

# Albia Municipal Airport

The logo for the Iowa Department of Transportation (IOWA | DOT) is displayed within a white circle. The word "IOWA" is in blue with a yellow sun icon over the 'O', and "DOT" is in blue. A thick green curved line frames the circle and extends across the top and right side of the page.

IOWA | DOT

## Pavement Management Report

### PREPARED BY

Applied Pavement Technology, Inc.  
1908 South First Street, Suite 201  
Champaign, Illinois 61820  
(217) 398-3977  
[www.appliedpavement.com](http://www.appliedpavement.com)

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# ALBIA MUNICIPAL AIRPORT PAVEMENT MANAGEMENT REPORT

## Prepared For:



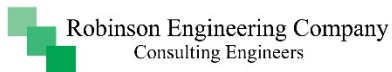
Iowa Department of Transportation  
Modal Transportation Bureau  
800 Lincoln Way  
Ames, Iowa 50010  
515-239-1101  
<https://iowadot.gov/modes-travel/aviation>

## Prepared By:



Applied Pavement Technology, Inc.  
1908 South First Street, Suite 201  
Champaign, Illinois 61820  
217-398-3977  
<https://www.appliedpavement.com>

## In Association With:



Robinson Engineering Company  
Consulting Engineers  
819 Second Street NE  
Independence, Iowa 50644  
319-334-7211

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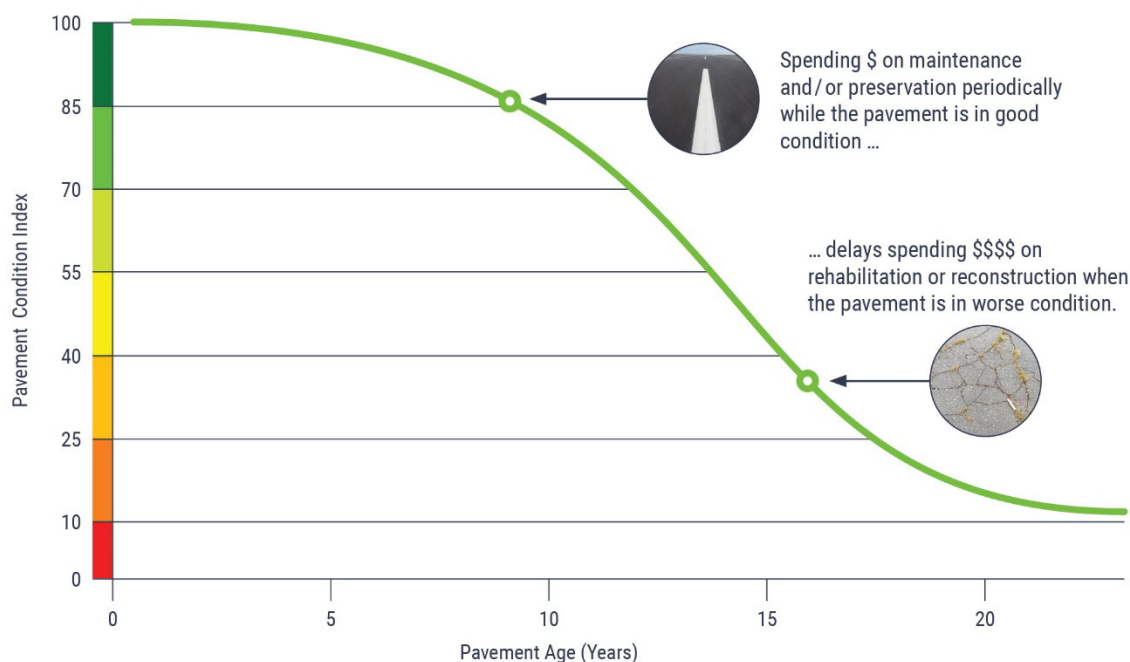
## INTRODUCTION

Applied Pavement Technology, Inc. (APTech), with assistance from Robinson Engineering Company Consulting Engineers (Robinson), updated the Airport Pavement Management System (APMS) for the Iowa Department of Transportation, Modal Transportation Bureau (Iowa DOT). The APMS provides a means to monitor the condition of the pavements within the State of Iowa and to proactively plan for their preservation.

As part of this project, pavement conditions at Albia Municipal Airport were visually assessed in March 2025 using the Pavement Condition Index (PCI) procedure. During a PCI inspection, the types, severities, and amounts of distress present on the pavement surface are quantified. This information is then used to develop a composite index that represents the overall condition of the pavement in numerical terms, ranging from 0 (*Failed*) to 100 (*Excellent*). The PCI provides an overall measure of condition and an indication of the level of work that will be required to maintain or repair a pavement. The distress information also provides insight into what is causing the pavement to deteriorate, which is the first step in selecting the appropriate repair action to correct the problem.

Programmed into an APMS, PCI data and results are used to determine when preventive maintenance actions (such as crack or joint sealing) are advisable and to identify the most cost-effective time to perform major rehabilitation (such as an overlay or whitetopping). Delaying maintenance and rehabilitation (M&R) until a pavement structure has seriously degraded can cost many times more than if M&R was applied earlier in a pavement's life cycle, as shown in Figure 1. From a safety perspective, pavement distresses, such as cracks and loose debris, may pose risks in terms of the potential for aircraft tire damage and the ability of a pilot to safely control aircraft.

Figure 1. Pavement condition versus cost of repair.



The pavement evaluation results for Albia Municipal Airport are presented within this report and can be used by Albia Municipal Airport, the Iowa DOT, and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement M&R actions at the airport. In addition to this report, the web-based interactive pavement data visualization tool IDEA, containing the information collected during this project, was updated and may be accessed from the [Iowa DOT's website](#) or directly ([Iowa APMS IDEA](#)).

## PAVEMENT INVENTORY

The project began with a review of the existing inventory information pertaining to the pavements at Albia Municipal Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps, as necessary, to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2021.

The pavement network at Albia Municipal Airport was then divided into branches, sections, and sample units. A branch is a single entity that serves a distinct function. For example, a runway is considered a branch because it serves a single function (allowing aircraft to take off and land). Taxiways, aprons, and T-hangars are also separate branches.

Each branch was further divided into sections. Traditionally, sections are defined as parts of the branch that share common attributes, such as cross section, date of last construction, traffic level, and performance. Using this approach, if a runway was built in 1968 and then extended in 1984, it would contain two separate sections.

To estimate the overall condition of a pavement section, each section was subdivided into sample units. Portions of these sample units were evaluated during the pavement inspection, and the collected information was extrapolated to predict the overall section condition and quantities of distress.

Approximately 287,600 square feet of pavement were evaluated at Albia Municipal Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Albia Municipal Airport.

Figure 2. Pavement area by branch use at Albia Municipal Airport.

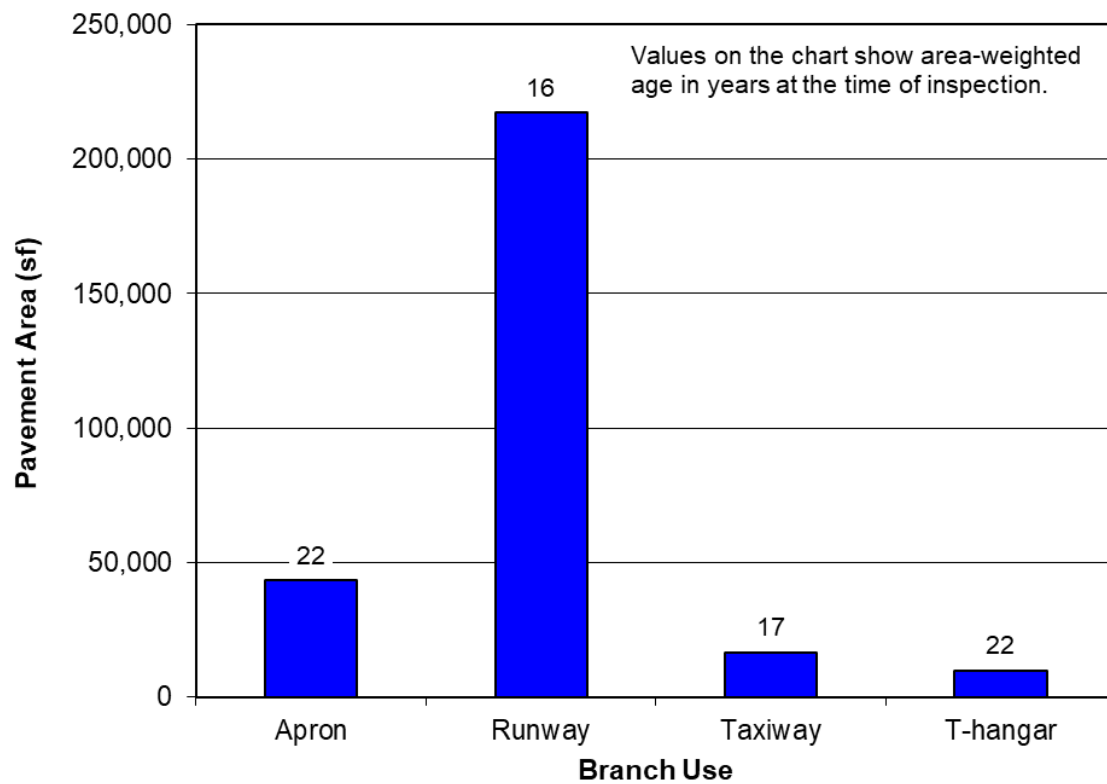
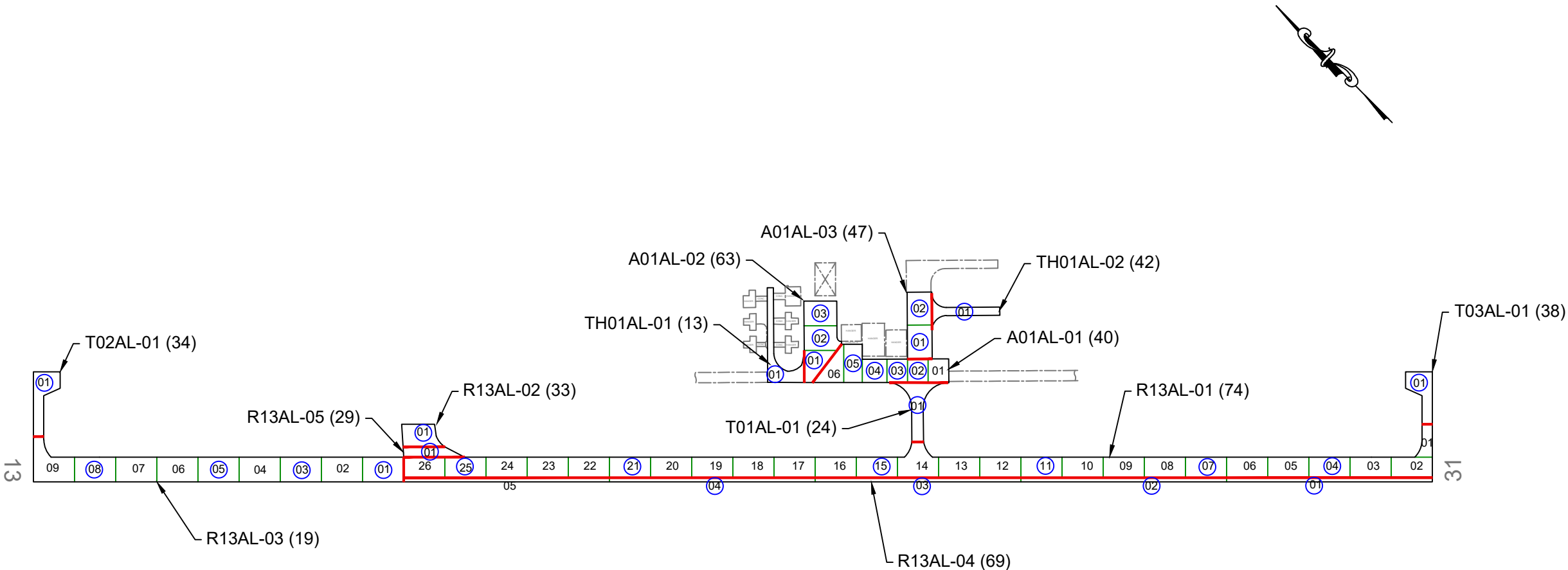


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE
- SAMPLE UNIT BREAK LINE
- SLAB JOINT
- SAMPLE UNIT NUMBER
- SAMPLE UNIT INSPECTED
- ADDITIONAL SAMPLE UNIT

|                                                                                       |                               |                               |                           |
|---------------------------------------------------------------------------------------|-------------------------------|-------------------------------|---------------------------|
|  |                               |                               |                           |
| AGENCY: Iowa Department of Transportation                                             |                               |                               |                           |
| LOCATION: Albia Municipal Airport                                                     |                               |                               |                           |
| PAGE TITLE: Network Definition Map                                                    |                               |                               |                           |
| PROJECT DATE: NOV. 2024                                                               | CREATION DATE: NOV. 2024      | PROJECT MANAGER: LJR          | JOB NUMBER: 2021-125-AM03 |
| DRAWING SCALE: 1"=300'                                                                | LAST MODIFIED DATE: JUN. 2025 | REVISED BY: KEW               | DRAWN BY: KEW             |
| FILENAME: Albia.dwg                                                                   |                               | LAYOUT NAME/NUMBER: NET. DEF. | PAGE NUMBER: 5            |



## PAVEMENT EVALUATION

### Pavement Evaluation Procedure

APTech visually inspected the pavements at Albia Municipal Airport using the PCI procedure described in:

- FAA Advisory Circular 150/5380-6C, [\*Guidelines and Procedures for Maintenance of Airport Pavements\*](#).
- FAA Advisory Circular 150/5380-7B, [\*Airport Pavement Management Program \(PMP\)\*](#).
- ASTM D5340, *Standard Test Method for Airport Pavement Condition Index Surveys*.

During the PCI inspection, a cursory inspection of the entirety of a pavement section was performed. Sample units identified for more detailed inspection were verified, and adjustments to the selected sample units for inspection were made as needed to ensure an accurate assessment of the pavement's condition. Data pertaining to the types, severities, and quantities of observed pavement distresses were then collected within each sample unit. These data were then used to calculate the composite PCI of each pavement section. The PCI provides a numerical indication of overall pavement condition, as illustrated in Figure 4. The PCI ranges from a value of 0, which represents a pavement in a *Failed* condition, to a value of 100, which represents a pavement in *Excellent* condition with no visible signs of deterioration. It is important to note that factors other than overall PCI need to be considered when identifying the appropriate type of repair, including types of distress present and rate of deterioration. Also, since the PCI does not assess the structural integrity or capacity of the pavement structure, further testing may be needed to validate and refine the treatment strategy.

Figure 4. Visual representation of PCI scale on typical pavement surfaces.



Note: Photographs shown are not specific to Albia Municipal Airport.

Generally, pavements with relatively high PCIs that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing or joint resealing. As the PCI drops, the pavements may require major rehabilitation, such as an overlay or whitetopping. In some situations where the PCI has dropped low enough, reconstruction may be the only viable alternative due to the substantial damage to the pavement structure. Figure 5 illustrates how the appropriate repair type varies with the PCI of a pavement section and provides the corresponding colors used for the maps and charts in this report for each range of PCIs.

Figure 5. PCI versus repair type.

| PCI Range | Repair                 |
|-----------|------------------------|
| 86-100    | Preventive Maintenance |
| 71-85     |                        |
| 56-70     |                        |
| 41-55     | Major Rehabilitation   |
| 26-40     | Reconstruction         |
| 11-25     |                        |
| 0-10      |                        |

The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration, which is useful when selecting M&R strategies. Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates or delays its recurrence. PCI distress types are characterized as:

- **Load-related**—These distress types are defined as being caused by aircraft or vehicular traffic and may indicate a structural deficiency. Examples of load-related distress include alligator cracking on asphalt-surfaced pavements and corner breaks on portland cement concrete (PCC) pavements.
- **Climate/durability-related**—These distress types often signify the presence of aged or environmentally susceptible (or both) material and include durability-related issues. Examples of climate/durability-related distress include weathering on asphalt-surfaced pavements, which is climate-related, and durability cracking on PCC pavements, which is durability-related.
- **Other**—Distress types that fall into this category cannot be attributed solely to load or climate/durability. Examples of this type of distress include depressions on asphalt-surfaced pavements and shrinkage cracking on PCC pavements.

Appendix A identifies the distress types considered during a PCI inspection and describes the likely cause of each distress type. It should be noted that a PCI is based on visual signs of pavement deterioration and does not provide a measure of structural capacity.

## Pavement Evaluation Results

The pavements at Albia Municipal Airport were inspected in March 2025. The 2025 area-weighted condition of Albia Municipal Airport is 54, with conditions ranging from 13 to 74 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2021, the area-weighted PCI of the airport was 56.

Figure 6 summarizes the overall condition of the pavements at Albia Municipal Airport, and Figure 7 presents area-weighted condition (average PCI adjusted to account for the relative size of the pavement sections) by branch use. Figure 8 is a map that displays the condition of the evaluated pavements. Table 1 summarizes the results of the pavement evaluation. Appendix B presents photographs taken during the PCI inspection, and Appendix C contains detailed information on the distress types observed during the visual survey. Appendix D includes detailed work history information that was collected during the record review process.

Figure 6. Pavement area by PCI range at Albia Municipal Airport.

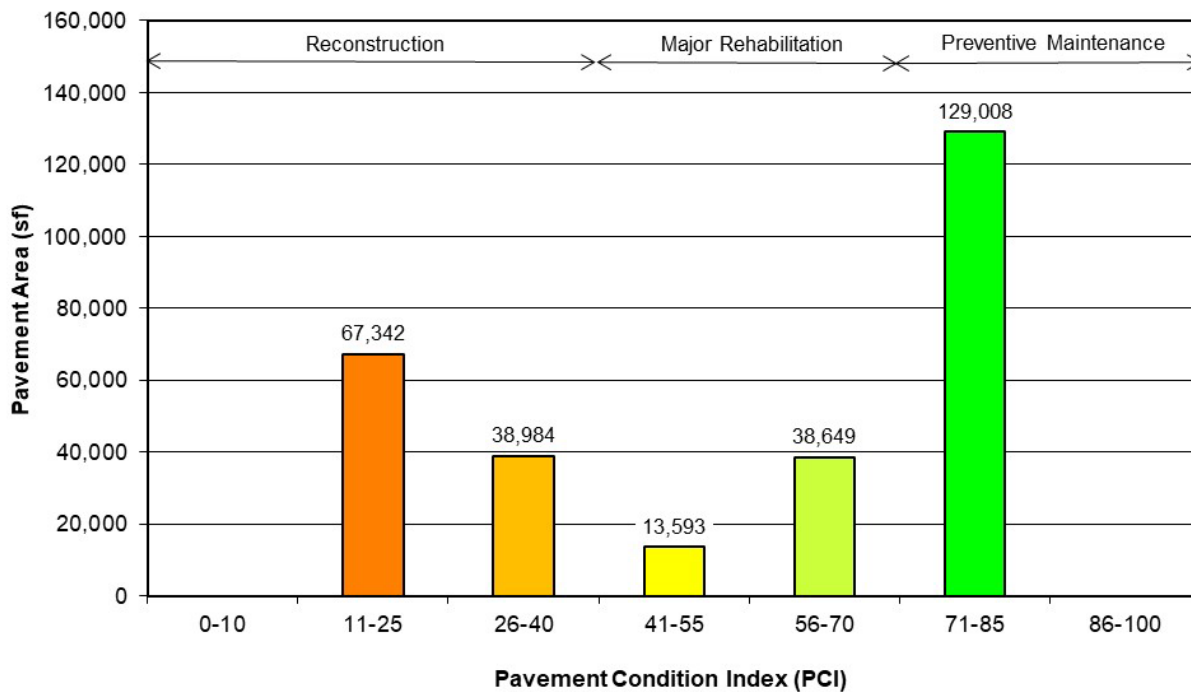


Figure 7. Area-weighted PCI by branch use at Albia Municipal Airport.

(Values on chart are area weighted.)

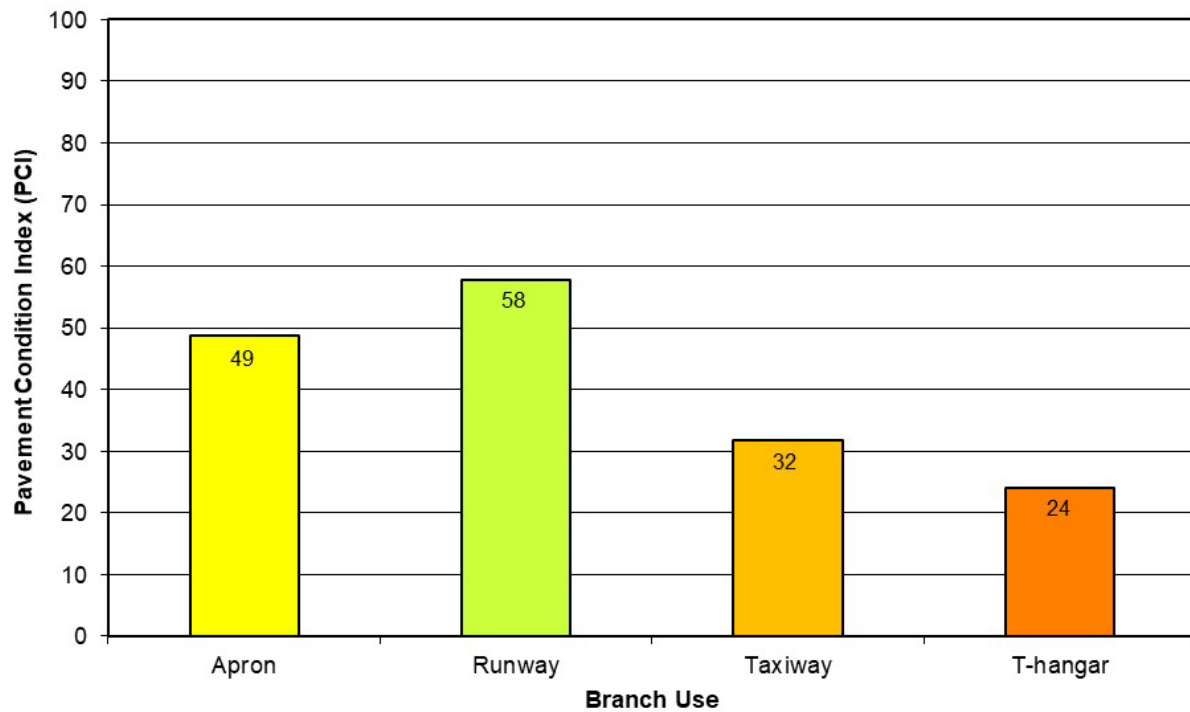
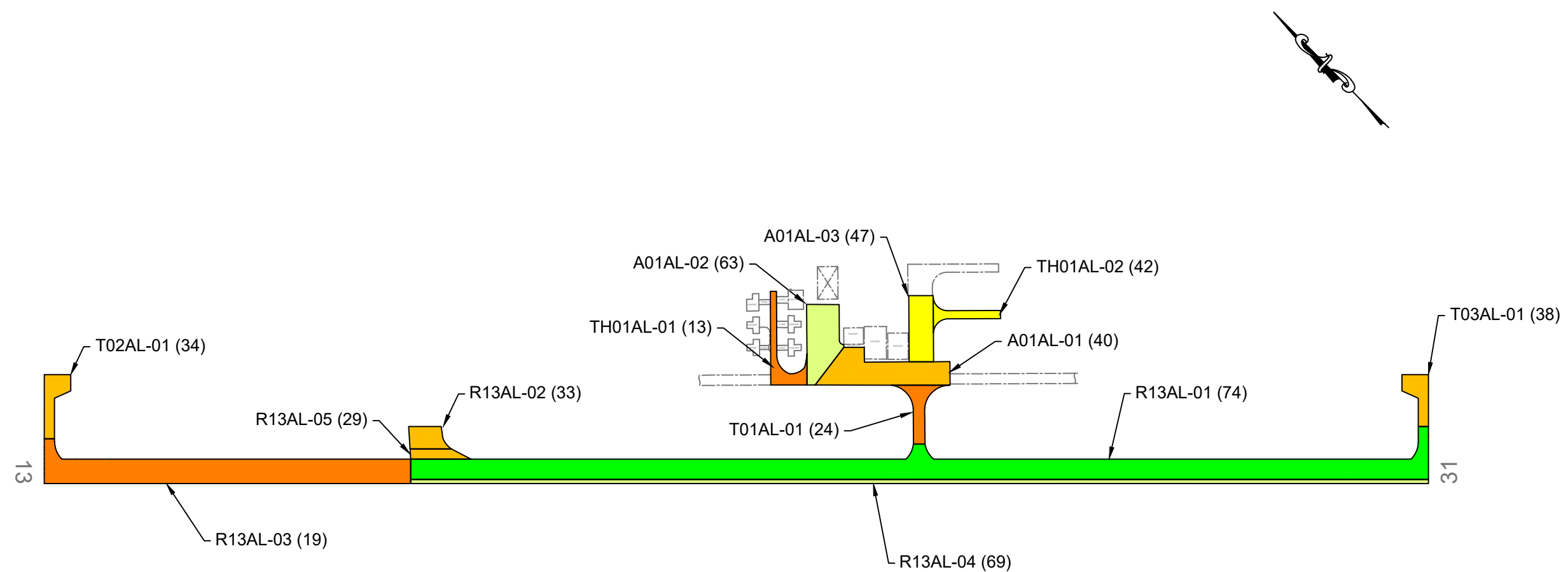


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER

SECTION IDENTIFIER

PCI VALUE

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

|        |
|--------|
| 86-100 |
| 71-85  |
| 56-70  |
| 41-55  |
| 26-40  |
| 11-25  |
| 0-10   |

**applied pavement**  
TECHNOLOGY

1908 South First Street, Suite 201  
Champaign, Illinois 61820  
Tel: 217-398-3977  
Fax: 217-398-4027

**Robinson Engineering  
Company**  
Consulting Engineers

819 Second Street NE  
Independence, IA 50644  
Tel: (563) 920-5382

AGENCY: **Iowa Department of Transportation  
Modal Transportation Bureau - Aviation**

LOCATION: **Albia Municipal Airport  
Albia, Iowa**

PAGE TITLE: **2025 Pavement Condition Index Map**

|                                   |                                         |                                   |                                     |
|-----------------------------------|-----------------------------------------|-----------------------------------|-------------------------------------|
| PROJECT DATE:<br><b>NOV. 2024</b> | CREATION DATE:<br><b>NOV. 2024</b>      | PROJECT MANAGER:<br><b>LJR</b>    | JOB NUMBER:<br><b>2021-125-AM03</b> |
| DRAWING SCALE:<br><b>1"=300'</b>  | LAST MODIFIED DATE:<br><b>JUN. 2025</b> | REVISED BY:<br><b>KEW</b>         | DRAWN BY:<br><b>KEW</b>             |
| FILENAME:<br><b>Albia.dwg</b>     |                                         | LAYOUT NAME/NUMBER:<br><b>PCI</b> | PAGE NUMBER:<br><b>10</b>           |

Table 1. 2025 pavement evaluation results.

| Branch | Section | Surface Type | Section Area (sf) | LCD      | 2025 PCI | % Distress Due to Load | % Distress Due to Climate/Durability | % Distress Due to Other | Type of Distress                                                            |
|--------|---------|--------------|-------------------|----------|----------|------------------------|--------------------------------------|-------------------------|-----------------------------------------------------------------------------|
| A01AL  | 01      | AAC          | 20,142            | 6/1/2003 | 40       | 38                     | 59                                   | 3                       | Alligator Cracking, L&T Cracking, Raveling, Rutting, Swelling, Weathering   |
| A01AL  | 02      | AC           | 13,649            | 6/4/2003 | 63       | 0                      | 75                                   | 25                      | Depression, L&T Cracking, Raveling, Swelling, Weathering                    |
| A01AL  | 03      | AC           | 9,748             | 6/1/2003 | 47       | 41                     | 44                                   | 15                      | Alligator Cracking, Depression, L&T Cracking, Patching, Rutting, Weathering |
| R13AL  | 01      | AAC          | 129,008           | 7/1/2015 | 74       | 0                      | 100                                  | 0                       | L&T Cracking, Weathering                                                    |
| R13AL  | 02      | AAC          | 4,696             | 5/1/1981 | 33       | 0                      | 100                                  | 0                       | L&T Cracking, Raveling                                                      |
| R13AL  | 03      | AC           | 55,477            | 1/1/1998 | 19       | 32                     | 68                                   | 0                       | Alligator Cracking, L&T Cracking, Raveling, Rutting                         |
| R13AL  | 04      | AAC          | 25,000            | 7/1/2015 | 69       | 0                      | 100                                  | 0                       | L&T Cracking, Weathering                                                    |
| R13AL  | 05      | AAC          | 3,100             | 6/1/1981 | 29       | 0                      | 100                                  | 0                       | L&T Cracking, Patching, Raveling                                            |
| T01AL  | 01      | AAC          | 5,680             | 6/1/2003 | 24       | 65                     | 30                                   | 5                       | Alligator Cracking, Depression, L&T Cracking, Raveling, Rutting, Weathering |
| T02AL  | 01      | AC           | 5,898             | 6/1/2010 | 34       | 38                     | 62                                   | 0                       | Alligator Cracking, L&T Cracking, Raveling, Weathering                      |
| T03AL  | 01      | AC           | 5,148             | 6/1/2010 | 38       | 52                     | 46                                   | 2                       | Alligator Cracking, L&T Cracking, Raveling, Swelling, Weathering            |
| TH01AL | 01      | AC           | 6,185             | 6/4/2003 | 13       | 57                     | 43                                   | 0                       | Alligator Cracking, L&T Cracking, Raveling, Rutting, Weathering             |
| TH01AL | 02      | AC           | 3,845             | 1/1/2004 | 42       | 34                     | 60                                   | 6                       | Alligator Cracking, L&T Cracking, Raveling, Swelling, Weathering            |

## Table Notes:

1. See Figure 3 for the location of the branch and section.
2. Surface Type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.
3. LCD = last construction date.
4. Distress due to load includes distress types that are attributed to a structural deficiency in the pavement, such as alligator cracking or rutting on asphalt-surfaced pavements or shattered slabs on PCC pavements.

Table 1. 2025 pavement evaluation results (continued).

- 5. Distress due to climate or durability includes distress types that are attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking on asphalt-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] on PCC pavements). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.
- 6. Distress due to other refers to distress types that are not attributed to one factor but rather may be caused by a combination of factors.
- 7. Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking; LTD cracking = longitudinal, transverse, and diagonal cracking; ASR = alkali-silica reaction.

## Inspection Comments

Albia Municipal Airport was inspected on March 26, 2025. There were 13 pavement sections defined during the inspection.

### Runway

Runway 13/31 consisted of five sections. Low- and medium-severity longitudinal and transverse (L&T) cracking and weathering were recorded in Section 01. Sections 02 and 03 were in *Poor* condition. Section 02 had low- and medium-severity L&T cracking along with medium-severity raveling. The low-severity cracking in Section 02 was unsealed, and the medium-severity cracking was due to either crack sealant that had failed or unsealed crack widths greater than 1/4 inch. Low- and medium-severity alligator cracking and L&T cracking were recorded in Section 03, along with high-severity raveling and low-severity rutting. The low-severity cracking in Section 03 was both sealed and unsealed, while the medium-severity cracking was due to either unsealed crack widths that exceeded 1/4 inch, unsatisfactory crack sealant, or the development of secondary cracking. Section 04 had areas of low- and medium-severity L&T cracking with low-severity weathering recorded throughout. Low- and medium-severity L&T cracking and medium-severity patching and raveling were identified in Section 05. In Sections 01, 04, and 05, most of the low-severity cracking was sealed, and the medium-severity cracking was due to either crack sealant in unsatisfactory condition or the development of secondary cracking.

### Taxiways

Taxiway 01 contained one section that was in *Poor* condition and connected the apron area to Runway 13/31. Low- and medium-severity alligator cracking, medium-severity depression, and low- and high-severity L&T cracking were identified, with the low-severity cracking mostly sealed and the high-severity cracking due to spalling along the crack. Low-severity raveling, rutting, and weathering were also observed.

Taxiway 02 was defined by one section in *Poor* condition having low-severity alligator cracking along with all severities of L&T cracking. The low-severity cracking was mostly sealed, and the medium-severity cracking was due to unsatisfactory crack sealant. Low- and medium-severity raveling and weathering were also identified.

Taxiway 03 consisted of one section that was in *Poor* condition. Low- and medium-severity alligator cracking and weathering, low- and high-severity L&T cracking, and low-severity raveling and swelling were observed. The low-severity cracking was sealed.

### Apron

The apron area contained three sections. Low- and medium-severity alligator cracking and L&T cracking, medium- and high-severity weathering and raveling, and low-severity swelling and rutting were recorded in Section 01. The low-severity cracking was both sealed and unsealed and the medium-severity cracking was due to either unsealed crack widths greater than 1/4 inch, unsatisfactory crack sealant, or secondary cracking development. Section 02 had areas of low- and medium-severity depression and L&T cracking, medium-severity raveling and weathering, and low-severity swelling. The low-severity cracking was unsealed, and the medium-severity cracking was due to either unsealed crack widths that exceeded 1/4 inch or crack sealant that was unsatisfactory. Medium-severity alligator cracking and patching; low- and medium-severity depression, L&T cracking, and rutting; and medium- and high-severity weathering were recorded in Section 03. The low-severity cracking was unsealed, while the medium-severity cracking was due to either unsealed crack widths greater than 1/4 inch or the development of secondary cracking.



***T-Hangar***

The T-hangar area consisted of two sections. Section 01 was in *Poor* condition with medium- and high-severity alligator cracking and weathering, low- and medium-severity L&T cracking, low- and high-severity raveling, and low-severity rutting. Low- and medium-severity alligator cracking and L&T cracking were recorded in Section 02, along with areas of low-severity raveling, low-severity swelling, and medium-severity weathering. The low-severity cracking in both sections was unsealed. The medium-severity cracking in Section 01 was due to either unsealed crack widths greater than 1/4 inch, unsatisfactory crack sealant, or secondary cracking development and, in Section 02, it was due to unsealed crack widths that exceeded 1/4 inch.

## PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM

Using the information collected during the pavement inspection, the PAVER pavement management software was used to develop a 5-year M&R program for Albia Municipal Airport. In addition, a 1-year plan for localized preventive maintenance (such as crack sealing and patching) was prepared.

### Analysis Parameters

#### ***Critical PCIs***

PAVER uses critical PCIs to determine whether localized preventive maintenance or major rehabilitation is the appropriate repair action. Above the critical PCI, localized preventive maintenance activities are recommended. Below the critical PCI, major rehabilitation actions, such as an overlay or reconstruction, are recommended. The Iowa DOT set the critical PCIs at 65 for runways, 60 for taxiways, and 55 for aprons and T-hangars.

#### ***Localized Preventive Maintenance Policies and Unit Costs***

Localized preventive maintenance policies were developed for asphalt-surfaced and PCC pavements. These policies, shown in Appendix E, identify the localized preventive maintenance actions that the Iowa DOT considered appropriate to correct the different distress types and severities. The Iowa DOT provided unit costs for each of the localized preventive maintenance actions included in these policies, and these costs are detailed in Appendix E. Please note that this information is of a general nature for the entire State. The localized preventive maintenance policies and unit costs may require adjustments to reflect specific conditions at Albia Municipal Airport.

#### ***Major Rehabilitation Unit Costs***

PAVER estimates the cost of major rehabilitation based on the predicted PCI of the pavement section. The Iowa DOT provided the costs for major rehabilitation, and they are presented in Appendix E. If major rehabilitation is recommended in the 5-year program, further engineering investigation will be needed to identify the most appropriate rehabilitation action and to estimate the cost of such work more accurately.

#### ***Budget and Inflation Rate***

An unlimited budget with a start date of July 1, 2025, and an inflation rate of 2.3 percent was used during the analysis.

### Analysis Approach

The 5-year M&R program was prepared with the goal of maintaining the pavements above established critical PCIs. During this analysis, major rehabilitation was recommended for pavements in the year they dropped below their critical PCI. For the first year (2025) of the analysis only, a localized preventive maintenance plan was developed for those pavement sections that were above their critical PCI. If major rehabilitation was triggered for a section in 2026 or 2027, then localized preventive maintenance was not recommended for 2025. While localized preventive maintenance should be an annual undertaking at Albia Municipal Airport, it is not possible to accurately predict the propagation of cracking and other distress types. Therefore, the airport should budget for maintenance every year and can use the 2025 localized preventive maintenance plan as a baseline for that work. As the pavements age, it can be assumed that the amount of localized preventive maintenance required will increase.

## Analysis Results

A summary of the M&R program for Albia Municipal Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2025 is provided in Appendix F.

Table 2. 5-year M&R program under an unlimited funding analysis scenario.

| Year                         | Branch | Section | Surface Type | Type of Repair         | Estimated Cost     |
|------------------------------|--------|---------|--------------|------------------------|--------------------|
| 2025                         | A01AL  | 01      | AAC          | Major Rehabilitation   | \$227,395          |
| 2025                         | A01AL  | 02      | AC           | Preventive Maintenance | \$780              |
| 2025                         | A01AL  | 03      | AC           | Major Rehabilitation   | \$75,021           |
| 2025                         | R13AL  | 01      | AAC          | Preventive Maintenance | \$2,690            |
| 2025                         | R13AL  | 02      | AAC          | Major Rehabilitation   | \$53,016           |
| 2025                         | R13AL  | 03      | AC           | Major Rehabilitation   | \$626,312          |
| 2025                         | R13AL  | 04      | AAC          | Preventive Maintenance | \$170              |
| 2025                         | R13AL  | 05      | AAC          | Major Rehabilitation   | \$34,998           |
| 2025                         | T01AL  | 01      | AAC          | Major Rehabilitation   | \$64,125           |
| 2025                         | T02AL  | 01      | AC           | Major Rehabilitation   | \$66,586           |
| 2025                         | T03AL  | 01      | AC           | Major Rehabilitation   | \$58,119           |
| 2025                         | TH01AL | 01      | AC           | Major Rehabilitation   | \$69,826           |
| 2025                         | TH01AL | 02      | AC           | Major Rehabilitation   | \$41,487           |
| 2028                         | A01AL  | 02      | AC           | Major Rehabilitation   | \$78,031           |
| 2028                         | R13AL  | 04      | AAC          | Major Rehabilitation   | \$142,925          |
| <b>Total Estimated Cost:</b> |        |         |              |                        | <b>\$1,541,000</b> |

Table Notes:

1. See Figure 3 for the location of the branch and section.
2. Surface Type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.
3. Type of Repair: Major Rehabilitation, such as pavement reconstruction or an overlay; Localized Preventive Maintenance, such as crack sealing or patching.
4. The estimated costs provided are of a general nature for the entire State and may require adjustments to reflect specific conditions at Albia Municipal Airport.

The recommendations made in this report are based on a broad network-level analysis and meant to provide Albia Municipal Airport with an indication of the type of pavement-related work required during the next 5 years. Further engineering investigation may be necessary to identify which repair action is most appropriate. In addition, the cost estimates provided are based on overall unit costs for the entire State, and Albia Municipal Airport should adjust the plan to reflect local costs.

Because an unlimited budget was used in the analysis, it is possible that the pavement repair program may need to be adjusted to consider economic or operational constraints. The identification of a project need does not necessarily mean that State or Federal funding will be available in the year it is indicated. It is important to remember that regardless of the recommendations presented within this report, Albia Municipal Airport is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

## General Maintenance Recommendations

In addition to the specific maintenance actions presented in Appendix F, it is recommended that the following strategies be considered for prolonging pavement life:

1. Regularly inspect all safety areas of the airport and document all inspection activity. A sample form that can be used to perform these inspections is provided in Table 3 of this report.
2. Provide a method of tracking all maintenance activities that occur because of these inspections. This documentation needs to be reported to the FAA and the Iowa DOT. This information is used to update the APMS records and is required to remain in compliance with Public Law 103-305 (see the next section of this report for further information on this law).
3. Conduct an aggressive campaign against weed growth through timely herbicide applications and mowing programs of the safety areas. Vegetation growth in pavement cracks is destructive and significantly increases the rate of pavement deterioration.
4. Implement a periodic crack and joint sealing program. Keeping water and debris out of the pavement system by sealing cracks and joints is a proven and cost-effective method for extending the life of the pavement system.
5. Ensure all edges of pavement maintain the required 1.5-inch lip. This enables the water to drain away from the pavement system.
6. Closely monitor the movement of heavy equipment (particularly farming, construction, mowing, and fueling equipment) to make sure it is only operating on pavements that are designed to accommodate heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.

## FAA Requirements (Public Law 103-305)

Because Albia Municipal Airport is in the National Plan of Integrated Airport Systems (NPIAS), the airport sponsor is required to keep the airport in a viable operating condition. This includes maintaining airport pavements in accordance with Public Law 103-305. Public Law 103-305 states that after January 1, 1995, NPIAS airport sponsors must provide assurances or certifications that an airport has implemented an effective airport pavement maintenance management system (PMMS) before the airport will be considered for Federal funding of pavement replacement or reconstruction projects. To be in full compliance with the Federal law, the PMMS must include the following components at minimum: pavement inventory, pavement inspections, record keeping, information retrieval, and program funding.

This report serves as a complete pavement inventory and detailed inspection. To remain in compliance with the law, Albia Municipal Airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities.

FAA Advisory Circular 150/5380-7B provides detailed guidance pertaining to the requirements for an acceptable pavement management program. Appendix A of the FAA Advisory Circular 150/5380-7B outlines what needs to be included in a PMP to remain in compliance with this law and Grant Assurance #11. The following is a copy of this appendix, along with instructions for supplementing this report so that all requirements are met. Note that the italicized text is a direct quotation from the FAA Advisory Circular.

**FAA Advisory Circular 150/5830-7B, Appendix A. Pavement Management Program**

**A-1.0.** *An effective PMP specifies the procedures to follow to assure that proper preventative and remedial pavement maintenance is performed. The program should identify funding or anticipated funding and other resources available to provide remedial and preventive maintenance activities. An airport sponsor may use any format deemed appropriate, but the program needs to, as a minimum, include the following:*

**A-1.1. Pavement Inventory.** *The following must be depicted:*

- a. *Identification of all runways, taxiways, and aprons with pavement broken down into sections each having similar properties.*

The network definition map provided in Figure 3 of this report shows the location of all runways, taxiways, aprons, and T-hangars at Albia Municipal Airport. If any new pavements are constructed or any pavement areas are permanently closed, this map must be updated. Project plans should be submitted to the Iowa DOT after project completion.

- b. *Dimensions of pavement sections.*

The dimensions of all runways, taxiways, aprons, and T-hangars are stored in the PAVER database. Appendix C provides information on length, width, and area. In addition, the network definition map provided in Figure 3 is drawn to scale. Any changes to pavement dimensions must be recorded.

- c. *Type of pavement surface.*

The type of pavement for each section at Albia Municipal Airport is listed in Table 1 of this report and is also stored in the PAVER database. Any changes to the pavement type (through an overlay or reconstruction) must be recorded.

- d. *Year of construction and/or most recent major rehabilitation.*

Dates for pavement construction, rehabilitation, or reconstruction must be recorded. The current pavement history for Albia Municipal Airport is provided in Appendix D of this report.

- e. *Whether AIP [Airport Improvement Program] or PFC [Passenger Facility Charge] funds were used to construct, reconstruct, or repair the pavement.*

Funding sources for all pavement projects should be recorded.

**A-1.2. PMP Pavement Inspection Schedule.** *Airports must perform a detailed inspection of airfield pavements at least once a year for the PMP. If a pavement condition index (PCI) survey is performed, as set forth in ASTM D5340, "Standard Test Method for Airport Pavement Condition Index Surveys," the frequency of the detailed inspection by PCI surveys may be extended to three years. Less comprehensive routine daily, weekly, and monthly maintenance inspections required for operations should be addressed.*

This report consists of a detailed inspection that will extend the inspection period to 3 years. It is the airport sponsor's responsibility to perform monthly drive-by inspections. A sample pavement inspection report form is provided in Table 3 of this report.

**A-1.3. Record Keeping.** *The airport must record and keep on file complete information about all detailed inspections and maintenance performed until the pavement system is replaced. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information recorded includes:*

- a. *Inspection date*
- b. *Location*
- c. *Distress types*
- d. *Maintenance scheduled or performed*

Items A through C are satisfied by this inspection report. Item D is the responsibility of the airport, as is record keeping of the monthly drive-by inspections.

***A-1.4. Information Retrieval.*** *An airport sponsor may use any form of record keeping it deems appropriate so long as the information and records from the pavement survey can generate required reports, as necessary.*

Keep this report, monthly drive-by inspection reports, construction updates, and all records of maintenance activities in a readily accessible location so that they can be easily retrieved as requested by the FAA.

Table 3. Pavement inspection report.

Inspected By: \_\_\_\_\_

Date Inspected: \_\_\_\_\_

| Branch | Section | Distress Description/Dimensions/Severity/<br>Recommended Action | Description of Repair | Date<br>Performed | Cost | Funding<br>Source |
|--------|---------|-----------------------------------------------------------------|-----------------------|-------------------|------|-------------------|
| A01AL  | 01      |                                                                 |                       |                   |      |                   |
| A01AL  | 02      |                                                                 |                       |                   |      |                   |
| A01AL  | 03      |                                                                 |                       |                   |      |                   |
| R13AL  | 01      |                                                                 |                       |                   |      |                   |
| R13AL  | 02      |                                                                 |                       |                   |      |                   |
| R13AL  | 03      |                                                                 |                       |                   |      |                   |

Table 3. Pavement inspection report (continued).

Inspected By: \_\_\_\_\_

Date Inspected: \_\_\_\_\_

| Branch | Section | Distress Description/Dimensions/Severity/<br>Recommended Action | Description of Repair | Date<br>Performed | Cost | Funding<br>Source |
|--------|---------|-----------------------------------------------------------------|-----------------------|-------------------|------|-------------------|
| R13AL  | 04      |                                                                 |                       |                   |      |                   |
| R13AL  | 05      |                                                                 |                       |                   |      |                   |
| T01AL  | 01      |                                                                 |                       |                   |      |                   |
| T02AL  | 01      |                                                                 |                       |                   |      |                   |
| T03AL  | 01      |                                                                 |                       |                   |      |                   |
| TH01AL | 01      |                                                                 |                       |                   |      |                   |



Table 3. Pavement inspection report (continued).

Inspected By: \_\_\_\_\_

Date Inspected: \_\_\_\_\_

| Branch | Section | Distress Description/Dimensions/Severity/<br>Recommended Action | Description of Repair | Date<br>Performed | Cost | Funding<br>Source |
|--------|---------|-----------------------------------------------------------------|-----------------------|-------------------|------|-------------------|
| TH01AL | 02      |                                                                 |                       |                   |      |                   |

Table Note: See Figure 3 for the location of the branch and section.

## SUMMARY

This report documents the results of the pavement evaluation conducted at Albia Municipal Airport. A visual inspection of the pavements in 2025 found that the overall condition of the pavement network is a PCI of 54. A 5-year pavement repair program, shown in Table 2, was generated for Albia Municipal Airport, which revealed that approximately \$1,541,000 needs to be expended on M&R. Albia Municipal Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

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## REFERENCES

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## **APPENDIX A**

### **CAUSE OF DISTRESS TABLES**

Table A-1. Cause of pavement distress, asphalt-surfaced pavements (USACE 2009a).

| <b>Distress Type</b>      | <b>Probable Cause of Distress</b>                                                                                                                                                                                                    |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alligator Cracking        | Fatigue failure of the asphalt surface under repeated traffic loading.                                                                                                                                                               |
| Bleeding                  | Excessive amounts of asphalt cement or tars in the mix or low air void content, or both.                                                                                                                                             |
| Block Cracking            | Shrinkage of the asphalt and daily temperature cycling; it is not load associated.                                                                                                                                                   |
| Corrugation               | Traffic action combined with an unstable pavement layer.                                                                                                                                                                             |
| Depression                | Settlement of the foundation soil or can be “built up” during construction.                                                                                                                                                          |
| Jet-Blast Erosion         | Bituminous binder has been burned or carbonized.                                                                                                                                                                                     |
| Joint Reflection Cracking | Movement of the concrete slab beneath the asphalt surface due to thermal and moisture changes.                                                                                                                                       |
| L&T Cracking              | Cracks may be caused by (1) a poorly constructed paving lane joint, (2) shrinkage of the asphalt surface due to low temperatures or hardening of the asphalt, or (3) reflective cracking caused by cracks in an underlying PCC slab. |
| Oil Spillage              | Deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.                                                                                                                           |
| Patching                  | N/A                                                                                                                                                                                                                                  |
| Polished Aggregate        | Repeated traffic applications.                                                                                                                                                                                                       |
| Raveling                  | Asphalt binder may have hardened significantly, causing coarse aggregate pieces to dislodge.                                                                                                                                         |
| Rutting                   | Usually caused by consolidation or lateral movement of the materials due to traffic loads.                                                                                                                                           |
| Shoving                   | Where PCC pavements adjoin flexible pavements, PCC “growth” may shove the asphalt pavement.                                                                                                                                          |
| Slippage Cracking         | Low-strength surface mix or poor bond between the surface and the next layer of the pavement structure.                                                                                                                              |
| Swelling                  | Usually caused by frost action or by swelling soil.                                                                                                                                                                                  |
| Weathering                | Asphalt binder and/or fine aggregate may wear away as the pavement ages and hardens.                                                                                                                                                 |

Table A-2. Cause of pavement distress, PCC pavements (USACE 2009b).

| <b>Distress Type</b>           | <b>Probable Cause of Distress</b>                                                                                                                                             |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ASR                            | Chemical reaction of alkalis in the cement with certain reactive silica minerals. ASR may be accelerated by the use of chemical pavement deicers.                             |
| Blowup                         | Incompressible materials in the joints.                                                                                                                                       |
| Corner Break                   | Load repetition combined with loss of support and curling stresses.                                                                                                           |
| Durability Cracking            | Concrete's inability to withstand environmental factors, such as freeze-thaw cycles.                                                                                          |
| Faulting                       | Upheaval or consolidation.                                                                                                                                                    |
| Joint Seal Damage              | Stripping of joint sealant, extrusion of joint sealant, weed growth, hardening of the filler (oxidation), loss of bond to the slab edges, or absence of sealant in the joint. |
| LTD Cracking                   | Combination of load repetition, curling stresses, and shrinkage stresses.                                                                                                     |
| Patching<br>(Small and Large)  | N/A                                                                                                                                                                           |
| Popouts                        | Freeze-thaw action in combination with expansive aggregates.                                                                                                                  |
| Pumping                        | Poor drainage, poor joint sealant.                                                                                                                                            |
| Scaling                        | Over finishing of concrete, deicing salts, improper construction, freeze-thaw cycles, and poor aggregate.                                                                     |
| Shattered Slab                 | Load repetition.                                                                                                                                                              |
| Shrinkage Cracking             | Setting and curing of the concrete.                                                                                                                                           |
| Spalling<br>(Joint and Corner) | Excessive stresses at the joint caused by infiltration of incompressible materials or traffic loads; weak concrete at the joint combined with traffic loads.                  |

**APPENDIX B**

**INSPECTION PHOTOGRAPHS**

A01AL-01. Overview.



A01AL-01. Alligator Cracking (Sample Unit No. 05).





A01AL-01. L&T Cracking (Sample Unit No. 05).



A01AL-01. Weathering (Sample Unit No. 05).





A01AL-02. Overview.



A01AL-02. L&T Cracking (Sample Unit No. 03).





A01AL-02. Swelling (Sample Unit No. 03).



A01AL-02. Weathering (Sample Unit No. 03).





A01AL-03. Overview.



A01AL-03. L&T Cracking (Sample Unit No. 01).





A01AL-03. Patching (Sample Unit No. 01).



A01AL-03. Weathering (Sample Unit No. 01).





R13AL-01. Overview.



R13AL-01. L&T Cracking (Sample Unit No. 025).





R13AL-01. Weathering (Sample Unit No. 025).



R13AL-02. Overview.





R13AL-02. L&T Cracking (Sample Unit No. 01).



R13AL-02. Raveling (Sample Unit No. 01).





R13AL-03. Overview.



R13AL-03. L&T Cracking (Sample Unit No. 08).





R13AL-03. Raveling (Sample Unit No. 08).



R13AL-04. Overview.





R13AL-04. L&T Cracking (Sample Unit No. 04).



R13AL-04. Weathering (Sample Unit No. 04).





R13AL-05. Overview.



R13AL-05 L&T. Cracking (Sample Unit No. 01).





R13AL-05. Patching (Sample Unit No. 01).



T01AL-01. Overview.





T01AL-01. Alligator Cracking (Sample Unit No. 01).



T01AL-01. Depression (Sample Unit No. 01).





T01AL-01. L&T Cracking (Sample Unit No. 01) (1).



T01AL-01. L&T Cracking (Sample Unit No. 01) (2).

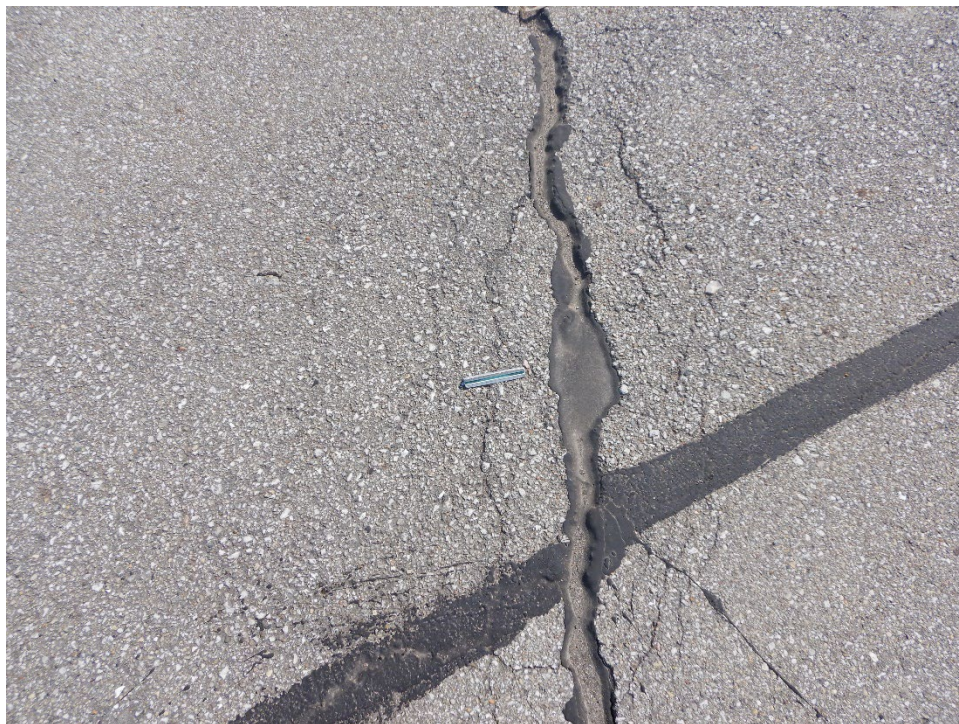




T02AL-01. Overview.



T02AL-01. L&T Cracking (Sample Unit No. 01) (1).





T02AL-01. L&T Cracking (Sample Unit No. 01) (2).



T02AL-01. Weathering (Sample Unit No. 01).





T03AL-01. Overview.



T03AL-01. Alligator Cracking (Sample Unit No. 01).





T03AL-01. L&T Cracking (Sample Unit No. 01).



TH01AL-01. Overview.





TH01AL-01. Alligator Cracking (Sample Unit No. 01).



TH01AL-01. Raveling (Sample Unit No. 01).





TH01AL-02. Overview.



TH01AL-02. Alligator Cracking (Sample Unit No. 01).





TH01AL-02. L&T Cracking (Sample Unit No. 01).



TH01AL-02. Swelling (Sample Unit No. 01).



## **APPENDIX C**

### **INSPECTION REPORT**

# RE-INSPECTION REPORT

## ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
Page 1

### Branch - Section ID: A01AL - 001

Branch Name: APRON Use: APRON

LCD: 6/1/2003 PCI Family: IowaAACAP\_Southern  
Surface Type: AAC  
Rank: P  
Section Area (sf): 20,142.00  
Length (ft): 329.00  
Width (ft): 57.00  
From: TAXIWAY  
To: AIRCRAFT HANGERS  
Slabs:  
Slab Length (ft):  
Slab Width (ft):  
Joint Length (ft):  
Last Insp Date: 3/26/2025  
PCI: 40  
Total Samples: 6  
Surveyed: 4

Section Comments:

Inspection Comments:

#### Sample Number: 02

Sample Type: R  
Sample PCI: 47  
Sample Area (SF): 3,000.00

Sample Comments:

|                 |   |             |       |
|-----------------|---|-------------|-------|
| 41 ALLIGATOR CR | M | 70.00 SF    |       |
| 48 L & T CR     | L | 50.00 FT    | lu    |
| 48 L & T CR     | L | 120.00 FT   | ls    |
| 48 L & T CR     | M | 95.00 FT    | w, fs |
| 57 WEATHERING   | M | 3,000.00 SF |       |

#### Sample Number: 03

Sample Type: R  
Sample PCI: 57  
Sample Area (SF): 3,000.00

Sample Comments:

|               |   |             |      |
|---------------|---|-------------|------|
| 48 L & T CR   | L | 120.00 FT   | ls   |
| 48 L & T CR   | L | 75.00 FT    | lu   |
| 48 L & T CR   | M | 170.00 FT   | w fs |
| 56 SWELLING   | L | 50.00 SF    |      |
| 57 WEATHERING | M | 3,000.00 SF |      |

#### Sample Number: 04

Sample Type: R  
Sample PCI: 38  
Sample Area (SF): 3,560.00

Sample Comments:

|                 |   |             |           |
|-----------------|---|-------------|-----------|
| 41 ALLIGATOR CR | L | 45.00 SF    | Edge      |
| 41 ALLIGATOR CR | M | 75.00 SF    |           |
| 48 L & T CR     | L | 85.00 FT    | lu        |
| 48 L & T CR     | M | 145.00 FT   | fs w 2ndy |
| 56 SWELLING     | L | 80.00 SF    |           |
| 57 WEATHERING   | M | 3,560.00 SF |           |



RE-INSPECTION REPORT  
ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
Page 2

Sample Number: 05

Sample Type: R  
Sample PCI: 24  
Sample Area (SF): 4,225.00

Sample Comments:

|                 |   |             |           |
|-----------------|---|-------------|-----------|
| 41 ALLIGATOR CR | M | 80.00 SF    | fs w 2ndy |
| 48 L & T CR     | M | 222.00 FT   |           |
| 52 RAVELING     | H | 140.00 SF   |           |
| 52 RAVELING     | M | 210.00 SF   |           |
| 53 RUTTING      | L | 75.00 SF    |           |
| 56 SWELLING     | L | 120.00 SF   |           |
| 57 WEATHERING   | H | 200.00 SF   |           |
| 57 WEATHERING   | M | 3,675.00 SF |           |

# RE-INSPECTION REPORT

## ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
Page 3

### Branch - Section ID: A01AL - 002

Branch Name: APRON Use: APRON

LCD: 6/4/2003 PCI Family: IowaACAP\_Southern  
Surface Type: AC  
Rank: P  
Section Area (sf): 13,649.00  
Length (ft): 200.00  
Width (ft): 80.00  
From: A01AL-01  
To: ..  
Slabs: Section Comments:  
Slab Length (ft):  
Slab Width (ft):  
Joint Length (ft):  
Last Insp Date: 3/26/2025 Inspection Comments:  
PCI: 63  
Total Samples: 3  
Surveyed: 3

#### Sample Number: 01

Sample Type: R Sample Comments:  
Sample PCI: 52  
Sample Area (SF): 3,852.00  
45 DEPRESSION L 40.00 SF  
45 DEPRESSION M 80.00 SF  
48 L & T CR L 195.00 FT lu  
48 L & T CR M 85.00 FT w  
52 RAVELING M 20.00 SF  
56 SWELLING L 15.00 SF  
57 WEATHERING M 3,832.00 SF

#### Sample Number: 02

Sample Type: R Sample Comments:  
Sample PCI: 69  
Sample Area (SF): 4,997.00  
45 DEPRESSION L 10.00 SF  
48 L & T CR L 155.00 FT lu  
48 L & T CR M 65.00 FT fs w  
57 WEATHERING M 4,997.00 SF

#### Sample Number: 03

Sample Type: R Sample Comments:  
Sample PCI: 66  
Sample Area (SF): 4,800.00  
45 DEPRESSION L 10.00 SF  
48 L & T CR L 155.00 FT lu  
48 L & T CR M 20.00 FT w fs  
56 SWELLING L 35.00 SF  
57 WEATHERING M 4,800.00 SF

# RE-INSPECTION REPORT

## ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
Page 4

### Branch - Section ID: A01AL - 003

Branch Name: APRON Use: APRON

LCD: 6/1/2003 PCI Family: IowaACAP\_Southern  
Surface Type: AC  
Rank: P  
Section Area (sf): 9,748.00  
Length (ft): 162.00  
Width (ft): 60.00  
From: A01AL-01  
To: ..  
Slabs: Section Comments:  
Slab Length (ft):  
Slab Width (ft):  
Joint Length (ft):  
Last Insp Date: 3/26/2025 Inspection Comments:  
PCI: 47  
Total Samples: 2  
Surveyed: 2

#### Sample Number: 01

Sample Type: R Sample Comments:  
Sample PCI: 60  
Sample Area (SF): 4,948.00  
45 DEPRESSION L 45.00 SF  
48 L & T CR L 102.00 FT lu  
48 L & T CR M 55.00 FT w 2ndy  
50 PATCHING M 30.00 SF  
57 WEATHERING M 4,918.00 SF

#### Sample Number: 02

Sample Type: R Sample Comments:  
Sample PCI: 34  
Sample Area (SF): 4,800.00  
41 ALLIGATOR CR M 60.00 SF  
45 DEPRESSION L 15.00 SF  
45 DEPRESSION M 80.00 SF  
48 L & T CR L 95.00 FT lu  
48 L & T CR M 60.00 FT w  
53 RUTTING L 35.00 SF  
53 RUTTING M 20.00 SF  
57 WEATHERING H 100.00 SF  
57 WEATHERING M 4,700.00 SF



# RE-INSPECTION REPORT

## ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
Page 5

### Branch - Section ID: R13AL - 001

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 7/1/2015 PCI Family: IowaAACRW\_SE  
Surface Type: AAC  
Rank: P  
Section Area (sf): 129,008.00  
Length (ft): 2,500.00  
Width (ft): 50.00  
From: 31 END OF RUNWAY  
To: 13 END OF RUNWAY  
Slabs:  
Slab Length (ft):  
Slab Width (ft):  
Joint Length (ft):  
Last Insp Date: 3/26/2025  
PCI: 74  
Total Samples: 26  
Surveyed: 6

Section Comments:

Inspection Comments:

#### Sample Number: 004

Sample Type: R Sample Comments:  
Sample PCI: 76  
Sample Area (SF): 5,000.00

|               |   |             |        |
|---------------|---|-------------|--------|
| 48 L & T CR   | L | 220.00 FT   | ls     |
| 48 L & T CR   | L | 10.00 FT    | lu     |
| 48 L & T CR   | M | 60.00 FT    | fs 2nd |
| 57 WEATHERING | L | 5,000.00 SF |        |

#### Sample Number: 007

Sample Type: R Sample Comments:  
Sample PCI: 77  
Sample Area (SF): 5,000.00

|               |   |             |         |
|---------------|---|-------------|---------|
| 48 L & T CR   | L | 15.00 FT    | lu      |
| 48 L & T CR   | L | 200.00 FT   | ls      |
| 48 L & T CR   | M | 30.00 FT    | fs 2ndy |
| 57 WEATHERING | L | 5,000.00 SF |         |

#### Sample Number: 011

Sample Type: R Sample Comments:  
Sample PCI: 72  
Sample Area (SF): 5,000.00

|               |   |             |    |
|---------------|---|-------------|----|
| 48 L & T CR   | L | 275.00 FT   | ls |
| 48 L & T CR   | L | 30.00 FT    | lu |
| 48 L & T CR   | M | 40.00 FT    | fs |
| 57 WEATHERING | L | 4,975.00 SF |    |
| 57 WEATHERING | M | 25.00 SF    |    |

#### Sample Number: 015

Sample Type: R Sample Comments:  
Sample PCI: 70  
Sample Area (SF): 5,000.00

|               |   |             |         |
|---------------|---|-------------|---------|
| 48 L & T CR   | L | 65.00 FT    | lu      |
| 48 L & T CR   | L | 275.00 FT   | ls      |
| 48 L & T CR   | M | 100.00 FT   | 2ndy fs |
| 57 WEATHERING | L | 4,975.00 SF |         |
| 57 WEATHERING | M | 25.00 SF    |         |

RE-INSPECTION REPORT  
ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
Page 6

Sample Number: 021

|                            |                  |             |    |
|----------------------------|------------------|-------------|----|
| Sample Type: R             | Sample Comments: |             |    |
| Sample PCI: 77             |                  |             |    |
| Sample Area (SF): 5,000.00 |                  |             |    |
| 48 L & T CR                | L                | 45.00 FT    | lu |
| 48 L & T CR                | L                | 290.00 FT   | ls |
| 57 WEATHERING              | L                | 5,000.00 SF |    |

Sample Number: 025

|                            |                  |             |    |
|----------------------------|------------------|-------------|----|
| Sample Type: R             | Sample Comments: |             |    |
| Sample PCI: 74             |                  |             |    |
| Sample Area (SF): 5,000.00 |                  |             |    |
| 48 L & T CR                | L                | 15.00 FT    | lu |
| 48 L & T CR                | L                | 360.00 FT   | ls |
| 57 WEATHERING              | L                | 4,950.00 SF |    |
| 57 WEATHERING              | M                | 50.00 SF    |    |

RE-INSPECTION REPORT  
ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
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Branch - Section ID: R13AL - 002

Branch Name: RUNWAY 13/31Use: RUNWAY

LCD: 5/1/1981

Surface Type: AAC

Rank: P

Section Area (sf): 4,696.00

Length (ft): 81.00

Width (ft): 56.25

From: RUNWAY END 13

To: END OF TURNAROUND

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/26/2025

PCI: 33

Total Samples: 1

Surveyed: 1

PCI Family: IowaAACRW\_SE

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 33

Sample Area (SF): 4,696.00

Sample Comments:

|             |   |             |          |
|-------------|---|-------------|----------|
| 48 L & T CR | L | 80.00 FT    | lu       |
| 48 L & T CR | L | 65.00 FT    | ls       |
| 48 L & T CR | M | 246.00 FT   | fs w veg |
| 52 RAVELING | M | 4,696.00 SF |          |



# RE-INSPECTION REPORT

## ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
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### Branch - Section ID: R13AL - 003

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 1/1/1998 PCI Family: IowaACRW\_Southern  
Surface Type: AC  
Rank: P  
Section Area (sf): 55,477.00  
Length (ft): 900.00  
Width (ft): 60.00  
From: RUNWAY 13AL-05  
To: END OF RUNWAY  
Slabs:  
Slab Length (ft):  
Slab Width (ft):  
Joint Length (ft):  
Last Insp Date: 3/26/2025  
PCI: 19  
Total Samples: 9  
Surveyed: 4

Section Comments:

Inspection Comments:

#### Sample Number: 01

Sample Type: R  
Sample PCI: 12  
Sample Area (SF): 6,000.00

Sample Comments:

|                 |   |             |         |
|-----------------|---|-------------|---------|
| 41 ALLIGATOR CR | M | 300.00 SF   |         |
| 48 L & T CR     | L | 260.00 FT   | ls      |
| 48 L & T CR     | M | 400.00 FT   | fs 2ndy |
| 52 RAVELING     | H | 6,000.00 SF |         |
| 53 RUTTING      | L | 100.00 SF   |         |

#### Sample Number: 03

Sample Type: R  
Sample PCI: 20  
Sample Area (SF): 6,000.00

Sample Comments:

|             |   |             |           |
|-------------|---|-------------|-----------|
| 48 L & T CR | L | 95.00 FT    | lu        |
| 48 L & T CR | L | 40.00 FT    | ls        |
| 48 L & T CR | M | 560.00 FT   | fs w 2ndy |
| 52 RAVELING | H | 6,000.00 SF |           |
| 53 RUTTING  | L | 100.00 SF   |           |

#### Sample Number: 05

Sample Type: R  
Sample PCI: 20  
Sample Area (SF): 6,000.00

Sample Comments:

|                 |   |             |         |
|-----------------|---|-------------|---------|
| 41 ALLIGATOR CR | L | 5.00 SF     |         |
| 48 L & T CR     | L | 142.00 FT   |         |
| 48 L & T CR     | M | 585.00 FT   | fs 2ndy |
| 52 RAVELING     | H | 6,000.00 SF |         |

#### Sample Number: 08

Sample Type: R  
Sample PCI: 25  
Sample Area (SF): 6,000.00

Sample Comments:

|             |   |             |         |
|-------------|---|-------------|---------|
| 48 L & T CR | L | 15.00 FT    | lu      |
| 48 L & T CR | M | 490.00 FT   | fs 2ndy |
| 52 RAVELING | H | 6,000.00 SF |         |

RE-INSPECTION REPORT  
ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
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Branch - Section ID: R13AL - 004

Branch Name: RUNWAY 13/31      Use: RUNWAY

LCD: 7/1/2015      PCI Family: IowaAACRW\_SE  
Surface Type: AAC  
Rank: P  
Section Area (sf): 25,000.00  
Length (ft): 2,500.00  
Width (ft): 10.00  
From: END OF RUNWAY  
To: R13AL-03

Slabs:      Section Comments: FOLLOWS SW EDGE OF RUNWAY 13

Slab Length (ft):  
Slab Width (ft):  
Joint Length (ft):

Last Insp Date: 3/26/2025      Inspection Comments:  
PCI: 69  
Total Samples: 5  
Surveyed: 4

Sample Number: 01

Sample Type: R      Sample Comments:  
Sample PCI: 70  
Sample Area (SF): 5,000.00  
48 L & T CR      L      530.00 FT      ls  
48 L & T CR      L      55.00 FT      lu  
57 WEATHERING      L      5,000.00 SF

Sample Number: 02

Sample Type: R      Sample Comments:  
Sample PCI: 69  
Sample Area (SF): 5,000.00  
48 L & T CR      L      530.00 FT      ls  
48 L & T CR      L      85.00 FT      lu  
57 WEATHERING      L      5,000.00 SF

Sample Number: 03

Sample Type: R      Sample Comments:  
Sample PCI: 67  
Sample Area (SF): 5,000.00  
48 L & T CR      L      30.00 FT      lu  
48 L & T CR      L      465.00 FT      ls  
48 L & T CR      M      50.00 FT      fs  
57 WEATHERING      L      5,000.00 SF

Sample Number: 04

Sample Type: R      Sample Comments:  
Sample PCI: 70  
Sample Area (SF): 5,000.00  
48 L & T CR      L      530.00 FT      ls  
48 L & T CR      L      30.00 FT      lu  
57 WEATHERING      L      5,000.00 SF

RE-INSPECTION REPORT  
ALBIA MUNICIPAL AIRPORT

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 8/11/2025  
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Branch - Section ID: R13AL - 005

Branch Name: RUNWAY 13/31Use: RUNWAY

LCD: 6/1/1981

Surface Type: AAC

Rank: P

Section Area (sf): 3,100.00

Length (ft): 125.00

Width (ft): 25.00

From: SEE MAP

To: SEE MAP

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/26/2025

PCI: 29

Total Samples: 1

Surveyed: 1

PCI Family: IowaAACRW\_SE

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 29

Sample Area (SF): 3,100.00

Sample Comments:

|             |   |             |    |
|-------------|---|-------------|----|
| 48 L & T CR | L | 74.00 FT    | lu |
| 48 L & T CR | L | 225.00 FT   | ls |
| 48 L & T CR | M | 110.00 FT   | fs |
| 50 PATCHING | M | 90.00 SF    |    |
| 52 RAVELING | M | 3,010.00 SF |    |















## **APPENDIX D**

### **WORK HISTORY REPORT**



# WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: 4C8

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## Network: ALBIA MUNICIPAL AIRPORT

### Branch - Section ID: A01AL - 001

LCD: 6/1/2003

Use: APRON

Rank: P

Surface: AAC

Length (ft): 329.00

Width (ft): 57.00

True Area (sf): 20,142.00

| Work Date  | Work Code | Work Description      | Cost       | Thickness (in) | Major MR | Comments                     |
|------------|-----------|-----------------------|------------|----------------|----------|------------------------------|
| 09-18-2008 | CS-AC     | Crack Sealing - AC    | \$5,420.00 | 0.00           | False    | Total Project Cost: \$77,425 |
| 06-01-2003 | OL-AT     | Overlay - AC Thin     | \$0.00     | 0.00           | True     | -                            |
| 06-01-1981 | NC-AC     | New Construction - AC | \$0.00     | 0.00           | True     | -                            |

### Branch - Section ID: A01AL - 002

LCD: 6/4/2003

Use: APRON

Rank: P

Surface: AC

Length (ft): 200.00

Width (ft): 80.00

True Area (sf): 13,649.00

| Work Date  | Work Code | Work Description         | Cost       | Thickness (in) | Major MR | Comments                          |
|------------|-----------|--------------------------|------------|----------------|----------|-----------------------------------|
| 09-18-2008 | CS-AC     | Crack Sealing - AC       | \$3,871.00 | 0.00           | False    | Total Project Cost: \$77,425      |
| 06-04-2003 | NC-AC     | New Construction - AC    | \$0.00     | 2.00           | True     | 4" P-401 AC SURFACE               |
| 06-03-2003 | BA-BI     | Base Course - Bituminous | \$0.00     | 2.00           | False    | 2" P-401 AC BASE                  |
| 06-02-2003 | BA-AG     | Base Course - Aggregate  | \$0.00     | 6.00           | False    | 6" P-209 CABG                     |
| 06-01-2003 | SG-ST     | Subgrade - Stabilized    | \$0.00     | 8.00           | False    | 8" P-155 FLY ASH TREATED SUBGRADE |

### Branch - Section ID: A01AL - 003

LCD: 6/1/2003

Use: APRON

Rank: P

Surface: AC

Length (ft): 162.00

Width (ft): 60.00

True Area (sf): 9,748.00

| Work Date  | Work Code | Work Description           | Cost   | Thickness (in) | Major MR | Comments       |
|------------|-----------|----------------------------|--------|----------------|----------|----------------|
| 06-01-2016 | PA-AS     | Patching - AC Shallow      | \$0.00 | 0.00           | False    | FIELD ESTIMATE |
| 06-01-2003 | NC-IN     | New Construction - Initial | \$0.00 | 0.00           | True     | -              |

### Branch - Section ID: R13AL - 001

LCD: 7/1/2015

Use: RUNWAY

Rank: P

Surface: AAC

Length (ft): 2,500.00

Width (ft): 50.00

True Area (sf): 129,008.00

| Work Date  | Work Code | Work Description        | Cost        | Thickness (in) | Major MR | Comments                     |
|------------|-----------|-------------------------|-------------|----------------|----------|------------------------------|
| 06-01-2022 | CS-AC     | Crack Sealing - AC      | \$0.00      | 0.00           | False    | field estimate               |
| 07-01-2015 | OL-AS     | Overlay - AC Structural | \$0.00      | 3.00           | True     | 3' P401 OVERLAY              |
| 09-18-2008 | CS-AC     | Crack Sealing - AC      | \$37,938.00 | 0.00           | False    | Total Project Cost: \$77,425 |
| 06-01-1981 | OL-AC     | Overlay - AC            | \$0.00      | 4.00           | True     | 4" P401 AC OVERLAY           |
| 06-04-1966 | NC-AC     | New Construction - AC   | \$0.00      | 2.00           | True     | 2" P401 AC                   |
| 06-03-1966 | BA-AG     | Base Course - Aggregate | \$0.00      | 6.00           | False    | 6" P209 CABG                 |
| 06-02-1966 | SB-AG     | Subbase - Aggregate     | \$0.00      | 4.00           | False    | 4" P154 SUBBASE              |
| 06-01-1966 | SG-CO     | Subgrade - Compacted    | \$0.00      | 0.00           | False    | P152                         |

# WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: 4C8

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## Branch - Section ID: R13AL - 002

LCD: 5/1/1981  
Use: RUNWAY  
Rank: P  
Surface: AAC

Length (ft): 81.00  
Width (ft): 56.25  
True Area (sf): 4,696.00

| Work Date  | Work Code | Work Description        | Cost       | Thickness (in) | Major MR | Comments                     |
|------------|-----------|-------------------------|------------|----------------|----------|------------------------------|
| 06-01-2022 | CS-AC     | Crack Sealing - AC      | \$0.00     | 0.00           | False    | field estimate               |
| 09-18-2008 | CS-AC     | Crack Sealing - AC      | \$1,549.00 | 0.00           | False    | Total Project Cost: \$77,425 |
| 05-01-1981 | OL-AC     | Overlay - AC            | \$0.00     | 0.00           | True     | EST                          |
| 06-04-1966 | NC-AC     | New Construction - AC   | \$0.00     | 2.00           | True     | 2" AC                        |
| 06-03-1966 | BA-AG     | Base Course - Aggregate | \$0.00     | 6.00           | False    | 6" P209 CABC                 |
| 06-02-1966 | SB-AG     | Subbase - Aggregate     | \$0.00     | 4.00           | False    | 4" P154 SUBBASE              |
| 06-01-1966 | SG-CO     | Subgrade - Compacted    | \$0.00     | 0.00           | False    | P152                         |

## Branch - Section ID: R13AL - 003

LCD: 1/1/1998  
Use: RUNWAY  
Rank: P  
Surface: AC

Length (ft): 900.00  
Width (ft): 60.00  
True Area (sf): 55,477.00

| Work Date  | Work Code | Work Description           | Cost        | Thickness (in) | Major MR | Comments                     |
|------------|-----------|----------------------------|-------------|----------------|----------|------------------------------|
| 06-01-2022 | JS-SI     | Joint Seal - Silicon       | \$0.00      | 0.00           | False    | field estimate               |
| 09-18-2008 | CS-AC     | Crack Sealing - AC         | \$17,808.00 | 0.00           | False    | Total Project Cost: \$77,425 |
| 01-01-1998 | NC-IN     | New Construction - Initial | \$0.00      | 0.00           | True     | -                            |

## Branch - Section ID: R13AL - 004

LCD: 7/1/2015  
Use: RUNWAY  
Rank: P  
Surface: AAC

Length (ft): 2,500.00  
Width (ft): 10.00  
True Area (sf): 25,000.00

| Work Date  | Work Code | Work Description        | Cost       | Thickness (in) | Major MR | Comments                           |
|------------|-----------|-------------------------|------------|----------------|----------|------------------------------------|
| 06-01-2022 | CS-AC     | Crack Sealing - AC      | \$0.00     | 0.00           | False    | field estimate                     |
| 07-01-2015 | OL-AS     | Overlay - AC Structural | \$0.00     | 3.00           | True     | 3" P-401 AC OVERLAY (ASSUMED MAT.) |
| 09-18-2008 | CS-AC     | Crack Sealing - AC      | \$6,968.00 | 0.00           | False    | Total Project Cost: \$77,425       |
| 01-01-1998 | NC-AC     | New Construction - AC   | \$0.00     | 0.00           | True     | -                                  |

## Branch - Section ID: R13AL - 005

LCD: 6/1/1981  
Use: RUNWAY  
Rank: P  
Surface: AAC

Length (ft): 125.00  
Width (ft): 25.00  
True Area (sf): 3,100.00

| Work Date  | Work Code | Work Description        | Cost        | Thickness (in) | Major MR | Comments                     |
|------------|-----------|-------------------------|-------------|----------------|----------|------------------------------|
| 09-18-2008 | CS-AC     | Crack Sealing - AC      | \$37,938.00 | 0.00           | False    | Total Project Cost: \$77,425 |
| 06-01-1981 | OL-AC     | Overlay - AC            | \$0.00      | 4.00           | True     | -                            |
| 06-04-1966 | NC-AC     | New Construction - AC   | \$0.00      | 2.00           | True     | 2" AC                        |
| 06-03-1966 | BA-AG     | Base Course - Aggregate | \$0.00      | 6.00           | False    | 6" P209 CABC                 |
| 06-02-1966 | SB-AG     | Subbase - Aggregate     | \$0.00      | 4.00           | False    | 4" P154 SUBBASE              |
| 06-01-1966 | SG-CO     | Subgrade - Compacted    | \$0.00      | 0.00           | False    | P152                         |

# WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: 4C8

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## Branch - Section ID: T01AL - 001

LCD: 6/1/2003  
Use: TAXIWAY  
Rank: P  
Surface: AAC

Length (ft): 145.00  
Width (ft): 30.00  
True Area (sf): 5,680.00

| Work Date  | Work Code | Work Description        | Cost       | Thickness (in) | Major MR | Comments                     |
|------------|-----------|-------------------------|------------|----------------|----------|------------------------------|
| 06-01-2022 | CS-AC     | Crack Sealing - AC      | \$0.00     | 0.00           | False    | field estimate               |
| 09-18-2008 | CS-AC     | Crack Sealing - AC      | \$2,323.00 | 0.00           | False    | Total Project Cost: \$77,425 |
| 06-01-2003 | OL-AT     | Overlay - AC Thin       | \$0.00     | 0.00           | True     | -                            |
| 06-01-1981 | OL-AC     | Overlay - AC            | \$0.00     | 0.00           | True     | -                            |
| 06-04-1966 | NC-AC     | New Construction - AC   | \$0.00     | 2.00           | True     | 2" AC                        |
| 06-03-1966 | BA-AG     | Base Course - Aggregate | \$0.00     | 6.00           | False    | 6" P209 CABG                 |
| 06-02-1966 | SB-AG     | Subbase - Aggregate     | \$0.00     | 4.00           | False    | 4" P154 SUBBASE              |
| 06-01-1966 | SG-CO     | Subgrade - Compacted    | \$0.00     | 0.00           | False    | P152                         |

## Branch - Section ID: T02AL - 001

LCD: 6/1/2010  
Use: TAXIWAY  
Rank: P  
Surface: AC

Length (ft): 160.00  
Width (ft): 35.00  
True Area (sf): 5,898.00

| Work Date  | Work Code | Work Description           | Cost   | Thickness (in) | Major MR | Comments |
|------------|-----------|----------------------------|--------|----------------|----------|----------|
| 06-01-2010 | NC-IN     | New Construction - Initial | \$0.00 | 2.00           | True     | 2" P-401 |
| 05-31-2010 | BA-BI     | Base Course - Bituminous   | \$0.00 | 4.00           | False    | 4" P-401 |
| 05-30-2010 | BA-AG     | Base Course - Aggregate    | \$0.00 | 6.00           | False    | 6" P-209 |
| 05-29-2010 | SG-CO     | Subgrade - Compacted       | \$0.00 | 6.00           | False    | 6" P-152 |

## Branch - Section ID: T03AL - 001

LCD: 6/1/2010  
Use: TAXIWAY  
Rank: P  
Surface: AC

Length (ft): 167.00  
Width (ft): 30.00  
True Area (sf): 5,148.00

| Work Date  | Work Code | Work Description           | Cost   | Thickness (in) | Major MR | Comments       |
|------------|-----------|----------------------------|--------|----------------|----------|----------------|
| 06-01-2022 | CS-AC     | Crack Sealing - AC         | \$0.00 | 0.00           | False    | field estimate |
| 06-01-2010 | NC-IN     | New Construction - Initial | \$0.00 | 2.00           | True     | 2" P-401       |
| 05-31-2010 | BA-BI     | Base Course - Bituminous   | \$0.00 | 4.00           | False    | 4" P-401       |
| 05-30-2010 | SG-CO     | Subgrade - Compacted       | \$0.00 | 6.00           | False    | 6" P-152       |
| 05-29-2010 | SG-ST     | Subgrade - Stabilized      | \$0.00 | 8.00           | False    | 8" P-155       |

## Branch - Section ID: TH01AL - 001

LCD: 6/4/2003  
Use: T-HANGAR  
Rank: P  
Surface: AC

Length (ft): 229.00  
Width (ft): 27.00  
True Area (sf): 6,185.00

| Work Date  | Work Code | Work Description         | Cost       | Thickness (in) | Major MR | Comments                          |
|------------|-----------|--------------------------|------------|----------------|----------|-----------------------------------|
| 09-18-2008 | CS-AC     | Crack Sealing - AC       | \$3,871.00 | 0.00           | False    | Total Project Cost: \$77,425      |
| 06-04-2003 | NC-AC     | New Construction - AC    | \$0.00     | 2.00           | True     | 4" P-401 AC SURFACE               |
| 06-03-2003 | BA-BI     | Base Course - Bituminous | \$0.00     | 2.00           | False    | 2" P-401 AC BASE                  |
| 06-02-2003 | BA-AG     | Base Course - Aggregate  | \$0.00     | 6.00           | False    | 6" P-209 CABG                     |
| 06-01-2003 | SG-ST     | Subgrade - Stabilized    | \$0.00     | 8.00           | False    | 8" P-155 FLY ASH TREATED SUBGRADE |



# WORK HISTORY

Pavement Database: IA 2024  
Network ID: 4C8

Generate Date: 6/30/2025  
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Branch - Section ID: TH01AL - 002

LCD: 1/1/2004  
Use: T-HANGAR  
Rank: P  
Surface: AC

Length (ft): 167.00  
Width (ft): 23.00  
True Area (sf): 3,845.00

| Work Date  | Work Code | Work Description      | Cost   | Thickness (in) | Major MR | Comments    |
|------------|-----------|-----------------------|--------|----------------|----------|-------------|
| 01-01-2004 | NC-AC     | New Construction - AC | \$0.00 | 0.00           | True     | EST. VIA GE |

## **APPENDIX E**

### **LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES**

Table E-1. Localized preventive maintenance policy, asphalt-surfaced pavements.

| <b>Distress Type</b>      | <b>Severity Level</b> | <b>Maintenance Action</b> |
|---------------------------|-----------------------|---------------------------|
| Alligator Cracking        | Low                   | Monitor                   |
| Alligator Cracking        | Medium                | Asphalt Patch             |
| Alligator Cracking        | High                  | Asphalt Patch             |
| Bleeding                  | N/A                   | Monitor                   |
| Block Cracking            | Low                   | Monitor                   |
| Block Cracking            | Medium                | Crack Seal—Asphalt        |
| Block Cracking            | High                  | Crack Seal—Asphalt        |
| Corrugation               | Low                   | Monitor                   |
| Corrugation               | Medium                | Asphalt Patch             |
| Corrugation               | High                  | Asphalt Patch             |
| Depression                | Low                   | Monitor                   |
| Depression                | Medium                | Monitor                   |
| Depression                | High                  | Asphalt Patch             |
| Jet-Blast Erosion         | N/A                   | Asphalt Patch             |
| Joint Reflection Cracking | Low                   | Monitor                   |
| Joint Reflection Cracking | Medium                | Crack Seal—Asphalt        |
| Joint Reflection Cracking | High                  | Crack Seal—Asphalt        |
| L&T Cracking              | Low                   | Monitor                   |
| L&T Cracking              | Medium                | Crack Seal—Asphalt        |
| L&T Cracking              | High                  | Crack Seal—Asphalt        |
| Oil Spillage              | N/A                   | Asphalt Patch             |
| Patching                  | Low                   | Monitor                   |
| Patching                  | Medium                | Asphalt Patch             |
| Patching                  | High                  | Asphalt Patch             |
| Polished Aggregate        | N/A                   | Monitor                   |
| Raveling                  | Low                   | Monitor                   |
| Raveling                  | Medium                | Asphalt Patch             |
| Raveling                  | High                  | Asphalt Patch             |
| Rutting                   | Low                   | Monitor                   |
| Rutting                   | Medium                | Monitor                   |
| Rutting                   | High                  | Asphalt Patch             |
| Shoving                   | Low                   | Monitor                   |
| Shoving                   | Medium                | Asphalt Patch             |
| Shoving                   | High                  | Asphalt Patch             |
| Slippage Cracking         | N/A                   | Asphalt Patch             |
| Swelling                  | Low                   | Monitor                   |
| Swelling                  | Medium                | Monitor                   |
| Swelling                  | High                  | Asphalt Patch             |
| Weathering                | Low                   | Monitor                   |
| Weathering                | Medium                | Monitor                   |
| Weathering                | High                  | Asphalt Patch             |



Table E-2. Localized preventive maintenance policy, PCC pavements.

| <b>Distress Type</b>        | <b>Severity Level</b> | <b>Maintenance Action</b> |
|-----------------------------|-----------------------|---------------------------|
| ASR                         | Low                   | Monitor                   |
| ASR                         | Medium                | Slab Replacement          |
| ASR                         | High                  | Slab Replacement          |
| Blowup                      | Low                   | Slab Replacement          |
| Blowup                      | Medium                | Slab Replacement          |
| Blowup                      | High                  | Slab Replacement          |
| Corner Break                | Low                   | Crack Seal—PCC            |
| Corner Break                | Medium                | Full Depth PCC Patch      |
| Corner Break                | High                  | Full Depth PCC Patch      |
| Durability Cracking         | Low                   | Monitor                   |
| Durability Cracking         | Medium                | Full Depth Patch          |
| Durability Cracking         | High                  | Slab Replacement          |
| Faulting                    | Low                   | Monitor                   |
| Faulting                    | Medium                | Grinding                  |
| Faulting                    | High                  | Slab Replacement          |
| Joint Seal Damage           | Low                   | Monitor                   |
| Joint Seal Damage           | Medium                | Joint Seal                |
| Joint Seal Damage           | High                  | Joint Seal                |
| LTD Cracking                | Low                   | Monitor                   |
| LTD Cracking                | Medium                | Crack Seal—PCC            |
| LTD Cracking                | High                  | Slab Replacement          |
| Patching (Small and Large)  | Low                   | Monitor                   |
| Patching (Small and Large)  | Medium                | Full Depth PCC Patch      |
| Patching (Small and Large)  | High                  | Full Depth PCC Patch      |
| Popouts                     | N/A                   | Monitor                   |
| Pumping                     | N/A                   | Monitor                   |
| Scaling                     | Low                   | Monitor                   |
| Scaling                     | Medium                | Partial Depth PCC Patch   |
| Scaling                     | High                  | Slab Replacement          |
| Shattered Slab              | Low                   | Crack Seal—PCC            |
| Shattered Slab              | Medium                | Slab Replacement          |
| Shattered Slab              | High                  | Slab Replacement          |
| Shrinkage Cracking          | N/A                   | Monitor                   |
| Spalling (Joint and Corner) | Low                   | Monitor                   |
| Spalling (Joint and Corner) | Medium                | Partial Depth PCC Patch   |
| Spalling (Joint and Corner) | High                  | Partial Depth PCC Patch   |

Table E-3. 2025 unit costs for localized preventive maintenance actions.

| Maintenance Action                      | Unit Cost  |
|-----------------------------------------|------------|
| Asphalt Patch—Asphalt-Surfaced Pavement | \$15.90/sf |
| Crack Sealing—Asphalt-Surfaced Pavement | \$2.72/lf  |
| Partial Depth PCC Patch—PCC Pavement    | \$40.74/sf |
| Full Depth PCC Patch—PCC Pavement       | \$18.19/sf |
| Crack Sealing—PCC Pavement              | \$3.27/lf  |
| Joint Sealing—PCC Pavement              | \$3.27/lf  |
| Grinding—PCC Pavement                   | \$0.39/sf  |
| Slab Replacement—PCC Pavement           | \$18.19/sf |

Table Note: The unit cost estimates are based on broad statewide numbers and should be adjusted to reflect local costs.

Table E-4. 2025 unit costs (per square foot) based on pavement type and PCI ranges.

| Pavement Type    | PCI Range 0–40 | PCI Range 40–50 | PCI Range 50–60 | PCI Range 60–70 | PCI Range 70–80 | PCI Range 80–90 | PCI Range 90–100 |
|------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Asphalt-surfaced | \$11.29        | \$5.34          | \$5.34          | \$5.34          | \$0.00          | \$0.00          | \$0.00           |
| PCC              | \$18.86        | \$8.92          | \$8.92          | \$8.92          | \$0.00          | \$0.00          | \$0.00           |

Table Notes:

- The unit cost estimates are based on broad statewide numbers and should be adjusted to reflect local costs.
- Pavement Type: Asphalt-surfaced = AC (asphalt cement concrete), AAC (asphalt overlay on AC), or APC (asphalt overlay on PCC); PCC = portland cement concrete

## **APPENDIX F**

### **YEAR 2025 LOCALIZED PREVENTIVE MAINTENANCE DETAILS**

Table F-1. Year 2025 localized preventive maintenance details.

| Branch | Section | Distress Type | Severity | Distress Quantity | Distress Unit | Maintenance Action | Unit Cost | 2025 Estimated Cost |
|--------|---------|---------------|----------|-------------------|---------------|--------------------|-----------|---------------------|
| A01AL  | 02      | L&T Cracking  | Medium   | 170               | Ft            | Crack Sealing - AC | \$2.72    | \$462               |
| A01AL  | 02      | Raveling      | Medium   | 20                | SqFt          | Patching - AC Deep | \$15.90   | \$318               |
| R13AL  | 01      | L&T Cracking  | Medium   | 989               | Ft            | Crack Sealing - AC | \$2.72    | \$2,690             |
| R13AL  | 04      | L&T Cracking  | Medium   | 63                | Ft            | Crack Sealing - AC | \$2.72    | \$170               |

## Table Notes:

1. See Figure 3 for the location of the branch and section.
2. Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking; LTD cracking = longitudinal, transverse, and diagonal cracking; ASR = alkali-silica reaction.
3. The costs provided are of a general nature for the entire State and may require adjustments to reflect specific conditions at Albia Municipal Airport.





**PREPARED FOR**

Iowa Department of Transportation  
Modal Transportation Bureau  
800 Lincoln Way  
Ames, Iowa 50010  
515-239-1691  
<https://iowadot.gov/modes-travel/aviation>

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