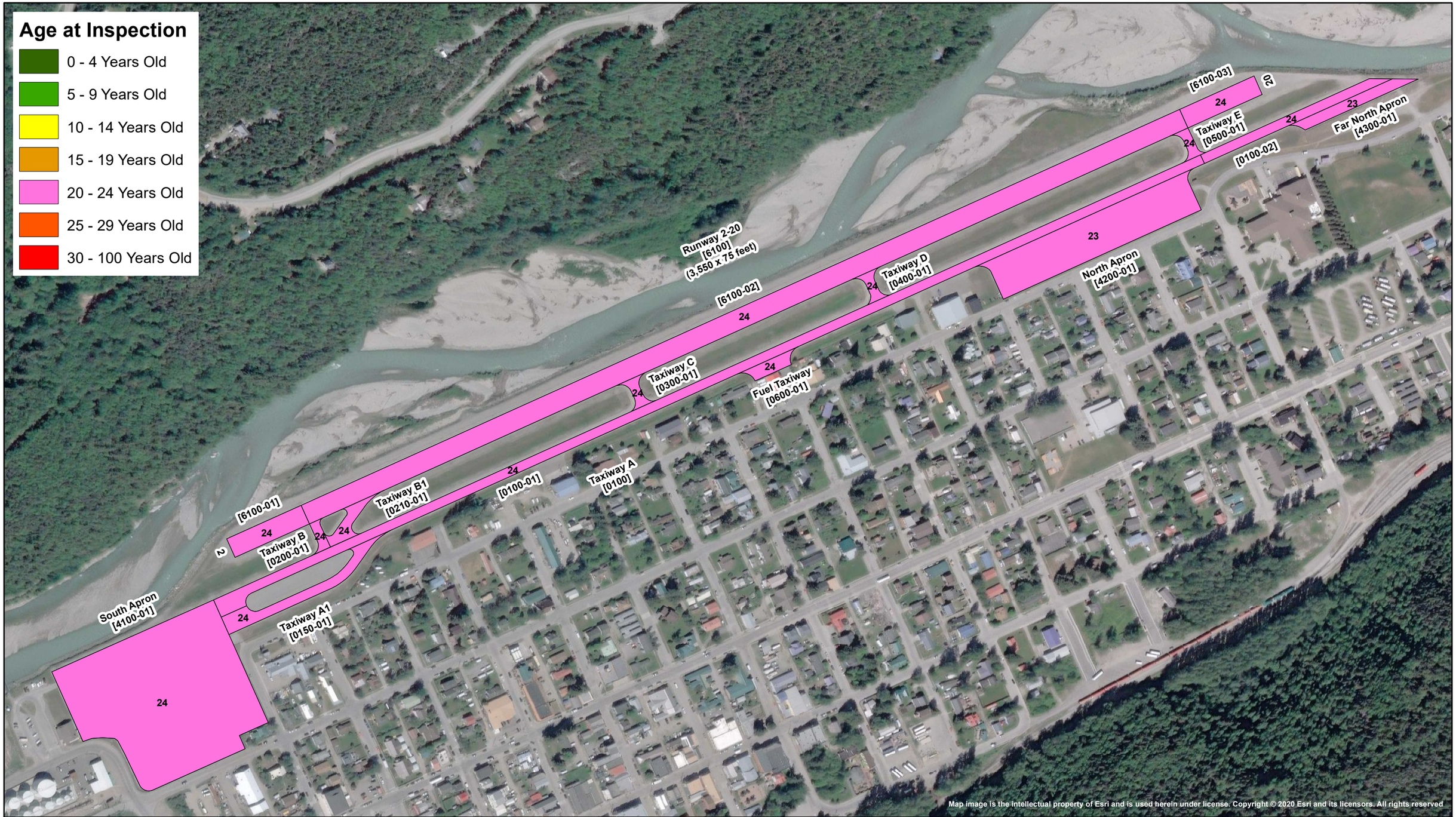
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

2024 Pavement Inspection Results

0 250 500 1,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6



Skagway Airport

Airport Code: SGY
Site Number: 50704.*A

Pavement Age at Inspection

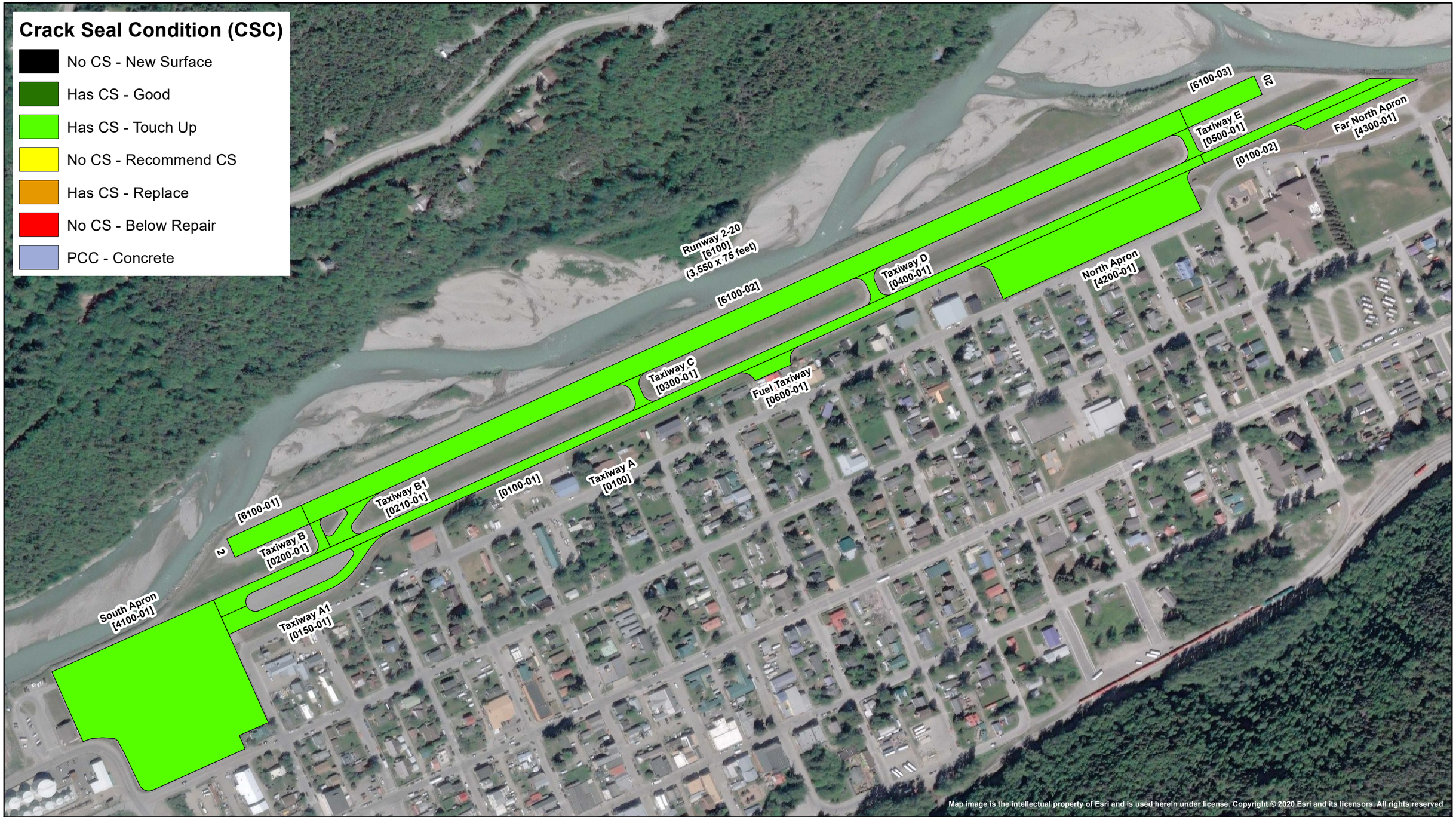
N W E S

2024 Pavement Inspection Results

0 250 500 1,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Skagway Airport

Airport Code: SGY
Site Number: 50704.*A

Pavement Crack Seal Condition (CSC)

N W E S

2024 Pavement Inspection Results

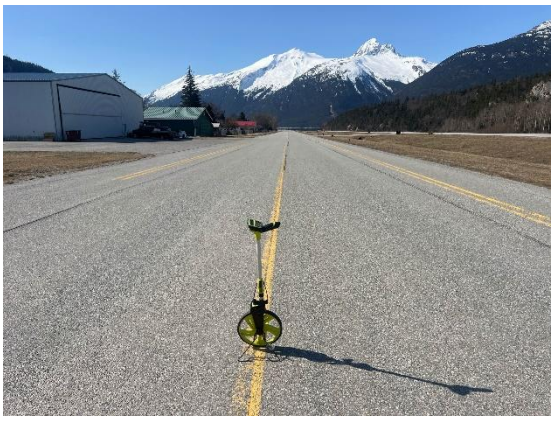
0 250 500 1,000
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

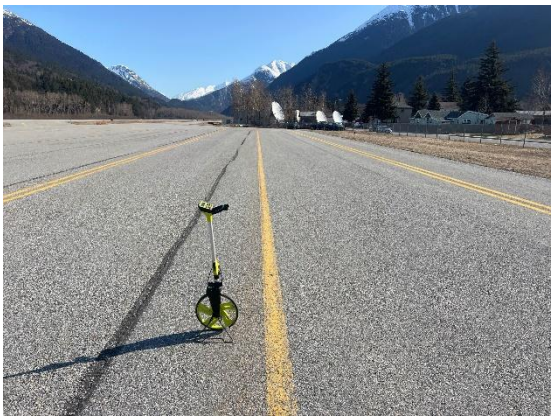
AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	2	168,655	64



Taxiway A was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks along the paving joints increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0150	Taxiway A1	Taxiway	1	27,050	67



Like Taxiway A, Taxiway A1 was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks along the paving joints increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	1	4,282	65

Taxiway B was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling and low to medium severity weathering. Field observations include the development of new unfilled transverse cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0210	Taxiway B1	Taxiway	1	9,793	65

Like Taxiway B, Taxiway B1 was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks along the paving joints increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	1	5,250	64

Taxiway C was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled transverse cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	1	5,112	61

Taxiway D was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low severity depression, low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include areas where standing water is possible, the development of new unfilled transverse cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	1	4,682	58

Taxiway E was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to high severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled transverse cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

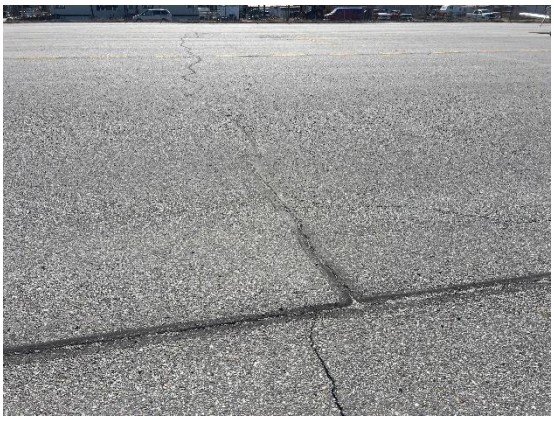
Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0600	Fuel TW	Taxiway	1	8,422	66

The fuel taxiway was constructed in 2000 and has not received major work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	South Apron	Apron	1	320,309	64

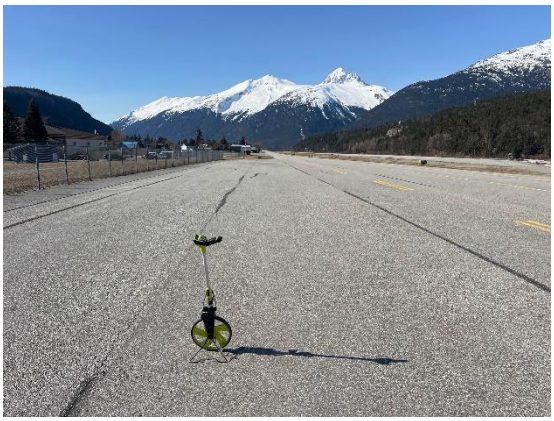
The south apron was constructed in 2000 and has not received any work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to high severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks along the paving joints increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the apron.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	North Apron	Apron	1	121,651	67



The north apron was constructed in 2001 and has not received any work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks along the paving joints increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the apron.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4300	Far North Apron	Apron	1	17,228	59



The apron was constructed in 2001 and has not received any work since. Occasional crack seal operations have been performed on the branch but could be touched up. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks along the paving joints increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the apron.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 02/20	Runway	3	311,250	63




Runway 02/20 was initially constructed in 1990 and the most recent major work was complete reconstruction in 2000. Occasional crack seal operations have been performed on the branch since construction. The most common distresses observed are low to medium severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include further deterioration of the top layer of asphalt concrete, contributing to a higher quantity and severity of raveling throughout the branch. Efforts have been made to seal areas of high raveling, but the sealant is failing.

BRANCH CONDITION REPORT

Branch ID	No. of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (Sq Ft)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	2	4,723	35	168,655	TAXIWAY	62.40	2.80	64.36
0150	1	640	35	27,050	TAXIWAY	66.70	0.00	66.70
0200	1	110	35	4,282	TAXIWAY	64.70	0.00	64.70
0210	1	220	35	9,793	TAXIWAY	64.90	0.00	64.90
0300	1	110	35	5,250	TAXIWAY	64.00	0.00	64.00
0400	1	110	35	5,112	TAXIWAY	60.90	0.00	60.90
0500	1	110	35	4,682	TAXIWAY	57.60	0.00	57.60
0600	1	50	145	8,422	TAXIWAY	65.50	0.00	65.50
4100	1	652	550	320,309	APRON	64.30	0.00	64.30
4200	1	800	150	121,651	APRON	66.60	0.00	66.60
4300	1	400	40	17,228	APRON	58.90	0.00	58.90
6100	3	4,150	75	311,250	RUNWAY	60.53	4.55	62.93

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	3	459,188	63.27	3.23	64.71
RUNWAY	3	311,250	60.53	4.55	62.93
TAXIWAY	9	233,246	63.23	2.92	64.48
ALL	15	1,003,684	62.70	3.54	64.11

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	3/15/2000	AC	TAXIWAY	S	143,434	4/15/2024	24	65
0100	0100-02	3/15/2000	AC	TAXIWAY	T	25,221	4/15/2024	24	60
0150	0150-01	3/15/2000	AC	TAXIWAY	S	27,050	4/15/2024	24	67
0200	0200-01	3/15/2000	AC	TAXIWAY	S	4,282	4/15/2024	24	65
0210	0210-01	3/15/2000	AC	TAXIWAY	S	9,793	4/15/2024	24	65
0300	0300-01	3/15/2000	AC	TAXIWAY	S	5,250	4/15/2024	24	64
0400	0400-01	3/15/2000	AC	TAXIWAY	S	5,112	4/15/2024	24	61
0500	0500-01	3/15/2000	AC	TAXIWAY	S	4,682	4/15/2024	24	58
0600	0600-01	3/15/2000	AC	TAXIWAY	T	8,422	4/15/2024	24	66
4100	4100-01	3/15/2000	AC	APRON	S	320,309	4/15/2024	24	64
4200	4200-01	8/1/2001	AC	APRON	T	121,651	4/15/2024	23	67
4300	4300-01	8/1/2001	AC	APRON	T	17,228	4/15/2024	23	59
6100	6100-01	8/1/2000	AC	RUNWAY	S	266,250	4/15/2024	24	64
6100	6100-02	8/1/2000	AC	RUNWAY	T	22,500	4/15/2024	24	54
6100	6100-03	8/1/2000	AC	RUNWAY	T	22,500	4/15/2024	24	64

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
21-25	24	1,003,684	15	62.70	3.54	64.11
ALL	24	1,003,684	15	62.70	3.54	64.11

Work History Report

Pavement Database: Alaska

Network: Skagway Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 4,000.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 143434 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** T **Length:** 723.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 25221 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0150 Taxiway A1 **Section:** 0150-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 640.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 27050 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 110.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4282 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0210 Taxiway B1 **Section:** 0210-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 220.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 9793 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 110.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 110.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5112 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:** AC
L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** S **Length:** 110.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4682 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 0600 Fuel TW **Section:** 0600-01 **Surface:** AC

L.C.D. 3/15/2000 **Use:** TAXIWAY **Rank:** T **Length:** 50.00 (Ft) **Width:** 145.00 (Ft) **True Area:** 8422 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 4100 South Apron **Section:** 4100-01 **Surface:** AC

L.C.D. 3/15/2000 **Use:** APRON **Rank:** S **Length:** 652.00 (Ft) **Width:** 550.00 (Ft) **True Area:** 320309 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/15/2000	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Base, 6" Subbase (Funded v

Network: Skagway Airport **Branch:** 4200 North Apron **Section:** 4200-01 **Surface:** AC

L.C.D. 8/1/2001 **Use:** APRON **Rank:** T **Length:** 800.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 121651 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑	6" Crushed Aggregate Base Course, 6"

Network: Skagway Airport **Branch:** 4300 Far North Apron **Section:** 4300-01 **Surface:** AC

L.C.D. 8/1/2001 **Use:** APRON **Rank:** T **Length:** 400.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 17228 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2001	NC-IN	New Construction - Initial	0.00	0.00	☑	2" AC, 6" Crushed Aggregate Base Co

Network: Skagway Airport **Branch:** 6100 02/20 **Section:** 6100-01 **Surface:** AC

L.C.D. 8/1/2000 **Use:** RUNWAY **Rank:** S **Length:** 3,550.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 266250 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" AC, 6" Crushed Aggregate Base Co
9/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Skagway Airport **Branch:** 6100 02/20 **Section:** 6100-02 **Surface:** AC

L.C.D. 8/1/2000 **Use:** RUNWAY **Rank:** T **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 22500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" AC, 6" Crushed Aggregate Base Co
9/1/1990	NC-IN	New Construction - Initial	0.00	0.00	☑	(Funded via AIP)

Network: Skagway Airport **Branch:** 6100 02/20 **Section:** 6100-03 **Surface:** AC

L.C.D. 8/1/2000 **Use:** RUNWAY **Rank:** T **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 22500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" AC, 6" Crushed Aggregate Base Co
9/1/1990	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)
Complete Reconstruction - AC	3	311,250.00	0.00	0.00
New Construction - Initial	15	1,003,684.00	0.00	0.00

PHYSICAL PROPERTY DATA

		Pavement		Base		Subbase		Subgrade	
Branch ID	**Section ID**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Thick (in)**	**Type**	**Type**	**CBR**
Taxiway A 100	0100-01	2	P-401	6	P-208	22	P-154	GP[1]	10
	0100-02	2	P-401	6	P-208	22	P-154	GP[1]	10
Taxiway A1 0150	0150-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Taxiway B 200	0200-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Taxiway B1 210	0210-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Taxiway C 300	0300-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Taxiway D 400	0400-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Taxiway E 500	0500-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Fuel TW 600	0600-01	2	P-401	6	P-208	22	P-154	GP[1]	10
South Apron 4100	4100-01	2	P-401	6	P-208	22	P-154	GP[1]	10
North Apron 4200	4200-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Far North Apron 4300	4300-01	2	P-401	6	P-208	22	P-154	GP[1]	10
Runway 02/20 6100	6100-01 RW 02/20	2	P-401	6	P-208	22	P-154	GP[1]	10
	6100-02 S. Overrun	2	P-401	6	P-208	22	P-154	GP[1]	10
	6100-03 N. Overrun	2	P-401	6	P-208	22	P-154	GP[1]	10

Notes:

1. Soil type is estimated from construction records.

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	95.0	52	375	3,687
2	Cessna 208B	8,750	95.0	75	2,171	22,106
3	S-10	10,450	95.0	52	96	1,014
4	PA-31-325 Navajo C/R	6,536	95.0	66	80	804

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
2/20	Cessna 208B	72,547	15,000	20.0	1.0	223/F/B/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- P-154 thickness was reduced to 12 inches for PCR calculation
- Subgrade strength reduction for frost applied
- S-10 refers to “generic” single gear aircraft as modeled in FAARFIELD

REFERENCES

Year	Project No.	Document Title
1999	3-02-0270-0399, 71835	Airport Improvements, As-Built
1981	SC_81-377-01	Runway and Apron Improvements, As-Built