

Ames Municipal Airport



Pavement Management Report

PREPARED BY

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AMES MUNICIPAL AIRPORT PAVEMENT MANAGEMENT REPORT

Prepared For:



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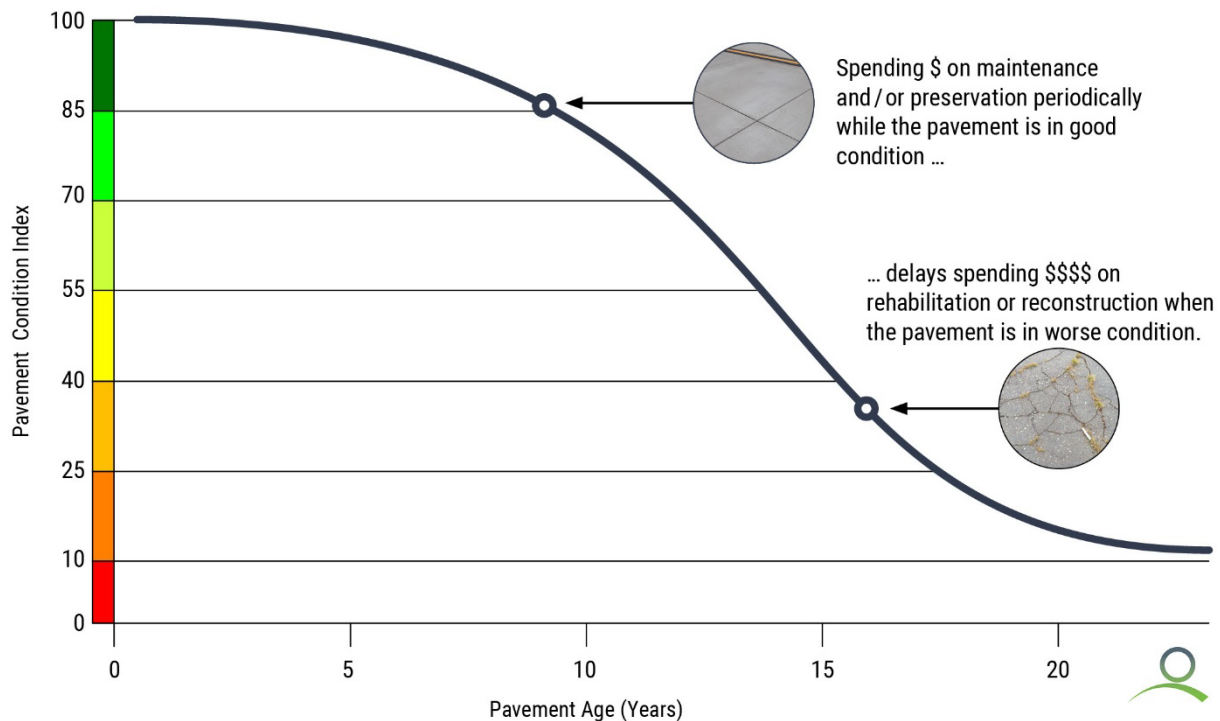
INTRODUCTION

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 in the State of Iowa and to proactively plan for their preservation.

As part of this project, pavement conditions at Ames Municipal Airport were visually assessed in March 2026 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 Ames Municipal Airport are presented in this report and can be used by Ames 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 Ames 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 2022.

The pavement network at Ames 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 1,607,900 square feet of pavement were evaluated at Ames 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 is 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 Ames Municipal Airport.

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

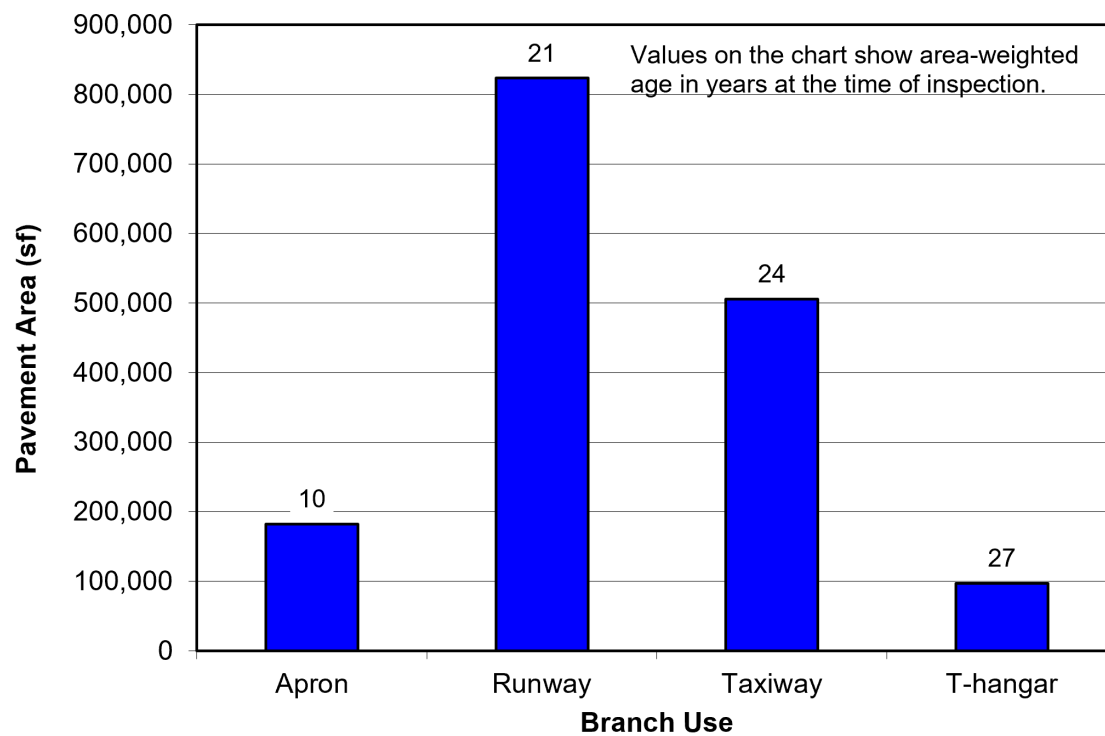
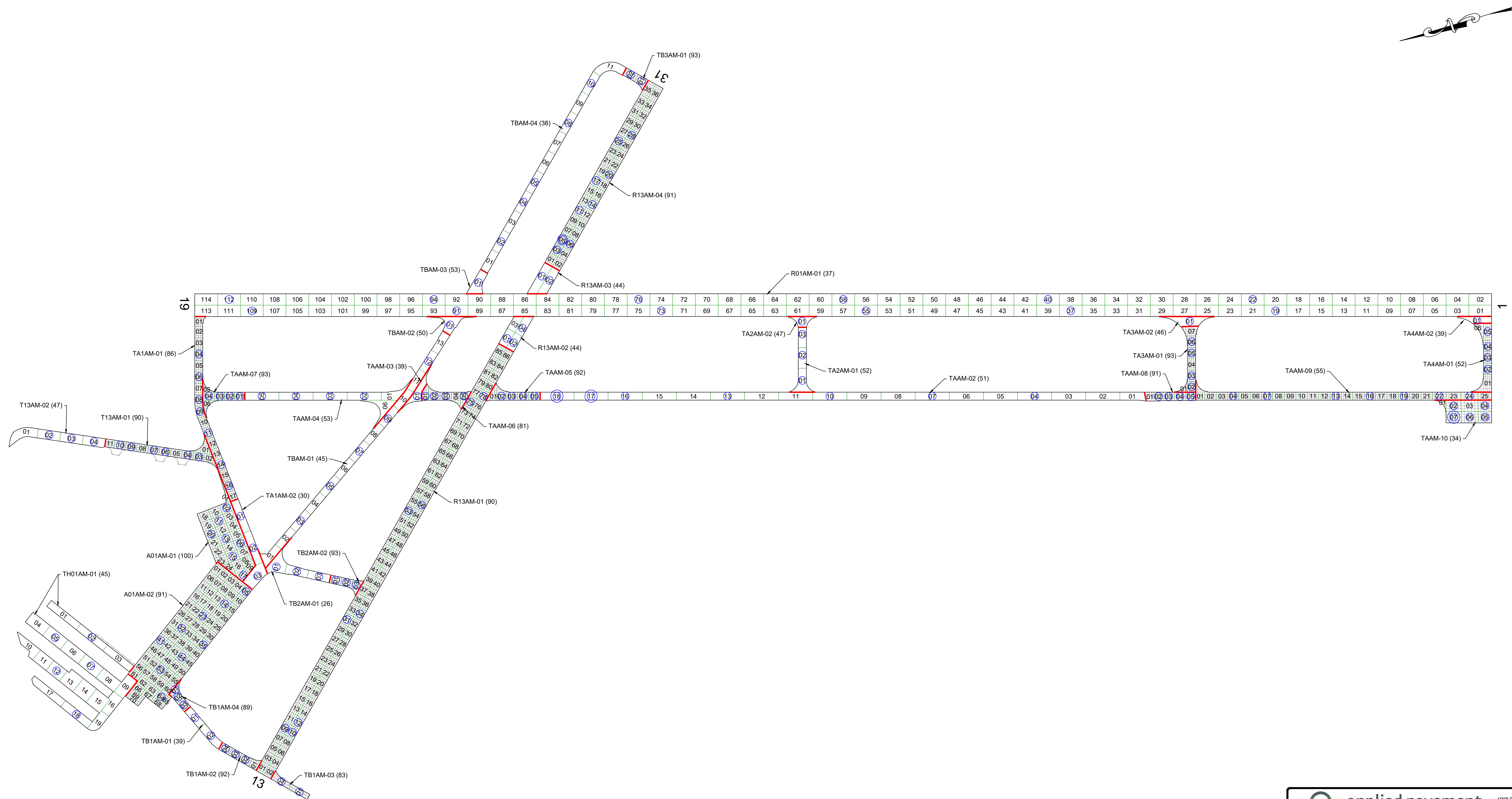


FIGURE 3. NETWORK DEFINITION MAP.



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AGENCY: Iowa Department of Transportation
Modal Transportation Bureau
Ames, Iowa

LOCATION: Ames Municipal Airport

PAGE TITLE: Network Definition Map

PROJECT DATE: NOV. 2025	CREATION DATE: NOV. 2025	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM04
DRAWING SCALE: 1"=200'	LAST MODIFIED DATE: JUN. 2026	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Ames.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

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

PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech visually inspected the pavements at Ames Municipal Airport using the PCI procedure described in the following publications:

- FAA Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements* (FAA 2014a).
- FAA Advisory Circular 150/5380-7B, *Airport Pavement Management Program (PMP)*; (FAA 2014b).
- ASTM D5340, *Standard Test Method for Airport Pavement Condition Index Surveys* (ASTM 2024).
- USACE *PAVER Distress Identification Manuals* (USACE 2009a, 2009b).

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.

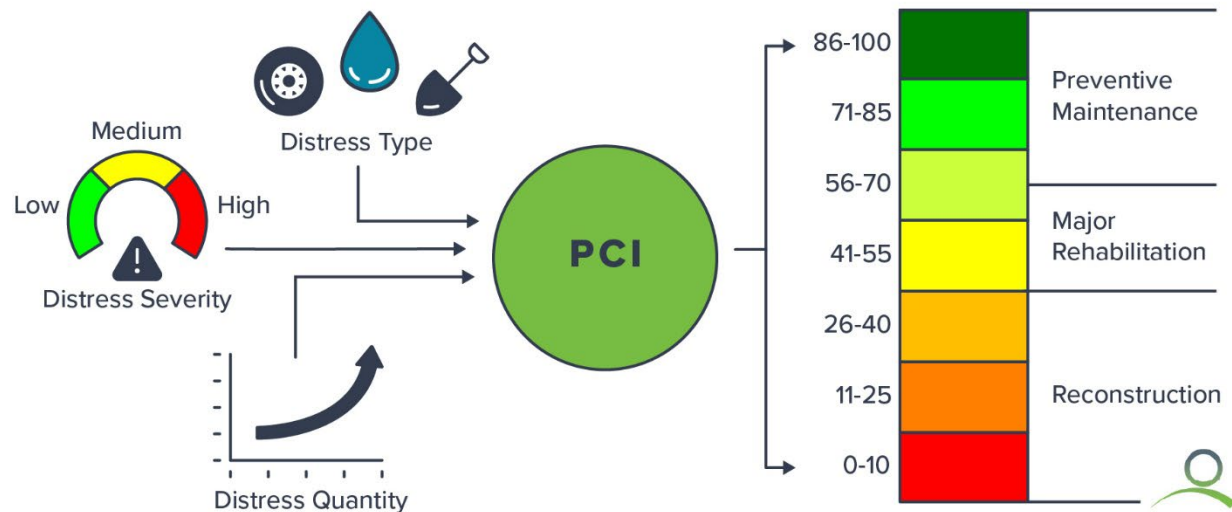
Figure 4. Visual representation of PCI scale on typical pavement surfaces.



Note: Photographs shown are not specific to Ames 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 on the maps and charts in this report for each PCI range.

Figure 5. PCI versus repair type.



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. Appendix A identifies the distress types considered during a PCI inspection and describes the likely cause of each distress type. The PCI procedure is based on visual signs of pavement deterioration and does not provide a measure of structural capacity. PCI distress types are characterized as follows:

- Load-related distress types are 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 shattered slabs or corner breaks on concrete pavements.
- Climate- and durability-related distress types often signify the presence of aged or environmentally susceptible (or both) material and include durability-related issues. Examples of climate- and durability-related distress include weathering on asphalt-surfaced pavements, which is climate related, and durability cracking on concrete pavements, which is durability related.
- Other distress types 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 concrete pavements.

Pavement Evaluation Results

The pavements at Ames Municipal Airport were inspected in March 2026. The 2026 area-weighted condition of Ames Municipal Airport is 58, with conditions ranging from 26 to 100 (on a scale of 0 [*Failed*] to 100 [*Excellent*]). During the previous pavement inspection in 2022, the area-weighted PCI of the airport was 62.

Figure 6 summarizes the overall condition of the pavements at Ames 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 Ames Municipal Airport.

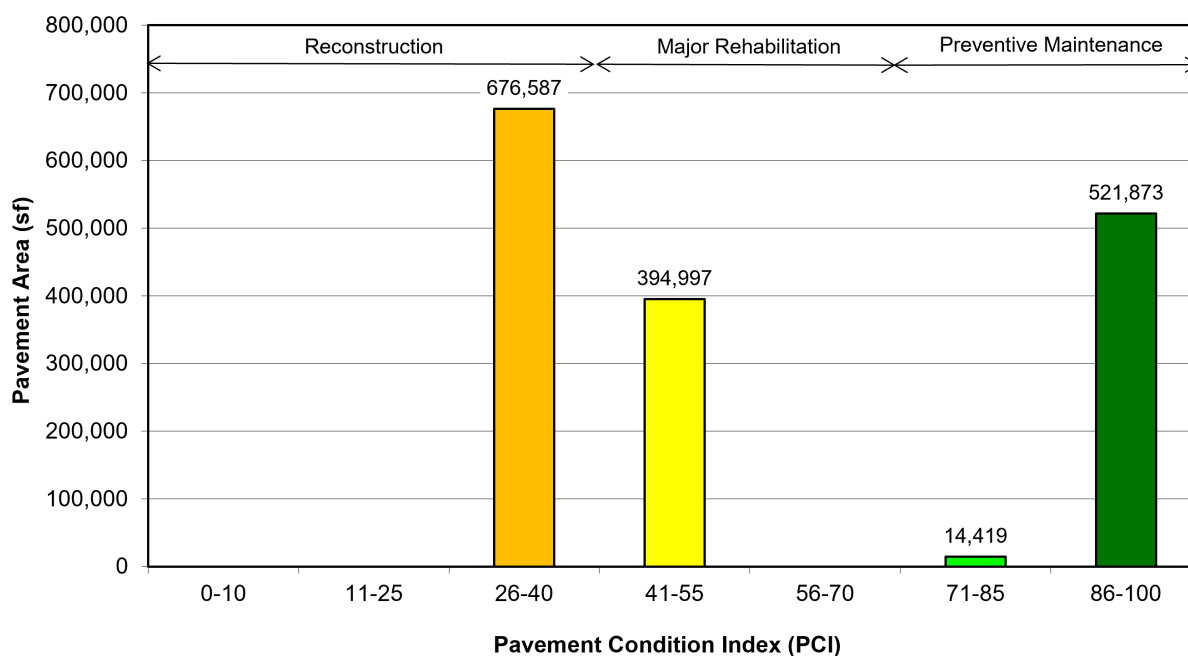


Figure 7. Area-weighted PCI by branch use at Ames Municipal Airport.

(Values on chart are area weighted.)

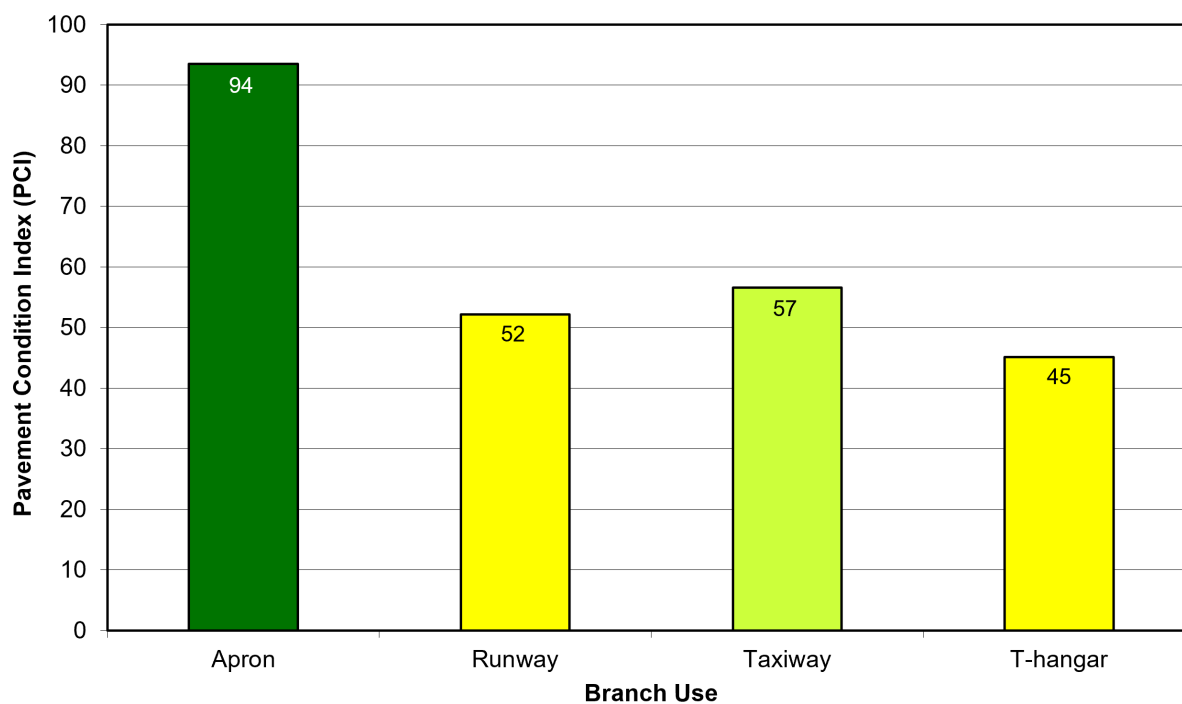
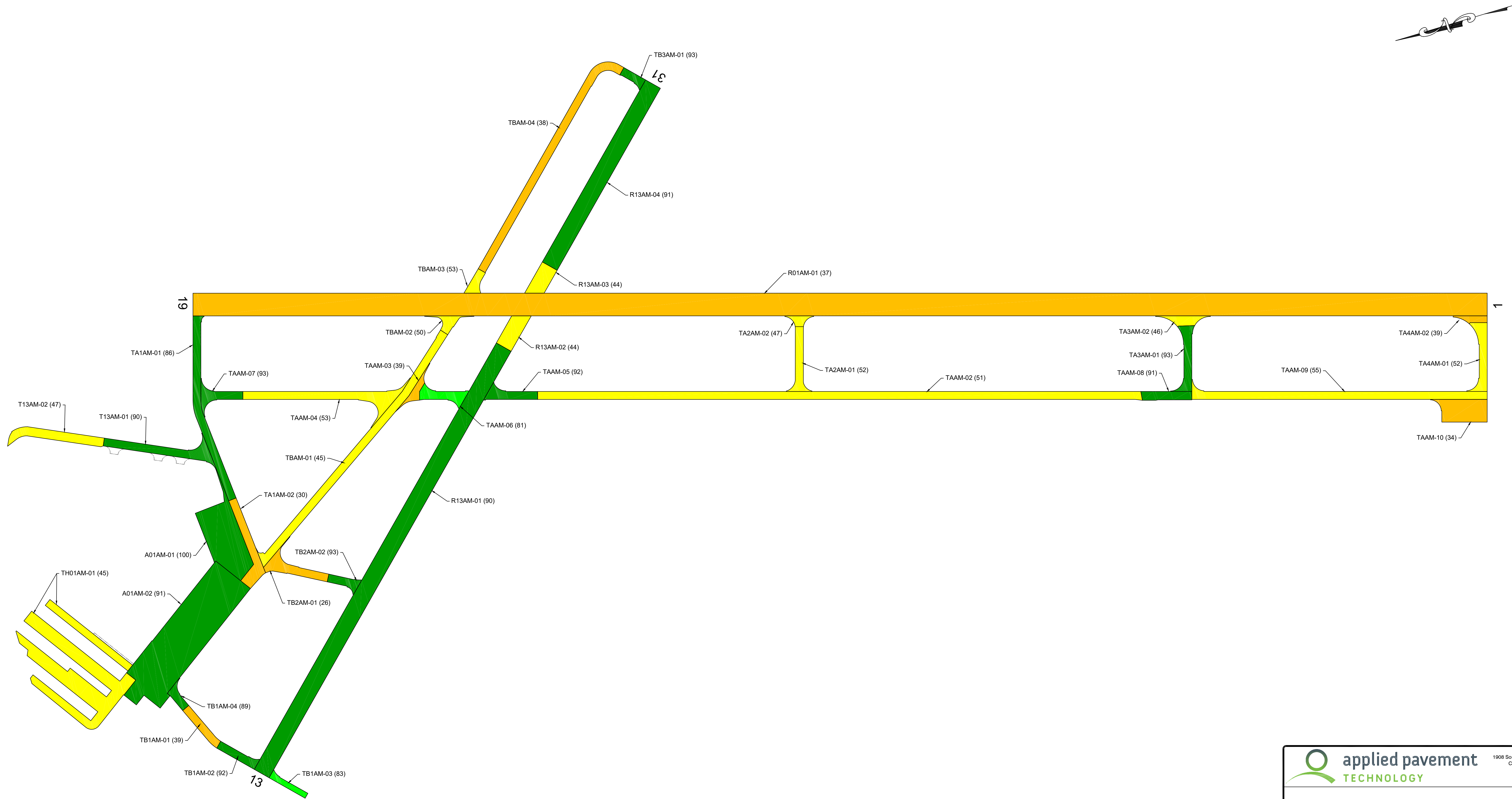


FIGURE 8. PCI MAP.



Robinson Engineering Company

AGENCY: Iowa Department of Transportation			
Modal Transportation Bureau			
LOCATION: Ames Municipal Airport			
Ames, Iowa			
PAGE TITLE: 2026 Pavement Condition Index Map			
PROJECT DATE: NOV. 2025	CREATION DATE: NOV. 2025	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM04
DRAWING SCALE: 1"=200'	LAST MODIFIED DATE: JUL. 2026	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Ames.dwg		LAYOUT NAME/NUMBER: PCI	PAGE NUMBER: 10

Table 1. 2026 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
A01AM	01	PCC	49,249	8/3/2024	100	0	0	0	No Distress
A01AM	02	PCC	132,848	6/4/2013	91	23	64	13	Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Scaling, Small Patch
R01AM	01	APC	570,000	6/1/2004	37	7	93	0	Alligator Cracking, Block Cracking, Joint Reflection Cracking, L&T Cracking, Patching, Weathering
R13AM	01	PCC	162,000	10/4/2009	90	0	82	18	Corner Spalling, Faulting, Joint Seal Damage, Small Patch
R13AM	02	AAC	11,855	6/1/2004	44	14	86	0	L&T Cracking, Raveling, Rutting, Weathering
R13AM	03	AAC	10,271	6/1/2004	44	10	90	0	Alligator Cracking, L&T Cracking, Weathering
R13AM	04	PCC	69,075	10/4/2009	91	8	56	36	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking
T13AM	01	PCC	19,699	4/3/2010	90	0	62	38	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage
T13AM	02	AC	17,200	6/1/1990	47	22	78	0	Alligator Cracking, L&T Cracking, Patching, Raveling, Weathering
TA1AM	01	PCC	29,461	4/3/2010	86	0	68	32	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage
TA1AM	02	AAC	16,970	10/1/2000	30	42	58	0	Alligator Cracking, L&T Cracking, Patching, Raveling, Rutting, Weathering
TA2AM	01	AAC	11,338	6/1/2005	52	20	80	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TA2AM	02	AC	3,048	5/1/2004	47	0	100	0	L&T Cracking, Raveling, Weathering
TA3AM	01	PCC	12,116	6/3/2017	93	0	100	0	Joint Seal Damage
TA3AM	02	AC	5,891	5/1/2004	46	11	89	0	Alligator Cracking, L&T Cracking, Weathering
TA4AM	01	PCC	13,198	6/30/1986	52	0	17	83	ASR, Joint Seal Damage, Popouts, Small Patch

Table 1. 2026 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
TA4AM	02	AC	3,485	5/1/2004	39	0	100	0	Block Cracking, L&T Cracking, Raveling, Weathering
TAAM	02	AAC	93,535	6/1/2005	51	14	86	0	Alligator Cracking, L&T Cracking, Patching, Raveling, Weathering
TAAM	03	AAC	4,681	6/1/2005	39	9	91	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TAAM	04	AAC	29,783	6/1/2005	53	21	79	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TAAM	05	PCC	9,071	8/4/2009	92	0	81	19	Corner Spalling, Joint Seal Damage
TAAM	06	PCC	9,580	8/4/2009	81	35	32	33	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking, Small Patch
TAAM	07	PCC	9,010	4/3/2010	93	0	100	0	Joint Seal Damage
TAAM	08	PCC	8,326	6/3/2017	91	0	72	28	Corner Spalling, Joint Spalling, Joint Seal Damage
TAAM	09	PCC	46,414	5/3/1986	55	10	15	75	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Popouts
TAAM	10	PCC	20,748	6/30/1986	34	59	8	33	ASR, Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Popouts, Pumping, Shattered Slab, Small Patch
TB1AM	01	AAC	7,595	6/1/2003	39	22	74	4	Alligator Cracking, Depression, L&T Cracking, Patching, Raveling, Weathering
TB1AM	02	PCC	6,957	8/4/2009	92	0	85	15	Corner Spalling, Joint Spalling, Joint Seal Damage
TB1AM	03	PCC	4,839	8/4/2009	83	0	60	40	Corner Spalling, Faulting, Joint Seal Damage
TB1AM	04	PCC	4,363	6/4/2013	89	0	91	9	Faulting, Joint Seal Damage

Table 1. 2026 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
TB2AM	01	AAC	13,060	6/1/2003	26	38	62	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TB2AM	02	PCC	5,548	8/4/2009	93	0	100	0	Joint Seal Damage
TB3AM	01	PCC	4,150	8/4/2009	93	0	100	0	Joint Seal Damage
TBAM	01	AC	45,822	6/4/2001	45	30	70	0	Alligator Cracking, L&T Cracking, Raveling, Rutting, Weathering
TBAM	02	AAC	4,966	6/1/2004	50	25	75	0	Alligator Cracking, L&T Cracking, Weathering
TBAM	03	AAC	4,911	6/1/2004	53	32	68	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TBAM	04	AC	40,048	6/3/2001	38	37	63	0	Alligator Cracking, L&T Cracking, Patching, Raveling, Weathering
TH01AM	01	AC	96,765	10/4/1999	45	40	60	0	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Patching, Raveling, Rutting, 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 concrete.
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 concrete pavements.
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 concrete 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

Ames Municipal Airport was inspected on March 28 and 29, 2026. Thirty-eight pavement sections were defined during the inspection. Alkali-silica reaction (ASR) was recorded at this airport according to the PCI procedure where evidence of a precipitate was observed within some of the cracking in the concrete surface. It should be noted that laboratory testing in the form of petrographic analysis is the only definitive way to validate the presence of ASR; however, the formation of a precipitate is evidence of a reaction consistent with this type of materials-related distress.

Runways

Runway 01/19 was defined by one section in *Poor* condition. Areas of medium-severity alligator cracking and weathering and low- and medium-severity block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, and patching were identified in Section 01. The low-severity cracking was mostly unsealed, while the medium-severity cracking was recorded where either the crack sealant was unsatisfactory, secondary cracking had developed, or unsealed crack widths exceeded ¼ inch.

Runway 13/31 consisted of four sections. Section 01 contained medium-severity corner spalling, low- and medium-severity faulting, medium- and high-severity joint seal damage, and low-severity small patching. All severities of L&T cracking, low-severity raveling and rutting, and medium-severity weathering were identified in Section 02. Section 03 had medium-severity alligator cracking and weathering and all severities of L&T cracking noted during the inspection. Low-severity ASR and medium-severity joint seal damage, joint spalling, and corner spalling were recorded in Section 04. An atypical area containing high-severity corner spalling and low-severity longitudinal, transverse, and diagonal (LTD) cracking was observed and recorded as an additional sample unit in accordance with ASTM D5340. In Sections 02 and 03, the low-severity L&T cracking was unsealed; the medium-severity L&T cracking was due to either unsatisfactory crack sealant, unsealed crack widths greater than ¼ inch, or secondary cracking development; and the high-severity L&T cracking was recorded in areas where either secondary cracking was wider than 1 foot or crack widths were greater than 3 inches.

Taxiways

Taxiway 13 was defined by two sections. Section 01 contained low-severity ASR, low- and medium-severity joint spalling and corner spalling, and medium-severity joint seal damage. Medium-severity alligator cracking, raveling, and weathering; all severities of L&T cracking; and low-severity patching were recorded in Section 02. The low-severity L&T cracking was unsealed; the medium-severity L&T cracking was due to unsealed crack widths greater than ¼ inch; and the high-severity L&T cracking was recorded in areas where either secondary cracking was wider than 1 foot or crack widths were greater than 3 inches.

Taxiway A1 consisted of two sections. Section 01 contained medium- and high-severity corner spalling and joint seal damage and low-severity faulting and joint spalling. Section 02 was in *Poor* condition with areas of medium-severity alligator cracking and weathering, all severities of L&T cracking, low-severity patching and rutting, and high-severity raveling identified at the time of inspection. The low-severity L&T cracking was unsealed, the medium-severity L&T cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded ¼ inch, and the high-severity L&T cracking was recorded in areas where secondary cracking was wider than 1 foot.

Taxiway A2 was defined by two sections. Section 01 contained low-severity alligator cracking, low- and medium-severity L&T cracking, high-severity raveling, and medium-severity weathering. All severities of L&T cracking, high-severity raveling, and medium- and high-

severity weathering were observed in Section 02. Throughout Taxiway A2, the low-severity L&T cracking was unsealed, the medium-severity L&T cracking was recorded where either the crack sealant was in unsatisfactory condition or unsealed crack widths exceeded $\frac{1}{4}$ inch, and the high-severity L&T cracking was recorded in areas where secondary cracking was wider than 1 foot.

Taxiway A3 contained two sections. Section 01 had only medium-severity joint seal damage observed throughout. Section 02 contained medium-severity alligator cracking and weathering and low- and medium-severity L&T cracking. The low-severity L&T cracking was mostly sealed, while the medium-severity L&T cracking was recorded where either the crack sealant was unsatisfactory or unsealed crack widths were greater than $\frac{1}{4}$ inch.

Taxiway A4 consisted of two sections. Low- and medium-severity ASR, high-severity joint seal damage, popouts, and medium-severity small patching were recorded in Section 01. Section 02 was in *Poor* condition and had medium-severity block cracking and weathering, low- and medium-severity L&T cracking, and low-severity raveling observed during the inspection. The low-severity cracking was unsealed, while the medium-severity cracking was recorded where either the crack sealant was unsatisfactory or unsealed crack widths exceeded $\frac{1}{4}$ inch.

Taxiway A was defined by nine sections. Section 02 contained low- and medium-severity alligator cracking, all severities of L&T cracking, low-severity raveling, and medium- and high-severity weathering. An atypical area that had low- and medium-severity patching was observed and recorded as an additional sample unit in accordance with ASTM D5340. Section 03 was in *Poor* condition with areas of medium-severity alligator cracking and weathering, all severities of L&T cracking, and low- and medium-severity raveling observed throughout. Section 04 had low- and medium-severity alligator cracking, all severities of L&T cracking, high-severity raveling, and medium-severity weathering noted. In Sections 02, 03, and 04, the low-severity L&T cracking was unsealed; the medium-severity L&T cracking was due to either unsatisfactory crack sealant, unsealed crack widths greater than $\frac{1}{4}$ inch, or the development of secondary cracking; and the high-severity L&T cracking was recorded in areas where either secondary cracking was wider than 1 foot or crack widths were greater than 3 inches. Low- and medium-severity corner spalling and medium-severity joint seal damage were identified in Section 05. Section 06 contained low-severity corner break; low- and medium-severity corner spalling, faulting, and LTD cracking; medium-severity joint seal damage, joint spalling, and small patching; and shrinkage cracking. Section 07 had only medium-severity joint seal damage recorded throughout. Low- and medium-severity corner spalling and medium-severity joint seal damage and joint spalling were observed in Section 08. Section 09 had low- and medium-severity ASR; medium- and high-severity joint spalling, corner spalling, and LTD cracking; high-severity joint seal damage; and popouts noted at the time of inspection. Section 10 was in *Poor* condition with low- and medium-severity ASR, medium-severity corner break, medium- and high-severity corner spalling and shattered slab, high-severity joint seal damage, low-severity joint spalling and small patching, all severities of LTD cracking, popouts, and pumping identified. An atypical area containing high-severity shattered slab was observed and recorded as an additional sample unit in accordance with ASTM D5340.

Taxiway B1 consisted of four sections. Section 01 was in *Poor* condition and contained medium-severity alligator cracking, depression, and weathering; all severities of L&T cracking; low-severity patching; and medium- and high-severity raveling. The low-severity L&T cracking was unsealed, the medium-severity L&T cracking was recorded where either the crack sealant was unsatisfactory or unsealed crack widths exceeded $\frac{1}{4}$ inch, and the high-severity L&T cracking was recorded in areas where either secondary cracking was wider than 1 foot or crack widths were greater than 3 inches. Low-severity joint spalling and corner spalling and medium-severity joint seal damage were observed in Section 02. Section 03 had medium- and high-severity corner spalling and joint seal damage and low-severity faulting recorded during the inspection.

Low-severity faulting and medium- and high-severity joint seal damage were recorded in Section 04.

Taxiway B2 contained two sections. Section 01 was in *Poor* condition and had areas of medium-severity alligator cracking and weathering, all severities of L&T cracking, and low-severity raveling. The low-severity L&T cracking was unsealed, the medium-severity L&T cracking was recorded where unsealed crack widths exceeded ¼ inch, and the high-severity L&T cracking was recorded in areas where either secondary cracking was wider than 1 foot or crack widths were greater than 3 inches. Medium-severity joint seal damage was the only distress observed in Section 02.

Taxiway B3 was defined by one section that contained medium-severity joint seal damage throughout.

Taxiway B consisted of four sections. Section 01 contained low- and medium-severity alligator cracking, all severities of L&T cracking, medium-severity raveling, low-severity rutting, and medium- and high-severity weathering. Low-severity alligator cracking, all severities of L&T cracking, and medium-severity weathering were recorded in Section 02. Section 03 had low-severity alligator cracking, low- and medium-severity L&T cracking, high-severity raveling, and medium-severity weathering identified during the inspection. Section 04 was in *Poor* condition with low- and medium-severity alligator cracking, L&T cracking, and patching; high-severity raveling; and medium- and high-severity weathering recorded throughout. In Taxiway B, the low-severity L&T cracking was both sealed and unsealed, the medium-severity L&T cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded 1/4 inch, and the high-severity L&T cracking was recorded in areas where either secondary cracking was wider than 1 foot or crack widths were greater than 3 inches.

Apron

The apron area contained two sections. Section 01 was in *Excellent* condition with no distress noted at the time of inspection. Section 02 contained medium-severity LTD cracking and joint seal damage and low-severity joint spalling, corner spalling, scaling, and small patching.

T-Hangar

The T-hangar area consisted of one section that contained low- and medium-severity alligator cracking and raveling; low-severity block cracking, depression, patching, and rutting; all severities of L&T cracking; and medium- and high-severity weathering. The low-severity cracking was unsealed, the medium-severity cracking was due to unsealed crack widths that exceeded ¼ inch, and the high-severity cracking was recorded in areas where secondary cracking was wider than 1 foot.

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 Ames Municipal Airport (USACE 2021). 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 concrete pavements. These policies, shown in Appendix E, identify the localized preventive maintenance actions that the Iowa DOT considered appropriate to correct the various distress types and severities. The Iowa DOT provided unit costs for each of the localized preventive maintenance actions included in these policies. These costs are detailed in Appendix E. 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 Ames 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. These costs are detailed 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 August 1, 2026, 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 (2026) 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 2027 or 2028, then localized preventive maintenance was not recommended for 2026. While localized preventive maintenance should be an annual undertaking at Ames 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 2026 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 Ames Municipal Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2026 is 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
2026	A01AM	02	PCC	Preventive Maintenance	\$86,154
2026	R01AM	01	APC	Major Rehabilitation	\$6,583,502
2026	R13AM	01	PCC	Preventive Maintenance	\$105,819
2026	R13AM	02	AAC	Major Rehabilitation	\$118,587
2026	R13AM	03	AAC	Major Rehabilitation	\$99,615
2026	R13AM	04	PCC	Preventive Maintenance	\$48,241
2026	T13AM	01	PCC	Preventive Maintenance	\$12,839
2026	T13AM	02	AC	Major Rehabilitation	\$136,126
2026	TA1AM	01	PCC	Preventive Maintenance	\$19,023
2026	TA1AM	02	AAC	Major Rehabilitation	\$196,004
2026	TA2AM	01	AAC	Major Rehabilitation	\$61,906
2026	TA2AM	02	AC	Major Rehabilitation	\$22,823
2026	TA3AM	01	PCC	Preventive Maintenance	\$7,412
2026	TA3AM	02	AC	Major Rehabilitation	\$48,776
2026	TA4AM	01	PCC	Major Rehabilitation	\$120,498
2026	TA4AM	02	AC	Major Rehabilitation	\$40,252
2026	TAAM	02	AAC	Major Rehabilitation	\$510,702
2026	TAAM	03	AAC	Major Rehabilitation	\$54,066
2026	TAAM	04	AAC	Major Rehabilitation	\$162,615
2026	TAAM	05	PCC	Preventive Maintenance	\$5,648
2026	TAAM	06	PCC	Preventive Maintenance	\$6,539
2026	TAAM	07	PCC	Preventive Maintenance	\$5,854
2026	TAAM	08	PCC	Preventive Maintenance	\$5,421
2026	TAAM	09	PCC	Major Rehabilitation	\$423,760
2026	TAAM	10	PCC	Major Rehabilitation	\$400,436
2026	TB1AM	01	AAC	Major Rehabilitation	\$87,722
2026	TB1AM	02	PCC	Preventive Maintenance	\$4,199
2026	TB1AM	03	PCC	Preventive Maintenance	\$2,660
2026	TB1AM	04	PCC	Preventive Maintenance	\$2,696
2026	TB2AM	01	AAC	Major Rehabilitation	\$150,843
2026	TB2AM	02	PCC	Preventive Maintenance	\$3,317
2026	TB3AM	01	PCC	Preventive Maintenance	\$2,499
2026	TBAM	01	AC	Major Rehabilitation	\$398,925

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2026	TBAM	02	AAC	Major Rehabilitation	\$31,742
2026	TBAM	03	AAC	Major Rehabilitation	\$26,814
2026	TBAM	04	AC	Major Rehabilitation	\$462,555
2026	TH01AM	01	AC	Major Rehabilitation	\$866,005

Total Estimated Cost: \$11,323,000

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 concrete.
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 Ames Municipal Airport.

The recommendations made in this report are based on a broad network-level analysis and meant to provide Ames 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 Ames 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, Ames 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. Track all maintenance activities that occur and have the documentation available if requested by the FAA and the Iowa DOT. This is important because 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, such as farming, construction, mowing, emergency, and fueling equipment, to ensure such equipment is only operating on pavement designed to accommodate heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.
7. Other maintenance necessities include keeping all pavement markings well painted, safety signage clear of debris and weeds, the lighting systems continuously operational, and the operating areas free of debris found.

These recommendations are only a portion of the responsibility each sponsor has in maintaining an airport. Each airport sponsor must provide regular airport maintenance to all its aviation facilities both in the aircraft movement areas and all adjacent areas supporting aviation. It is particularly important to be vigilant in repairing pavements where conditions can pose a hazard to safe operations.

FAA Requirements (Public Law 103-305)

Because Ames 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 (GPO 1994). 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 Federal law, the PMMS must include the following components at minimum: pavement inventory, pavement inspections, record keeping, information retrieval, and program funding.

By undertaking this project, the Iowa DOT has provided Ames Municipal Airport with an excellent basis for meeting the requirements of this law. This report serves as a complete pavement inventory and detailed inspection. To remain in compliance with the law, Ames 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](#) (FAA 2014b) provides detailed guidance pertaining to the requirements for an acceptable pavement management program (PMP). Appendix A of the FAA Advisory Circular 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 (PMP)

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 in Figure 3 of this report shows the location of all runways, taxiways, aprons, and T-hangars at Ames 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 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 Ames 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 Ames Municipal Airport is 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/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01AM	01					
A01AM	02					
R01AM	01					
R13AM	01					
R13AM	02					
R13AM	03					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
R13AM	04					
T13AM	01					
T13AM	02					
TA1AM	01					
TA1AM	02					
TA2AM	01					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TA2AM	02					
TA3AM	01					
TA3AM	02					
TA4AM	01					
TA4AM	02					
TAAM	02					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TAAM	03					
TAAM	04					
TAAM	05					
TAAM	06					
TAAM	07					
TAAM	08					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TAAM	09					
TAAM	10					
TB1AM	01					
TB1AM	02					
TB1AM	03					
TB1AM	04					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TB2AM	01					
TB2AM	02					
TB3AM	01					
TBAM	01					
TBAM	02					
TBAM	03					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TBAM	04					
TH01AM	01					

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 Ames Municipal Airport. A visual inspection of the pavements in 2026 found that the overall condition of the pavement network is a PCI of 58. A 5-year pavement repair program, shown in Table 2, was generated for Ames Municipal Airport, which revealed that approximately \$11,323,000 needs to be expended on M&R. Ames 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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APPENDIX A

CAUSE OF DISTRESS TABLES

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

Distress Type	Probable Cause of Distress
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 concrete 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 concrete pavements adjoin flexible pavements, concrete “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, concrete pavements (USACE 2009b).

Distress Type	Probable Cause of Distress
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 (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 (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

A01AM-01. Overview.



A01AM-02. Overview.



A01AM-02. Joint Seal Damage (Sample Unit No. 64).



A01AM-02. LTD Cracking (Sample Unit No. 14).



A01AM-02. Small Patching (Sample Unit No. 23).



R01AM-01. Overview.



R01AM-01. Block Cracking (Sample Unit No. 91).



R01AM-01. Joint Reflection Cracking (Sample Unit No. 109).



R01AM-01. Patching (Sample Unit No. 76).



R01AM-01. Weathering (Sample Unit No. 109).



R13AM-01. Overview.



R13AM-01. Joint Seal Damage (Sample Unit No. 12).



R13AM-01. Small Patching (Sample Unit No. 75).



R13AM-02. Overview.



R13AM-02. L&T Cracking (Sample Unit No. 01).



R13AM-02. L&T Cracking (Sample Unit No. 02).



R13AM-02. L&T Cracking (Sample Unit No. 04).



R13AM-02. Weathering (Sample Unit No. 04).



R13AM-03. Overview.



R13AM-03. L&T Cracking (Sample Unit No. 01) (1).



R13AM-03. L&T Cracking (Sample Unit No. 01) (2).



R13AM-04. Overview.



R13AM-04. ASR (Sample Unit No. 17).



R13AM-04. Corner Spalling (Additional Sample Unit No. 05).



R13AM-04. Joint Seal Damage (Sample Unit No. 03).



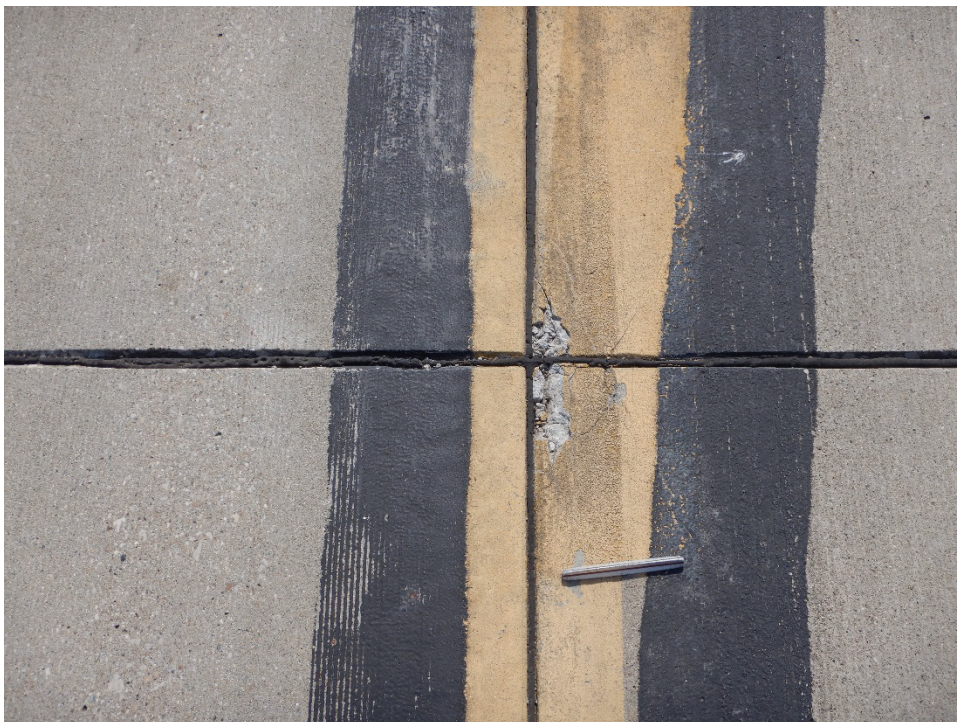
R13AM-04. LTD Cracking (Additional Sample Unit No. 05).



T13AM-01. Overview.



T13AM-01. ASR (Sample Unit No. 07).



T13AM-01. Corner Spalling (Sample Unit No. 10).



T13AM-02. Overview.



T13AM-02. Alligator Cracking (Sample Unit No. 02).



T13AM-02. L&T Cracking (Sample Unit No. 02) (1).



T13AM-02. L&T Cracking (Sample Unit No. 02) (2).



T13AM-02. Weathering (Sample Unit No. 02).



TA1AM-01. Overview.



TA1AM-01. Corner Spalling (Sample Unit No. 06).



TA1AM-01. Faulting (Sample Unit No. 09).



TA1AM-02. Overview.



TA1AM-02. Alligator Cracking (Sample Unit No. 01).



TA1AM-02. L&T Cracking (Sample Unit No. 03).



TA1AM-02. Patching (Sample Unit No. 03).



TA2AM-01. Overview.



TA2AM-01. L&T Cracking (Sample Unit No. 01).



TA2AM-01. Raveling (Sample Unit No. 03).



TA2AM-01. Weathering (Sample Unit No. 01).



TA2AM-02. Overview.



TA2AM-02. L&T Cracking (Sample Unit No. 01).



TA2AM-02. Raveling (Sample Unit No. 01).



TA2AM-02. Weathering (Sample Unit No. 01).



TA3AM-01. Overview.



TA3AM-01. Joint Seal Damage (Sample Unit No. 06).



TA3AM-02. Overview.



TA3AM-02. L&T Cracking (Sample Unit No. 01) (1).



TA3AM-02. L&T Cracking (Sample Unit No. 01) (2).



TA3AM-02. Weathering (Sample Unit No. 01).



TA4AM-01. Overview.



TA4AM-01. ASR (Sample Unit No. 04).



TA4AM-01. ASR (Sample Unit No. 05).



TA4AM-01. Popouts (Sample Unit No. 05).



TA4AM-02. Overview.



TA4AM-02. Block Cracking (Sample Unit No. 01).



TA4AM-02. L&T Cracking (Sample Unit No. 01) (1).



TA4AM-02. L&T Cracking (Sample Unit No. 01) (2).



TAAM-02. Overview.



TAAM-02. Alligator Cracking (Sample Unit No. 13).



TAAM-02. L&T Cracking (Sample Unit No. 04) (1).



TAAM-02. L&T Cracking (Sample Unit No. 04) (2).



TAAM-02. L&T Cracking (Sample Unit No. 10).



TAAM-02. Patching (Additional Sample Unit No. 17).



TAAM-02. Patching (Additional Sample Unit No. 18).



TAAM-03. Overview.



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



TAAM-03. Raveling (Sample Unit No. 01).



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



TAAM-04. Overview.



TAAM-04. Alligator Cracking (Sample Unit No. 05).



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



TAAM-04. L&T Cracking (Sample Unit No. 05).



TAAM-04. Raveling (Sample Unit No. 05).



TAAM-05. Overview.



TAAM-05. Corner Spalling (Sample Unit No. 04).



TAAM-05. Joint Seal Damage (Sample Unit No. 04).



TAAM-06. Overview.



TAAM-06. LTD Cracking (Sample Unit No. 05).



TAAM-06. Small Patching (Sample Unit No. 03).



TAAM-07. Overview.



TAAM-07. Joint Seal Damage (Sample Unit No. 03).



TAAM-08. Overview.



TAAM-08. Joint Spalling (Sample Unit No. 04).



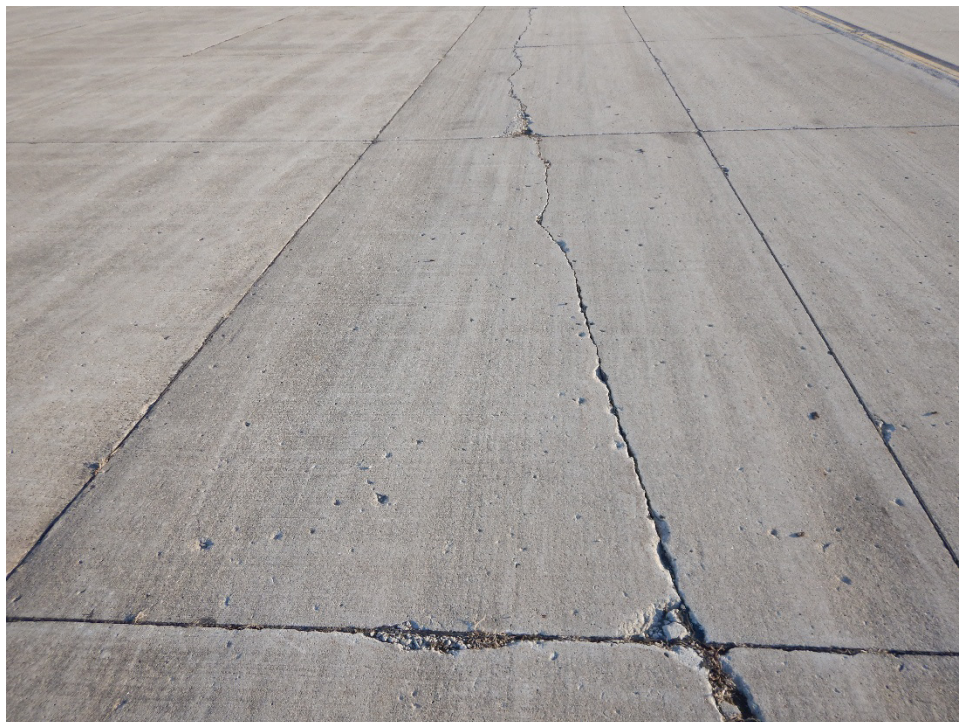
TAAM-09. Overview.



TAAM-09. ASR (Sample Unit No. 24).



TAAM-09. LTD Cracking (Sample Unit No. 24).



TAAM-10. Overview.



TAAM-10. ASR (Additional Sample Unit No. 07) (1).



TAAM-10. ASR (Additional Sample Unit No. 07) (2).



TAAM-10. ASR (Sample Unit No. 06) (1).



TAAM-10. ASR (Sample Unit No. 06) (2).



TAAM-10. LTD Cracking (Sample Unit No. 06).



TAAM-10. Popouts (Sample Unit No. 04).



TAAM-10. Shattered Slab (Additional Sample Unit No. 07) (1).



TAAM-10. Shattered Slab (Additional Sample Unit No. 07) (2).



TB1AM-01. Overview.



TB1AM-01. L&T Cracking (Sample Unit No. 02).



TB1AM-01. Patching (Sample Unit No. 02).



TB1AM-01. Weathering (Sample Unit No. 02).



TB1AM-02. Overview.



TB1AM-02. Joint Seal Damage (Sample Unit No. 03).



TB1AM-02. Joint Spalling (Sample Unit No. 04).



TB1AM-03. Overview.



TB1AM-03. Corner Spalling (Sample Unit No. 02).



TB1AM-03. Faulting (Sample Unit No. 02).



TB1AM-04. Overview.



TB1AM-04. Joint Seal Damage (Sample Unit No. 02).



TB2AM-01. Overview.



TB2AM-01. Alligator Cracking (Sample Unit No. 01).



TB2AM-01. L&T Cracking (Sample Unit No. 01).



TB2AM-01. Weathering (Sample Unit No. 01).



TB2AM-02. Overview.



TB2AM-02. Joint Seal Damage (Sample Unit No. 02).



TB3AM-01. Overview.



TB3AM-01. Joint Seal Damage (Sample Unit No. 02).



TBAM-01. Overview.



TBAM-01. L&T Cracking (Sample Unit No. 07) (1).



TBAM-01. L&T Cracking (Sample Unit No. 07) (2).



TBAM-01. L&T Cracking (Sample Unit No. 09) (1).



TBAM-01. L&T Cracking (Sample Unit No. 09) (2).



TBAM-01. Weathering (Sample Unit No. 07).



TBAM-01. Weathering (Sample Unit No. 09).



TBAM-02. Overview.



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



TBAM-02. L&T Cracking (Sample Unit No. 01) (1).



TBAM-02. L&T Cracking (Sample Unit No. 01) (2).



TBAM-02. Weathering (Sample Unit No. 01).



TBAM-03. Overview.



TBAM-03. Alligator Cracking (Sample Unit No. 01).



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



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



TBAM-04. Overview.



TBAM-04. Alligator Cracking (Sample Unit No. 02).



TBAM-04. L&T Cracking (Sample Unit No. 02).



TH01AM-01. Overview.



TH01AM-01. Alligator Cracking (Sample Unit No. 02).



TH01AM-01. Block Cracking (Sample Unit No. 12).



TH01AM-01. L&T Cracking (Sample Unit No. 02).



TH01AM-01. L&T Cracking (Sample Unit No. 18).



TH01AM-01. Patching (Sample Unit No. 02).



TH01AM-01. Weathering (Sample Unit No. 02).



APPENDIX C

INSPECTION REPORT

**RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT**

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
Page 2

Sample Number: 20

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
NO DISTRESS

Sample Comments:

RE-INSPECTION REPORT

AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

Page 3

Branch - Section ID: A01AM - 002

Branch Name: APRON 01

Use: APRON

LCD: 6/4/2013

PCI Family: IowaPCCAP_NC_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 132,848.00

Length (ft): 640.00

Width (ft): 185.00

From: A01AM-01

To: TAXIWAY B1

Slabs: 1,328

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 25,643.93

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 91

Total Samples: 70

Surveyed: 9

Sample Number: 005

Sample Type: R

Sample Comments:

Sample PCI: 91

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 014

Sample Type: R

Sample Comments:

Sample PCI: 81

Sample Area (Slabs): 20.00

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

M

20.00 Slabs

70 SCALING

L

1.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 023

Sample Type: R

Sample Comments:

Sample PCI: 92

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

66 SMALL PATCH

L

1.00 Slabs

Sample Number: 032

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 035

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
Page 4

Sample Number: 041

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs

Sample Number: 044

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs

Sample Number: 053

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs

Sample Number: 064

Sample Type: R	Sample Comments:	
Sample PCI: 91		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs
74 JOINT SPALL	L	1.00 Slabs

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

Page 5

Branch - Section ID: R01AM - 001

Branch Name: RUNWAY 01/19

Use: RUNWAY

LCD: 6/1/2004

PCI Family: IowaAPCRW_Enhanced/Commercial

Surface Type: APC

Rank: P

Section Area (sf): 570,000.00

Length (ft): 5,700.00

Width (ft): 100.00

From: RUNWAY END 01

To: RUNWAY END 19

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/28/2026

Inspection Comments:

PCI: 37

Total Samples: 114

Surveyed: 12

Sample Number: 019

Sample Type: R

Sample Comments:

Sample PCI: 41

Sample Area (SF): 5,000.00

47 JT REF. CR	M	750.00 FT	W FS
48 L & T CR	L	120.00 FT	LU
48 L & T CR	M	250.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	LESS PAINT

Sample Number: 022

Sample Type: R

Sample Comments:

Sample PCI: 42

Sample Area (SF): 5,000.00

43 BLOCK CR	M	400.00 SF	w fs 5x5
47 JT REF. CR	L	200.00 FT	LS
47 JT REF. CR	M	550.00 FT	W FS
48 L & T CR	L	60.00 FT	Lu
48 L & T CR	M	70.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	LESS PAINT

Sample Number: 037

Sample Type: R

Sample Comments:

Sample PCI: 34

Sample Area (SF): 5,000.00

43 BLOCK CR	L	600.00 SF	lu 10x5
43 BLOCK CR	M	450.00 SF	w fs 5x10
47 JT REF. CR	L	100.00 FT	LU
47 JT REF. CR	M	700.00 FT	W FS
48 L & T CR	L	65.00 FT	LU
48 L & T CR	M	220.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Sample Number: 040

Sample Type: R

Sample PCI: 40

Sample Area (SF): 5,000.00

Sample Comments:

47 JT REF. CR	L	100.00 FT	LU
47 JT REF. CR	M	450.00 FT	W FS
48 L & T CR	L	100.00 FT	LU
48 L & T CR	M	420.00 FT	W 2NDY FS
57 WEATHERING	M	5,000.00 SF	

Sample Number: 055

Sample Type: R

Sample PCI: 35

Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	500.00 SF	LU 10X10
43 BLOCK CR	M	625.00 SF	W FS 5x5
47 JT REF. CR	M	700.00 FT	W FS
48 L & T CR	L	55.00 FT	lu
48 L & T CR	M	230.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	

Sample Number: 058

Sample Type: R

Sample PCI: 30

Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	800.00 SF	LU 10X10
43 BLOCK CR	M	1,000.00 SF	W 10X10
47 JT REF. CR	M	600.00 FT	W FS
48 L & T CR	L	50.00 FT	LU
48 L & T CR	M	250.00 FT	W FS
50 PATCHING	L	135.00 SF	
57 WEATHERING	M	4,865.00 SF	

Sample Number: 073

Sample Type: R

Sample PCI: 33

Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	550.00 SF	LU 10X10
43 BLOCK CR	M	400.00 SF	FS W
47 JT REF. CR	L	40.00 FT	LU
47 JT REF. CR	M	550.00 FT	W FS
48 L & T CR	L	45.00 FT	lu
48 L & T CR	M	420.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Sample Number: 076

Sample Type: R

Sample PCI: 31

Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	150.00 SF	LU 5x5
43 BLOCK CR	M	650.00 SF	W FS 5x5
47 JT REF. CR	L	100.00 FT	LU
47 JT REF. CR	M	600.00 FT	W FS
48 L & T CR	L	65.00 FT	LU
48 L & T CR	M	300.00 FT	W FS
50 PATCHING	M	210.00 SF	
57 WEATHERING	M	4,790.00 SF	

Sample Number: 091

Sample Type: R

Sample PCI: 39

Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	1,600.00 SF	LU 6x6
47 JT REF. CR	M	650.00 FT	W FS
48 L & T CR	L	75.00 FT	LU
48 L & T CR	M	200.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	LESS PAINT

Sample Number: 094

Sample Type: R

Sample PCI: 39

Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CR	M	35.00 SF	
47 JT REF. CR	L	175.00 FT	LU
47 JT REF. CR	M	375.00 FT	W FS
48 L & T CR	L	75.00 FT	LU
48 L & T CR	M	210.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	

Sample Number: 109

Sample Type: R

Sample PCI: 43

Sample Area (SF): 5,000.00

Sample Comments:

47 JT REF. CR	M	600.00 FT	W FS
48 L & T CR	L	110.00 FT	LU
48 L & T CR	M	250.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	

Sample Number: 112

Sample Type: R

Sample PCI: 39

Sample Area (SF): 5,000.00

Sample Comments:

47 JT REF. CR	L	140.00 FT	LU
47 JT REF. CR	M	320.00 FT	W FS
48 L & T CR	L	115.00 FT	LU
48 L & T CR	M	535.00 FT	W FS
57 WEATHERING	M	5,000.00 SF	

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
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Sample Number: 56

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs

Sample Number: 75

Sample Type: R	Sample Comments:	
Sample PCI: 74		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs
66 SMALL PATCH	L	2.00 Slabs
71 FAULTING	L	1.00 Slabs
71 FAULTING	M	2.00 Slabs

Sample Number: 78

Sample Type: R	Sample Comments:	
Sample PCI: 89		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Branch - Section ID: R13AM - 002

Branch Name: RUNWAY 13/31

Use: RUNWAY

LCD: 6/1/2004

PCI Family: IowaAACRW_NC_Enhanced

Surface Type: AAC

Rank: S

Section Area (sf): 11,855.00

Length (ft): 160.00

Width (ft): 75.00

From: RUNWAY 13 SECTION 01

To: ISECT. WITH RWY 01/19

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/28/2026

Inspection Comments:

PCI: 44

Total Samples: 4

Surveyed: 3

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 46

Sample Area (SF): 3,000.00

48 L & T CR	H	130.00 FT	3IN, 1FT
48 L & T CR	L	40.00 FT	LU
48 L & T CR	M	80.00 FT	W
52 RAVELING	L	300.00 SF	
57 WEATHERING	M	3,000.00 SF	

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 39

Sample Area (SF): 3,000.00

48 L & T CR	H	132.00 FT	3IN, 1FT
48 L & T CR	L	60.00 FT	LU
48 L & T CR	M	110.00 FT	W
52 RAVELING	L	300.00 SF	
53 RUTTING	L	100.00 SF	
57 WEATHERING	M	3,000.00 SF	

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 46

Sample Area (SF): 3,400.00

48 L & T CR	H	150.00 FT	1FT, 3IN
48 L & T CR	L	30.00 FT	LU
48 L & T CR	M	105.00 FT	W
52 RAVELING	L	340.00 SF	
57 WEATHERING	M	3,400.00 SF	

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
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Branch - Section ID: R13AM - 003

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/2004

Surface Type: AAC

Rank: S

Section Area (sf): 10,271.00

Length (ft): 135.00

Width (ft): 75.00

From: ISECT. WITH RWY 01/19

To: RUNWAY 13 SECTION 04

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/28/2026

PCI: 44

Total Samples: 2

Surveyed: 2

PCI Family: IowaAACRW_NC_Enhanced

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 43

Sample Area (SF): 5,556.00

Sample Comments:

48 L & T CR

H

215.00 FT

3IN, 1FT

48 L & T CR

L

80.00 FT

LU

48 L & T CR

M

390.00 FT

W, 2NDY

57 WEATHERING

M

5,556.00 SF

Sample Number: 02

Sample Type: R

Sample PCI: 45

Sample Area (SF): 4,715.00

Sample Comments:

41 ALLIGATOR CR

M

5.00 SF

48 L & T CR

H

20.00 FT

3IN

48 L & T CR

L

50.00 FT

LU

48 L & T CR

M

550.00 FT

W, FS, 2NDY

57 WEATHERING

M

4,715.00 SF

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Branch - Section ID: R13AM - 004

Branch Name: RUNWAY 13/31

Use: RUNWAY

LCD: 10/4/2009

PCI Family: IowaPCCRW_NC_CommEnhanced

Surface Type: PCC

Rank: S

Section Area (sf): 69,075.00

Length (ft): 921.00

Width (ft): 75.00

From: RUNWAY 31 END

To: RUNWAY 13 SECTION 03

Slabs: 737

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 9.38

Joint Length (ft): 13,279.50

Last Insp Date: 3/28/2026

Inspection Comments:

PCI: 91

Total Samples: 36

Surveyed: 9

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 05

Sample Type: A

Sample Comments:

Sample PCI: 77

Sample Area (Slabs): 20.00

63 LINEAR CR

L

1.00 Slabs

65 JT SEAL DMG

M

20.00 Slabs

75 CORNER SPALL

H

2.00 Slabs

75 CORNER SPALL

M

1.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

74 JOINT SPALL

M

2.00 Slabs

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 14

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

RE-INSPECTION REPORT

AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
Page 13

Sample Number: 17

Sample Type: R	Sample Comments:	
Sample PCI: 87		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs
76 ASR	L	2.00 Slabs

Sample Number: 20

Sample Type: R	Sample Comments:	
Sample PCI: 88		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs
75 CORNER SPALL	M	2.00 Slabs

Sample Number: 25

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs

Sample Number: 28

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs

RE-INSPECTION REPORT

AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
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Branch - Section ID: T13AM - 001

Branch Name: TAXIWAY 13 Use: TAXIWAY

LCD: 4/3/2010 PCI Family: IowaPCCTW_NC_Enhanced
Surface Type: PCC
Rank: P
Section Area (sf): 19,699.00
Length (ft): 500.00
Width (ft): 35.00
From: .
To: .
Slabs: 225 Section Comments:
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 3,618.99
Last Insp Date: 3/29/2026 Inspection Comments:
PCI: 90
Total Samples: 11
Surveyed: 6

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 89
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs
75 CORNER SPALL M 1.00 Slabs

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 91
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs
74 JOINT SPALL L 1.00 Slabs

Sample Number: 06

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

Sample Number: 07

Sample Type: R Sample Comments:
Sample PCI: 87
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs
76 ASR L 2.00 Slabs

Sample Number: 09

Sample Type: R Sample Comments:
Sample PCI: 89
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs
74 JOINT SPALL M 1.00 Slabs

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
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Sample Number: 10

Sample Type: R	Sample Comments:	
Sample PCI: 91		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	M	20.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Branch - Section ID: TA1AM - 001

Branch Name: TAXIWAY A1

Use: TAXIWAY

LCD: 4/3/2010

PCI Family: IowaPCCTW_NC_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 29,461.00

Length (ft): 850.00

Width (ft): 35.00

From: TAXIWAY A1

To: RUNWAY END 19

Slabs: 337

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 8.75

Joint Length (ft): 5,436.67

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 86

Total Samples: 17

Surveyed: 7

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 86

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

75 CORNER SPALL

H

1.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

71 FAULTING

L

5.00 Slabs

75 CORNER SPALL

M

2.00 Slabs

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
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Sample Number: 14

Sample Type: R	Sample Comments:	
Sample PCI: 76		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	H	20.00 Slabs
71 FAULTING	L	5.00 Slabs

Sample Number: 16

Sample Type: R	Sample Comments:	
Sample PCI: 88		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	H	20.00 Slabs

RE-INSPECTION REPORT AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Branch - Section ID: TA1AM - 002

Branch Name: TAXIWAY A1

Use: TAXIWAY

LCD: 10/1/2000

PCI Family: IowaAACTW_NC&NCW_Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 16,970.00

Length (ft): 485.00

Width (ft): 35.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 30

Total Samples: 3

Surveyed: 3

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 23

Sample Area (SF): 5,250.00

41 ALLIGATOR CR	M	830.00 SF	
48 L & T CR	L	50.00 FT	LU
48 L & T CR	M	320.00 FT	W FS
52 RAVELING	H	30.00 SF	
57 WEATHERING	M	5,220.00 SF	

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 39

Sample Area (SF): 5,397.00

41 ALLIGATOR CR	M	30.00 SF	
48 L & T CR	H	30.00 FT	2NDY, 1FT
48 L & T CR	L	110.00 FT	LU
48 L & T CR	M	580.00 FT	W
52 RAVELING	H	50.00 SF	
57 WEATHERING	M	5,347.00 SF	

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 29

Sample Area (SF): 6,323.00

41 ALLIGATOR CR	M	200.00 SF	
48 L & T CR	H	30.00 FT	1FT
48 L & T CR	M	610.00 FT	W FS
50 PATCHING	L	180.00 SF	
52 RAVELING	H	2.00 SF	
53 RUTTING	L	110.00 SF	
57 WEATHERING	M	6,141.00 SF	

RE-INSPECTION REPORT

AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 7/15/2026
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Branch - Section ID: TA3AM - 001

Branch Name: TAXIWAY A3 Use: TAXIWAY

LCD: 6/3/2017 PCI Family: IowaPCCTW_NC_Enhanced
Surface Type: PCC
Rank: P
Section Area (sf): 12,116.00
Length (ft): 288.00
Width (ft): 35.00
From: TAXIWAY A
To: RUNWAY 01/19
Slabs: 139 Section Comments:
Slab Length (ft): 9.90
Slab Width (ft): 8.80
Joint Length (ft): 2,212.42
Last Insp Date: 3/29/2026 Inspection Comments:
PCI: 93
Total Samples: 7
Surveyed: 4

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

Sample Number: 06

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 24.00
65 JT SEAL DMG M 24.00 Slabs

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AMES MUNICIPAL AIRPORT

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Branch - Section ID: TA4AM - 001

Branch Name: TAXIWAY A4 Use: TAXIWAY

LCD: 6/30/1986 PCI Family: IowaPCCTW_NC_Enhanced
Surface Type: PCC
Rank: P
Section Area (sf): 13,198.00
Length (ft): 300.00
Width (ft): 35.00
From: TAXIWAY A
To: RUNWAY 01/19
Slabs: 151 Section Comments:
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 2,407.06
Last Insp Date: 3/28/2026 Inspection Comments:
PCI: 52
Total Samples: 6
Surveyed: 4

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 48
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
66 SMALL PATCH M 2.00 Slabs
68 POPOUTS N 8.00 Slabs
76 ASR L 7.00 Slabs
76 ASR M 2.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 68
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 8.00 Slabs
76 ASR L 5.00 Slabs

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 50
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 8.00 Slabs
76 ASR L 10.00 Slabs
76 ASR M 2.00 Slabs

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 42
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 12.00 Slabs
76 ASR L 17.00 Slabs
76 ASR M 3.00 Slabs

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Branch - Section ID: TAAM - 002

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/1/2005

PCI Family: IowaAACTW_NC&NCW_Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 93,535.00

Length (ft): 2,658.00

Width (ft): 35.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 51

Total Samples: 18

Surveyed: 7

Sample Number: 004

Sample Type: R

Sample Comments:

Sample PCI: 51

Sample Area (SF): 5,250.00

48 L & T CR	H	17.00 FT	1FT
48 L & T CR	L	215.00 FT	LU
48 L & T CR	M	325.00 FT	W,2ND
52 RAVELING	L	300.00 SF	
57 WEATHERING	M	5,250.00 SF	

Sample Number: 007

Sample Type: R

Sample Comments:

Sample PCI: 35

Sample Area (SF): 5,250.00

48 L & T CR	H	20.00 FT	2NDY, 1FT
48 L & T CR	L	110.00 FT	LU
48 L & T CR	M	95.00 FT	W, FS, 2NDY
57 WEATHERING	H	5,250.00 SF	

Sample Number: 010

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,250.00

48 L & T CR	H	35.00 FT	2NDY, 1FT
48 L & T CR	L	65.00 FT	LU
48 L & T CR	M	150.00 FT	W FS
57 WEATHERING	M	5,250.00 SF	

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Sample Number: 013

Sample Type: R

Sample Comments:

Sample PCI: 50

Sample Area (SF): 5,250.00

41 ALLIGATOR CR	L	25.00 SF	EDGE
41 ALLIGATOR CR	M	5.00 SF	EDGE
48 L & T CR	H	15.00 FT	1FT
48 L & T CR	L	75.00 FT	LU
48 L & T CR	M	280.00 FT	W FS
57 WEATHERING	M	5,250.00 SF	

Sample Number: 016

Sample Type: R

Sample Comments:

Sample PCI: 53

Sample Area (SF): 5,250.00

41 ALLIGATOR CR	L	10.00 SF	EDGE
48 L & T CR	L	145.00 FT	LU
48 L & T CR	M	390.00 FT	W FS
57 WEATHERING	M	5,250.00 SF	

Sample Number: 017

Sample Type: A

Sample Comments:

Sample PCI: 53

Sample Area (SF): 5,250.00

48 L & T CR	L	45.00 FT	LU
48 L & T CR	M	345.00 FT	W FS
50 PATCHING	L	645.00 SF	
50 PATCHING	M	35.00 SF	
57 WEATHERING	M	4,585.00 SF	

Sample Number: 018

Sample Type: A

Sample Comments:

Sample PCI: 56

Sample Area (SF): 5,250.00

48 L & T CR	H	30.00 FT	1FT, 2NDY, 3IN
48 L & T CR	L	120.00 FT	LU
48 L & T CR	M	175.00 FT	W FS
50 PATCHING	L	280.00 SF	
50 PATCHING	M	20.00 SF	
57 WEATHERING	M	4,935.00 SF	

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Branch - Section ID: TAAM - 004

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 6/1/2005

Surface Type: AAC

Rank: P

Section Area (sf): 29,783.00

Length (ft): 714.00

Width (ft): 35.00

From: SEE MAP

To: SEE MAP

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/29/2026

PCI: 53

Total Samples: 6

Surveyed: 4

PCI Family: IowaAACTW_NC&NCW_Enhanced

Section Comments:

Inspection Comments:

Sample Number: 02

Sample Type: R

Sample PCI: 55

Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CR

M

5.00 SF

48 L & T CR

H

15.00 FT

2NDY, 1FT

48 L & T CR

L

60.00 FT

LU

48 L & T CR

M

300.00 FT

W FS

57 WEATHERING

M

5,250.00 SF

Sample Number: 03

Sample Type: R

Sample PCI: 55

Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CR

L

5.00 SF

EDGE

48 L & T CR

L

200.00 FT

LU

48 L & T CR

M

350.00 FT

W FS

57 WEATHERING

M

5,250.00 SF

Sample Number: 04

Sample Type: R

Sample PCI: 54

Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CR

L

20.00 SF

EDGE

48 L & T CR

H

25.00 FT

1FT

48 L & T CR

L

30.00 FT

LU

48 L & T CR

M

335.00 FT

W

57 WEATHERING

M

5,250.00 SF

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AMES MUNICIPAL AIRPORT

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Sample Number: 05

Sample Type: R
Sample PCI: 48
Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CR	L	30.00 SF	EDGE
48 L & T CR	H	70.00 FT	1FT
48 L & T CR	L	30.00 FT	LU
48 L & T CR	M	330.00 FT	W
52 RAVELING	H	5.00 SF	MD
57 WEATHERING	M	5,245.00 SF	

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Branch - Section ID: TAAM - 005

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 8/4/2009 PCI Family: IowaPCCTW_NC_Enhanced
Surface Type: PCC
Rank: P
Section Area (sf): 9,071.00
Length (ft): 220.00
Width (ft): 35.00
From: .
To: .
Slabs: 104 Section Comments:
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 1,643.38
Last Insp Date: 3/29/2026 Inspection Comments:
PCI: 92
Total Samples: 5
Surveyed: 4

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 21.00
65 JT SEAL DMG M 21.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 91
Sample Area (Slabs): 21.00
65 JT SEAL DMG M 21.00 Slabs
75 CORNER SPALL L 1.00 Slabs

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 89
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs
75 CORNER SPALL M 1.00 Slabs

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

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Branch - Section ID: TAAM - 006

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 8/4/2009

PCI Family: IowaPCCTW_NC_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 9,580.00

Length (ft): 200.00

Width (ft): 35.00

From: .

To: .

Slabs: 111

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 8.75

Joint Length (ft): 1,752.02

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 81

Total Samples: 5

Surveyed: 4

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 86

Sample Area (Slabs): 20.00

62 CORNER BREAK	L	1.00 Slabs
65 JT SEAL DMG	M	20.00 Slabs
73 SHRINKAGE CR	N	1.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 86

Sample Area (Slabs): 25.00

65 JT SEAL DMG	M	25.00 Slabs
71 FAULTING	M	1.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (Slabs): 21.00

63 LINEAR CR	M	1.00 Slabs
65 JT SEAL DMG	M	21.00 Slabs
66 SMALL PATCH	M	1.00 Slabs
71 FAULTING	L	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 76

Sample Area (Slabs): 21.00

63 LINEAR CR	L	1.00 Slabs
63 LINEAR CR	M	1.00 Slabs
65 JT SEAL DMG	M	21.00 Slabs
74 JOINT SPALL	M	1.00 Slabs

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Branch - Section ID: TAAM - 008

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 6/3/2017 PCI Family: IowaPCCTW_NC_Enhanced
Surface Type: PCC
Rank: P
Section Area (sf): 8,326.00
Length (ft): 222.00
Width (ft): 40.00
From: SEE MAP
To: SEE MAP
Slabs: 88 Section Comments:
Slab Length (ft): 9.65
Slab Width (ft): 10.00
Joint Length (ft): 1,486.48
Last Insp Date: 3/29/2026 Inspection Comments:
PCI: 91
Total Samples: 5
Surveyed: 4

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 86
Sample Area (Slabs): 16.00
65 JT SEAL DMG M 16.00 Slabs
75 CORNER SPALL L 1.00 Slabs
75 CORNER SPALL M 1.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 89
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs
74 JOINT SPALL M 1.00 Slabs

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 93
Sample Area (Slabs): 20.00
65 JT SEAL DMG M 20.00 Slabs

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Branch - Section ID: TAAM - 009

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 5/3/1986 PCI Family: IowaPCCTW_NC_Enhanced
Surface Type: PCC
Rank: P
Section Area (sf): 46,414.00
Length (ft): 1,300.00
Width (ft): 35.00
From: SEE MAP
To: SEE MAP
Slabs: 502 Section Comments:
Slab Length (ft): 10.50
Slab Width (ft): 8.80
Joint Length (ft): 8,332.88
Last Insp Date: 3/29/2026 Inspection Comments:
PCI: 55
Total Samples: 25
Surveyed: 7

Sample Number: 004

Sample Type: R Sample Comments:
Sample PCI: 51
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 2.00 Slabs
75 CORNER SPALL M 2.00 Slabs
76 ASR L 5.00 Slabs
76 ASR M 3.00 Slabs

Sample Number: 007

Sample Type: R Sample Comments:
Sample PCI: 79
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 2.00 Slabs
74 JOINT SPALL M 1.00 Slabs

Sample Number: 013

Sample Type: R Sample Comments:
Sample PCI: 56
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 6.00 Slabs
76 ASR L 4.00 Slabs
76 ASR M 2.00 Slabs

Sample Number: 016

Sample Type: R Sample Comments:
Sample PCI: 75
Sample Area (Slabs): 20.00
65 JT SEAL DMG H 20.00 Slabs
68 POPOUTS N 5.00 Slabs
76 ASR L 1.00 Slabs

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Sample Number: 019

Sample Type: R
Sample PCI: 71
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	8.00 Slabs
76 ASR	L	1.00 Slabs

Sample Number: 022

Sample Type: R
Sample PCI: 30
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	8.00 Slabs
74 JOINT SPALL	H	2.00 Slabs
75 CORNER SPALL	H	2.00 Slabs
76 ASR	L	5.00 Slabs
76 ASR	M	6.00 Slabs

Sample Number: 024

Sample Type: R
Sample PCI: 18
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	H	2.00 Slabs
63 LINEAR CR	M	2.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	10.00 Slabs
74 JOINT SPALL	H	2.00 Slabs
75 CORNER SPALL	H	4.00 Slabs
75 CORNER SPALL	M	2.00 Slabs
76 ASR	L	4.00 Slabs
76 ASR	M	2.00 Slabs

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Branch - Section ID: TAAM - 010

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/30/1986

PCI Family: IowaPCCTW_NC_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 20,748.00

Length (ft): 210.00

Width (ft): 100.00

From: SEE MAP

To: SEE MAP

Slabs: 125

Section Comments:

Slab Length (ft): 13.30

Slab Width (ft): 12.50

Joint Length (ft): 2,913.56

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 34

Total Samples: 7

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 57

Sample Area (Slabs): 20.00

63 LINEAR CR	M	2.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
66 SMALL PATCH	L	2.00 Slabs
68 POPOUTS	N	5.00 Slabs
74 JOINT SPALL	L	2.00 Slabs
75 CORNER SPALL	M	1.00 Slabs
76 ASR	L	2.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 70

Sample Area (Slabs): 20.00

65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	10.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 13

Sample Area (Slabs): 20.00

62 CORNER BREAK	M	2.00 Slabs
63 LINEAR CR	H	1.00 Slabs
63 LINEAR CR	M	10.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	10.00 Slabs
69 PUMPING	N	4.00 Slabs
72 SHAT. SLAB	M	3.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

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Sample Number: 06

Sample Type: R
Sample PCI: 23
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	H	1.00 Slabs
63 LINEAR CR	M	7.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
72 SHAT. SLAB	M	1.00 Slabs
75 CORNER SPALL	H	2.00 Slabs
75 CORNER SPALL	M	1.00 Slabs
76 ASR	L	6.00 Slabs
76 ASR	M	2.00 Slabs

Sample Number: 07

Sample Type: A
Sample PCI: 2
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	2.00 Slabs
63 LINEAR CR	M	4.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	3.00 Slabs
72 SHAT. SLAB	H	5.00 Slabs
72 SHAT. SLAB	M	5.00 Slabs
76 ASR	L	8.00 Slabs
76 ASR	M	5.00 Slabs

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Branch - Section ID: TB1AM - 001

Branch Name: TAXIWAY B1 Use: TAXIWAY

LCD: 6/1/2003 PCI Family: IowaAACTW_NC&NCW_Enhanced
Surface Type: AAC
Rank: P
Section Area (sf): 7,595.00
Length (ft): 200.00
Width (ft): 35.00
From: APRON 01
To: RUNWAY 13/31
Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/29/2026
PCI: 39
Total Samples: 2
Surveyed: 2

Section Comments:

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 34
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CR	M	40.00 SF	
48 L & T CR	H	80.00 FT	3IN, 2NDY
48 L & T CR	L	70.00 FT	LU
48 L & T CR	M	300.00 FT	W FS
52 RAVELING	H	5.00 SF	
52 RAVELING	M	20.00 SF	
57 WEATHERING	M	3,475.00 SF	

Sample Number: 002

Sample Type: R
Sample PCI: 43
Sample Area (SF): 4,095.00

Sample Comments:

41 ALLIGATOR CR	M	30.00 SF	
45 DEPRESSION	M	2.00 SF	
48 L & T CR	M	350.00 FT	W FS
50 PATCHING	L	70.00 SF	
57 WEATHERING	M	4,025.00 SF	

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Branch - Section ID: TB2AM - 001

Branch Name: TAXIWAY B2 Use: TAXIWAY

LCD: 6/1/2003 PCI Family: IowaAACTW_NC&NCW_Enhanced
Surface Type: AAC
Rank: P
Section Area (sf): 13,060.00
Length (ft): 260.00
Width (ft): 35.00
From: TAXIWAY B
To: RUNWAY 13/31
Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/29/2026
PCI: 26
Total Samples: 3
Surveyed: 3

Section Comments:

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 17
Sample Area (SF): 5,800.00

Sample Comments:

41 ALLIGATOR CR	M	950.00 SF	
48 L & T CR	H	25.00 FT	3IN, 2NDY
48 L & T CR	L	50.00 FT	LU
48 L & T CR	M	450.00 FT	W
52 RAVELING	L	1,500.00 SF	
57 WEATHERING	M	5,800.00 SF	

Sample Number: 002

Sample Type: R
Sample PCI: 32
Sample Area (SF): 3,760.00

Sample Comments:

41 ALLIGATOR CR	M	165.00 SF	
48 L & T CR	L	65.00 FT	LU
48 L & T CR	M	350.00 FT	W
52 RAVELING	L	150.00 SF	
57 WEATHERING	M	3,760.00 SF	

Sample Number: 003

Sample Type: R
Sample PCI: 35
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CR	M	65.00 SF	
48 L & T CR	H	50.00 FT	3IN, 2NDY
48 L & T CR	L	42.00 FT	LU
48 L & T CR	M	210.00 FT	W
52 RAVELING	L	1,500.00 SF	
57 WEATHERING	M	3,500.00 SF	

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Branch - Section ID: TB3AM - 001

Branch Name: TAXIWAY B3

Use: TAXIWAY

LCD: 8/4/2009

PCI Family: IowaPCCTW_NC_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 4,150.00

Length (ft): 110.00

Width (ft): 35.00

From: .

To: .

Slabs: 49

Section Comments:

Slab Length (ft): 9.70

Slab Width (ft): 8.75

Joint Length (ft): 745.82

Last Insp Date: 3/28/2026

Inspection Comments:

PCI: 93

Total Samples: 2

Surveyed: 2

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 25.00

65 JT SEAL DMG

M

25.00 Slabs

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

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Branch - Section ID: TBAM - 001

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/4/2001

PCI Family: IowaACTW_NC_Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 45,822.00

Length (ft): 1,300.00

Width (ft): 35.00

From: APRON 01

To: TAXIWAY B SECT 02

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 45

Total Samples: 13

Surveyed: 5

Sample Number: 003

Sample Type: R

Sample Comments:

Sample PCI: 45

Sample Area (SF): 3,500.00

41 ALLIGATOR CR	L	25.00 SF	EDGE
41 ALLIGATOR CR	M	30.00 SF	
48 L & T CR	H	35.00 FT	2NDY, 1FT
48 L & T CR	L	50.00 FT	LU
48 L & T CR	M	165.00 FT	W FS
57 WEATHERING	M	3,500.00 SF	

Sample Number: 005

Sample Type: R

Sample Comments:

Sample PCI: 57

Sample Area (SF): 3,500.00

48 L & T CR	H	35.00 FT	2NDY, 1FT
48 L & T CR	L	30.00 FT	LU
48 L & T CR	M	135.00 FT	W FS
57 WEATHERING	H	100.00 SF	
57 WEATHERING	M	3,400.00 SF	

Sample Number: 007

Sample Type: R

Sample Comments:

Sample PCI: 54

Sample Area (SF): 3,500.00

41 ALLIGATOR CR	M	10.00 SF	
48 L & T CR	H	35.00 FT	2NDY, 1FT
48 L & T CR	L	30.00 FT	LU
48 L & T CR	M	200.00 FT	W FS
57 WEATHERING	M	3,500.00 SF	

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AMES MUNICIPAL AIRPORT

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Sample Number: 009

Sample Type: R	Sample Comments:		
Sample PCI: 39			
Sample Area (SF): 3,500.00			
41 ALLIGATOR CR	M	5.00 SF	
48 L & T CR	H	80.00 FT	
48 L & T CR	L	70.00 FT	LU
48 L & T CR	L	30.00 FT	LS
48 L & T CR	M	205.00 FT	W FS
52 RAVELING	M	20.00 SF	
57 WEATHERING	H	50.00 SF	
57 WEATHERING	M	3,430.00 SF	

Sample Number: 012

Sample Type: R	Sample Comments:		
Sample PCI: 30			
Sample Area (SF): 3,500.00			
41 ALLIGATOR CR	M	10.00 SF	
48 L & T CR	H	35.00 FT	
48 L & T CR	L	40.00 FT	LU
48 L & T CR	L	30.00 FT	LS
48 L & T CR	M	425.00 FT	W FS
52 RAVELING	M	15.00 SF	
53 RUTTING	L	100.00 SF	
57 WEATHERING	H	50.00 SF	
57 WEATHERING	M	3,435.00 SF	

RE-INSPECTION REPORT

AMES MUNICIPAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: AMW

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Branch - Section ID: TBAM - 004

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2001

PCI Family: IowaACTW_NC_Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 40,048.00

Length (ft): 1,145.00

Width (ft): 35.00

From: TAXIWAY B SECT 03

To: TAXIWAY B3

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/29/2026

Inspection Comments:

PCI: 38

Total Samples: 11

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 51

Sample Area (SF): 3,500.00

41 ALLIGATOR CR	M	10.00 SF	
48 L & T CR	L	30.00 FT	LU
48 L & T CR	M	265.00 FT	W
50 PATCHING	L	70.00 SF	
57 WEATHERING	M	3,430.00 SF	

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 33

Sample Area (SF): 3,500.00

41 ALLIGATOR CR	L	10.00 SF	EDGE
41 ALLIGATOR CR	M	80.00 SF	
48 L & T CR	L	80.00 FT	LU
48 L & T CR	M	320.00 FT	W
50 PATCHING	L	70.00 SF	
52 RAVELING	H	30.00 SF	
57 WEATHERING	M	3,400.00 SF	

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 34

Sample Area (SF): 3,500.00

41 ALLIGATOR CR	L	40.00 SF	EDGE
41 ALLIGATOR CR	M	120.00 SF	
48 L & T CR	L	60.00 FT	LU
48 L & T CR	M	260.00 FT	W
50 PATCHING	L	70.00 SF	
57 WEATHERING	M	3,430.00 SF	

**RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT**

Pavement Database: IA 2025
Network ID: AMW

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Sample Number: 08

Sample Type: R		Sample Comments:		
Sample PCI: 34				
Sample Area (SF): 3,500.00				
41 ALLIGATOR CR	L	10.00 SF	EDGE	
41 ALLIGATOR CR	M	85.00 SF		
48 L & T CR	L	45.00 FT	LU	
48 L & T CR	M	320.00 FT	W	
50 PATCHING	L	70.00 SF		
50 PATCHING	M	70.00 SF		
52 RAVELING	H	10.00 SF		
57 WEATHERING	M	3,350.00 SF		

Sample Number: 10

Sample Type: R		Sample Comments:		
Sample PCI: 38				
Sample Area (SF): 3,500.00				
41 ALLIGATOR CR	L	30.00 SF	EDGE	
41 ALLIGATOR CR	M	20.00 SF		
48 L & T CR	L	55.00 FT	LU	
48 L & T CR	M	310.00 FT	W	
50 PATCHING	L	70.00 SF		
57 WEATHERING	H	20.00 SF		
57 WEATHERING	M	3,410.00 SF		

**RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT**

Pavement Database: IA 2025
Network ID: AMW

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Sample Number: 12

Sample Type: R		Sample Comments:		
Sample PCI: 45				
Sample Area (SF): 4,200.00				
41 ALLIGATOR CR	M	10.00 SF		
43 BLOCK CR	L	1,600.00 SF	LU 10X10	
48 L & T CR	L	135.00 FT	LU	
48 L & T CR	M	120.00 FT	W	
52 RAVELING	M	200.00 SF		
57 WEATHERING	M	4,000.00 SF		

Sample Number: 18

Sample Type: R		Sample Comments:		
Sample PCI: 35				
Sample Area (SF): 5,250.00				
41 ALLIGATOR CR	L	75.00 SF	EDGE	
41 ALLIGATOR CR	M	150.00 SF		
48 L & T CR	H	35.00 FT	1FT	
48 L & T CR	L	53.00 FT	LU	
48 L & T CR	M	135.00 FT		
57 WEATHERING	H	250.00 SF		
57 WEATHERING	M	5,000.00 SF		

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Network: AMES MUNICIPAL AIRPORT

Branch - Section ID: A01AM - 001

LCD: 8/3/2024

Use: APRON

Rank: P

Surface: PCC

Length (ft): 300.00

Width (ft): 157.00

True Area (sf): 49,249.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2024	CR-PC	Complete Reconstruction - PCC	-	10.00	True	10" P-501 PAVEMENT SURFACE
08-02-2024	BA-AG	Base Course - Aggregate	-	6.00	False	6" P-209 OR P-219 BASE COURSE
08-01-2024	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-156 SUBGRADE
11-18-2018	PA-AD	Patching - AC Deep	-	-	False	-
10-01-2000	OL-AC	Overlay - AC	-	2.00	True	2" P-401 AC Overlay
05-01-1963	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: A01AM - 002

LCD: 6/4/2013

Use: APRON

Rank: P

Surface: PCC

Length (ft): 640.00

Width (ft): 185.00

True Area (sf): 132,848.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-04-2013	CR-PC	Complete Reconstruction - PCC	-	9.00	True	9" PCCP
06-03-2013	BA-AG	Base Course - Aggregate	-	4.00	False	4" AGG BASE (P-209)
06-02-2013	SG-CO	Subgrade - Compacted	-	12.00	False	12" OVEREXCAVATED FILL MATERIAL (P-152)
06-01-2013	SG-CO	Subgrade - Compacted	-	6.00	False	SCARIFY/RECOMPACT 6" EXISTING P-152
07-01-1999	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: R01AM - 001

LCD: 6/1/2004

Use: RUNWAY

Rank: P

Surface: APC

Length (ft): 5,700.00

Width (ft): 100.00

True Area (sf): 570,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-08-2022	GR-PP	Grinding (Localized)	-	-	False	LOCALIZED GRINDING, EST
06-08-2022	CS-AC	Crack Sealing - AC	-	-	False	ESTIMATED, PARTIAL, VERY SMALL AREA
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2004	OL-AC	Overlay - AC	-	3.00	True	3" P-401 AC Overlay
06-02-1986	NC-PC	New Construction - PCC	-	6.00	True	6" P-501
06-01-1986	SB-AG	Subbase - Aggregate	-	4.00	False	4" P-154

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: R13AM - 001

LCD: 10/4/2009
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 2,160.00
Width (ft): 75.00
True Area (sf): 162,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-04-2009	CR-PC	Complete Reconstruction - PCC	-	6.00	True	6" P-501
10-03-2009	BA-AG	Base Course - Aggregate	-	4.00	False	4" P-209 CAB
10-02-2009	SB-AG	Subbase - Aggregate	-	5.00	False	5" P-207 Millings
10-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG
10-01-1991	OL-AS	Overlay - AC Structural	-	-	True	Cold-in-place
06-30-1977	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: R13AM - 002

LCD: 6/1/2004
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 160.00
Width (ft): 75.00
True Area (sf): 11,855.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	-	-	True	-
06-03-1991	CR-AC	Complete Reconstruction - AC	-	4.00	True	4" P-401a
06-02-1991	BA-AG	Base Course - Aggregate	-	4.00	False	4" Cold In-Place Recycled AC
06-01-1991	BA-AG	Base Course - Aggregate	-	8.00	False	8" P-209 CAB
06-30-1977	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: R13AM - 003

LCD: 6/1/2004
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 135.00
Width (ft): 75.00
True Area (sf): 10,271.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	-	-	True	-
06-03-1991	CR-AC	Complete Reconstruction - AC	-	4.00	True	4" P-401a
06-02-1991	BA-AG	Base Course - Aggregate	-	4.00	False	4" Cold In-Place Recycled AC
06-01-1991	BA-AG	Base Course - Aggregate	-	8.00	False	8" P-209 CAB
06-30-1977	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: R13AM - 004

LCD: 10/4/2009
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 921.00
Width (ft): 75.00
True Area (sf): 69,075.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-04-2009	CR-PC	Complete Reconstruction - PCC	-	6.00	True	6" P-501
10-03-2009	BA-AG	Base Course - Aggregate	-	4.00	False	4" P-209 CAB
10-02-2009	SB-AG	Subbase - Aggregate	-	5.00	False	5" P-207 Millings
10-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG
06-01-1991	OL-AS	Overlay - AC Structural	-	-	True	Cold-in-place
06-30-1977	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: T13AM - 001

LCD: 4/3/2010
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 500.00
Width (ft): 35.00
True Area (sf): 19,699.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2010	NC-PC	New Construction - PCC	-	6.00	True	6" P-501 PCC
04-02-2010	BA-AG	Base Course - Aggregate	-	4.00	False	4" P-209 Modified "Drainable" CABC
04-01-2010	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 Controlled Earth Fill

Branch - Section ID: T13AM - 002

LCD: 6/1/1990
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 430.00
Width (ft): 40.00
True Area (sf): 17,200.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1990	NC-IN	New Construction - Initial	-	-	True	UNKNOWN

Branch - Section ID: TA1AM - 001

LCD: 4/3/2010
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 850.00
Width (ft): 35.00
True Area (sf): 29,461.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2010	CR-PC	Complete Reconstruction - PCC	-	9.00	True	9" P-501 PCC
04-02-2010	BA-AG	Base Course - Aggregate	-	4.00	False	4" Modified "Drainable" P-209
04-01-2010	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 Controlled Earth Fill
05-01-1986	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: TA1AM - 002

LCD: 10/1/2000
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 485.00
Width (ft): 35.00
True Area (sf): 16,970.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
11-18-2018	PA-AD	Patching - AC Deep	-	-	False	-
10-01-2000	OL-AC	Overlay - AC	-	2.00	True	2" P-401 AC Overlay
05-01-1963	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TA2AM - 001

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 285.00
Width (ft): 36.00
True Area (sf): 11,338.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1988	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: TA2AM - 002

LCD: 5/1/2004
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 45.00
Width (ft): 36.00
True Area (sf): 3,048.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-01-2004	CR-AC	Complete Reconstruction - AC	-	-	True	-

Branch - Section ID: TA3AM - 001

LCD: 6/3/2017
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 288.00
Width (ft): 35.00
True Area (sf): 12,116.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2017	CR-PC	Complete Reconstruction - PCC	-	6.00	True	6" PCC
06-02-2017	SB-AG	Subbase - Aggregate	-	6.00	False	6" AGG SUBBASE
06-01-2017	SG-CO	Subgrade - Compacted	-	12.00	False	12" SUBGRADE
05-01-1986	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: TA3AM - 002

LCD: 5/1/2004
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 75.00
Width (ft): 50.00
True Area (sf): 5,891.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2021	CS-AC	Crack Sealing - AC	-	-	False	ESTIMATED
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
05-01-2004	CR-AC	Complete Reconstruction - AC	-	-	True	-

Branch - Section ID: TA4AM - 001

LCD: 6/30/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 300.00
Width (ft): 35.00
True Area (sf): 13,198.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-1986	NC-PC	New Construction - PCC	-	6.00	True	-
06-29-1986	SB-AG	Subbase - Aggregate	-	6.00	False	-
06-28-1986	SG-CO	Subgrade - Compacted	-	6.00	False	-

Branch - Section ID: TA4AM - 002

LCD: 5/1/2004
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 150.00
Width (ft): 30.00
True Area (sf): 3,485.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
05-01-2004	CR-AC	Complete Reconstruction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: TAAM - 002

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 2,658.00
Width (ft): 35.00
True Area (sf): 93,535.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AS	Overlay - AC Structural	-	4.00	True	4" P-401 Overlay
06-02-1988	NC-AC	New Construction - AC	-	4.00	True	4" P-401
06-01-1988	BA-AG	Base Course - Aggregate	-	8.00	False	8" P-209

Branch - Section ID: TAAM - 003

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 120.00
Width (ft): 50.00
True Area (sf): 4,681.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2005	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1988	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAAM - 004

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 714.00
Width (ft): 35.00
True Area (sf): 29,783.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1988	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAAM - 005

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 220.00
Width (ft): 35.00
True Area (sf): 9,071.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	-	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	-	4.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	-	5.00	False	-
08-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	-
06-01-1988	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: TAAM - 006

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 200.00
Width (ft): 35.00
True Area (sf): 9,580.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	-	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	-	4.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	-	5.00	False	-
08-01-2009	SB-AG	Subbase - Aggregate	-	6.00	False	-
06-01-1988	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAAM - 007

LCD: 4/3/2010
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 185.00
Width (ft): 35.00
True Area (sf): 9,010.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2010	CR-PC	Complete Reconstruction - PCC	-	9.00	True	9" P-501 PCC
04-02-2010	BA-AG	Base Course - Aggregate	-	4.00	False	4" Modified Drainable P-209
04-01-2010	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 Controlled Earth Fill

Branch - Section ID: TAAM - 008

LCD: 6/3/2017
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 222.00
Width (ft): 40.00
True Area (sf): 8,326.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2017	CR-PC	Complete Reconstruction - PCC	-	6.00	True	6" PCC
06-02-2017	SB-AG	Subbase - Aggregate	-	6.00	False	6" AGG SUBBASE
06-01-2017	SG-CO	Subgrade - Compacted	-	12.00	False	12" SUBGRADE
01-01-1986	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: TAAM - 009

LCD: 5/3/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,300.00
Width (ft): 35.00
True Area (sf): 46,414.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-03-1986	NC-PC	New Construction - PCC	-	6.00	True	6" P-501 PCC
05-02-1986	SB-AG	Subbase - Aggregate	-	4.00	False	4" P-154 Subbase
05-01-1986	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: TAAM - 010

LCD: 6/30/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 210.00
Width (ft): 100.00
True Area (sf): 20,748.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-1986	NC-PC	New Construction - PCC	-	6.00	True	-
06-29-1986	SB-AG	Subbase - Aggregate	-	6.00	False	-
06-28-1986	SG-CO	Subgrade - Compacted	-	6.00	False	-
06-01-1986	NC-IN	New Construction - Initial	-	-	True	-

Branch - Section ID: TB1AM - 001

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

Length (ft): 200.00
Width (ft): 35.00
True Area (sf): 7,595.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2003	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1958	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TB1AM - 002

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 180.00
Width (ft): 35.00
True Area (sf): 6,957.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" P-501 PCC
08-03-2009	BA-AG	Base Course - Aggregate	-	3.00	False	3" P-209 (Clean-Drainable)
08-02-2009	SB-AG	Subbase - Aggregate	-	3.00	False	3" P-207 Millings (Dirty)
08-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG
06-01-1958	NC-IN	New Construction - Initial	-	-	True	-

Branch - Section ID: TB1AM - 003

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 170.00
Width (ft): 25.00
True Area (sf): 4,839.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	NC-PC	New Construction - PCC	-	7.00	True	7" P-501 PCC
08-03-2009	BA-AG	Base Course - Aggregate	-	3.00	False	3" P-209 (Clean-Drainable)
08-02-2009	SB-AG	Subbase - Aggregate	-	3.00	False	3" P-207 Millings (Dirty)
08-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	6" Compacted SG

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: TB1AM - 004

LCD: 6/4/2013
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 101.00
Width (ft): 35.00
True Area (sf): 4,363.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-04-2013	CR-PC	Complete Reconstruction - PCC	-	9.00	True	9" PCCP
06-03-2013	BA-AG	Base Course - Aggregate	-	4.00	False	4" AGG BASE (P-209)
06-02-2013	SG-CO	Subgrade - Compacted	-	12.00	False	12" OVEREXCAVATED FILL MATERIAL (P-152)
06-01-2013	SG-CO	Subgrade - Compacted	-	6.00	False	SCARIFY/RECOMPACT 6" EXISTING MATERIAL (P-152)
06-01-2003	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1958	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TB2AM - 001

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

Length (ft): 260.00
Width (ft): 35.00
True Area (sf): 13,060.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2003	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1963	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TB2AM - 002

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 140.00
Width (ft): 35.00
True Area (sf): 5,548.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	-	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	-	4.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	-	5.00	False	-
08-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	-
06-01-1963	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TB3AM - 001

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 110.00
Width (ft): 35.00
True Area (sf): 4,150.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	-	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	-	5.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	-	4.00	False	-
08-01-2009	SG-CO	Subgrade - Compacted	-	6.00	False	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: AMW

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Branch - Section ID: TBAM - 001

LCD: 6/4/2001
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,300.00
Width (ft): 35.00
True Area (sf): 45,822.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-08-2022	CS-AC	Crack Sealing - AC	-	-	False	ESTIMATED
06-04-2001	CR-AC	Complete Reconstruction - AC	-	2.00	True	2" P-401 AC
06-03-2001	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-401 Bit Base
06-02-2001	BA-AG	Base Course - Aggregate	-	10.00	False	10" P-208 Base (Recycled Asphalt Millings)
06-01-2001	SG-CO	Subgrade - Compacted	-	-	False	P-152 COMPACTED SUBGRADE
06-01-1986	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TBAM - 002

LCD: 6/1/2004
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 87.00
Width (ft): 35.00
True Area (sf): 4,966.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1986	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TBAM - 003

LCD: 6/1/2004
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 98.00
Width (ft): 35.00
True Area (sf): 4,911.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1963	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TBAM - 004

LCD: 6/3/2001
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,145.00
Width (ft): 35.00
True Area (sf): 40,048.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2001	CR-AC	Complete Reconstruction - AC	-	4.00	True	4" P-401 AC
06-02-2001	BA-AG	Base Course - Aggregate	-	9.00	False	9" P-208 Subbase (Recycled Asphalt Millings)
06-01-2001	SG-CO	Subgrade - Compacted	-	-	False	P-152 COMPACTED SUBGRADE
06-01-1963	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025
Network ID: AMW

Generate Date: 6/29/2026
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Branch - Section ID: TH01AM - 001

LCD: 10/4/1999
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 1,670.00
Width (ft): 50.00
True Area (sf): 96,765.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-04-1999	NC-IN	New Construction - Initial	-	2.00	True	2" P-401 AC
10-03-1999	BA-BI	Base Course - Bituminous	-	3.25	False	3.25" P-401 Bit Base
10-02-1999	BA-AG	Base Course - Aggregate	-	6.00	False	6" P-208 Subbase
10-01-1999	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

Distress Type	Severity Level	Maintenance Action
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, concrete pavements.

Distress Type	Severity Level	Maintenance Action
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—Concrete
Corner Break	Medium	Full-Depth Concrete Patch
Corner Break	High	Full-Depth Concrete Patch
Durability Cracking	Low	Monitor
Durability Cracking	Medium	Full-Depth Concrete 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—Concrete
LTD Cracking	High	Slab Replacement
Patching (Small and Large)	Low	Monitor
Patching (Small and Large)	Medium	Full-Depth Concrete Patch
Patching (Small and Large)	High	Full-Depth Concrete Patch
Popouts	N/A	Monitor
Pumping	N/A	Monitor
Scaling	Low	Monitor
Scaling	Medium	Partial-Depth Concrete Patch
Scaling	High	Slab Replacement
Shattered Slab	Low	Crack Seal—Concrete
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 Concrete Patch
Spalling (Joint and Corner)	High	Partial-Depth Concrete Patch

Table E-3. 2026 unit costs for localized preventive maintenance actions.

Maintenance Action	Unit Cost
Asphalt Patch—Asphalt-Surfaced Pavement	\$16.27/sf
Crack Sealing—Asphalt-Surfaced Pavement	\$2.78/lf
Partial-Depth Concrete Patch—Concrete Pavement	\$41.68/sf
Full-Depth Concrete Patch—Concrete Pavement	\$18.61/sf
Crack Sealing—Concrete Pavement	\$3.35/lf
Joint Sealing—Concrete Pavement	\$3.35/lf
Grinding—Concrete Pavement	\$0.40/sf
Slab Replacement—Concrete Pavement	\$18.61/sf

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

Table E-4. 2026 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	\$11.55	\$5.46	\$5.46	\$5.46	\$0.00	\$0.00	\$0.00
Concrete	\$19.30	\$9.13	\$9.13	\$9.13	\$0.00	\$0.00	\$0.00

Table notes:

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

APPENDIX F

YEAR 2026 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

Table F-1. Year 2026 localized preventive maintenance details.

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2026 Estimated Cost
A01AM	02	Joint Seal Damage	Medium	1,328	Slabs	Joint Seal (Localized)	\$3.35	\$85,907
A01AM	02	LTD Cracking	Medium	7	Slabs	Crack Sealing - PCC	\$3.35	\$247
R13AM	01	Corner Spalling	Medium	10	Slabs	Patching - PCC Partial Depth	\$41.68	\$1,077
R13AM	01	Faulting	Medium	19	Slabs	Grinding (Localized)	\$0.40	\$72
R13AM	01	Joint Seal Damage	Medium	1,536	Slabs	Joint Seal (Localized)	\$3.35	\$93,041
R13AM	01	Joint Seal Damage	High	192	Slabs	Joint Seal (Localized)	\$3.35	\$11,630
R13AM	04	Corner Spalling	Medium	10	Slabs	Patching - PCC Partial Depth	\$41.68	\$1,117
R13AM	04	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$224
R13AM	04	Joint Seal Damage	Medium	737	Slabs	Joint Seal (Localized)	\$3.35	\$44,486
R13AM	04	Joint Spalling	Medium	9	Slabs	Patching - PCC Partial Depth	\$41.68	\$2,413
T13AM	01	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$210
T13AM	01	Joint Seal Damage	Medium	225	Slabs	Joint Seal (Localized)	\$3.35	\$12,124
T13AM	01	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$505
TA1AM	01	Corner Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	\$41.68	\$540
TA1AM	01	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$270
TA1AM	01	Joint Seal Damage	Medium	241	Slabs	Joint Seal (Localized)	\$3.35	\$13,009
TA1AM	01	Joint Seal Damage	High	96	Slabs	Joint Seal (Localized)	\$3.35	\$5,204
TA3AM	01	Joint Seal Damage	Medium	139	Slabs	Joint Seal (Localized)	\$3.35	\$7,412
TAAM	05	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$142
TAAM	05	Joint Seal Damage	Medium	104	Slabs	Joint Seal (Localized)	\$3.35	\$5,505
TAAM	06	Corner Break	Low	1	Slabs	Crack Sealing - PCC	\$3.35	\$35
TAAM	06	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$143

Table F-1. Year 2026 localized preventive maintenance details (continued).

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2026 Estimated Cost
TAAM	06	Faulting	Medium	1	Slabs	Grinding (Localized)	\$0.40	\$4
TAAM	06	Joint Seal Damage	Medium	111	Slabs	Joint Seal (Localized)	\$3.35	\$5,869
TAAM	06	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$343
TAAM	06	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	\$3.35	\$80
TAAM	06	Small Patch	Medium	1	Slabs	Patching - PCC Full Depth	\$18.61	\$64
TAAM	07	Joint Seal Damage	Medium	117	Slabs	Joint Seal (Localized)	\$3.35	\$5,854
TAAM	08	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$130
TAAM	08	Joint Seal Damage	Medium	88	Slabs	Joint Seal (Localized)	\$3.35	\$4,980
TAAM	08	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$312
TB1AM	02	Joint Seal Damage	Medium	80	Slabs	Joint Seal (Localized)	\$3.35	\$4,199
TB1AM	03	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$224
TB1AM	03	Corner Spalling	High	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$112
TB1AM	03	Joint Seal Damage	Medium	20	Slabs	Joint Seal (Localized)	\$3.35	\$1,107
TB1AM	03	Joint Seal Damage	High	22	Slabs	Joint Seal (Localized)	\$3.35	\$1,217
TB1AM	04	Joint Seal Damage	Medium	34	Slabs	Joint Seal (Localized)	\$3.35	\$1,697
TB1AM	04	Joint Seal Damage	High	20	Slabs	Joint Seal (Localized)	\$3.35	\$998
TB2AM	02	Joint Seal Damage	Medium	64	Slabs	Joint Seal (Localized)	\$3.35	\$3,317
TB3AM	01	Joint Seal Damage	Medium	49	Slabs	Joint Seal (Localized)	\$3.35	\$2,499

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 Ames Municipal Airport.



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