Southeast Iowa Regional Airport

Pavement Management Report

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applied pavement TECHNOLOGY

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SOUTHEAST IOWA REGIONAL AIRPORT
PAVEMENT MANAGEMENT REPORT

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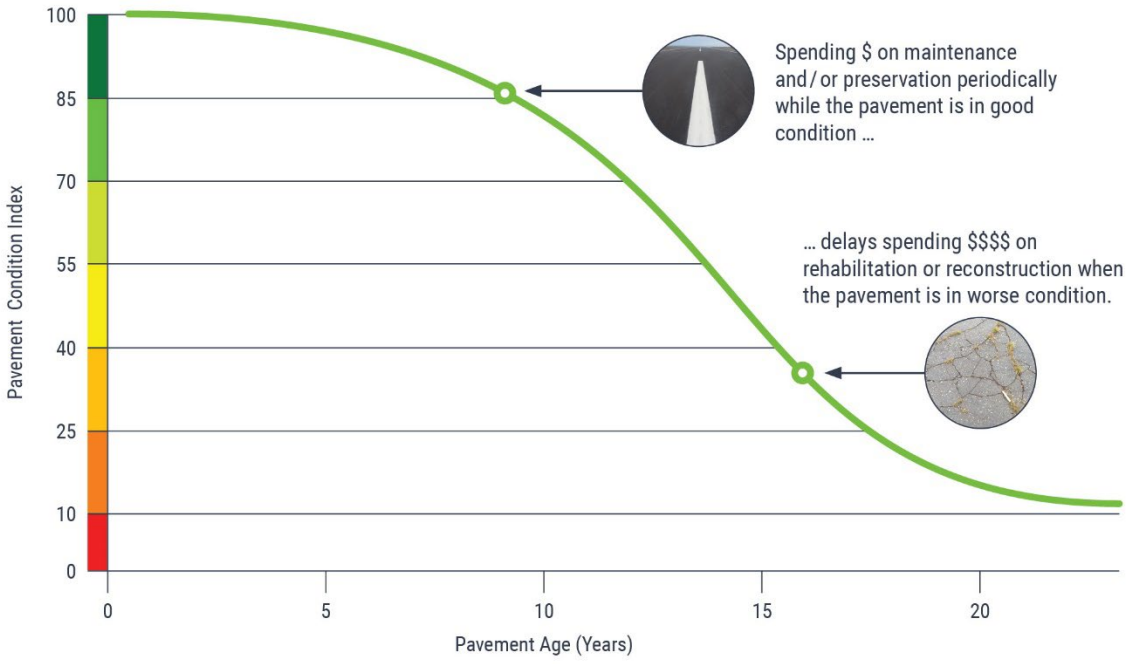
INTRODUCTION

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

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

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

Figure 1. Pavement condition versus cost of repair.



The pavement evaluation results for Southeast Iowa Regional Airport are presented within this report and can be used by Southeast Iowa Regional 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 Southeast Iowa Regional Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps, as necessary, to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2021.

The pavement network at Southeast Iowa Regional 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 2,171,200 square feet of pavement were evaluated at Southeast Iowa Regional Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Southeast Iowa Regional Airport.

Figure 2. Pavement area by branch use at Southeast Iowa Regional Airport.

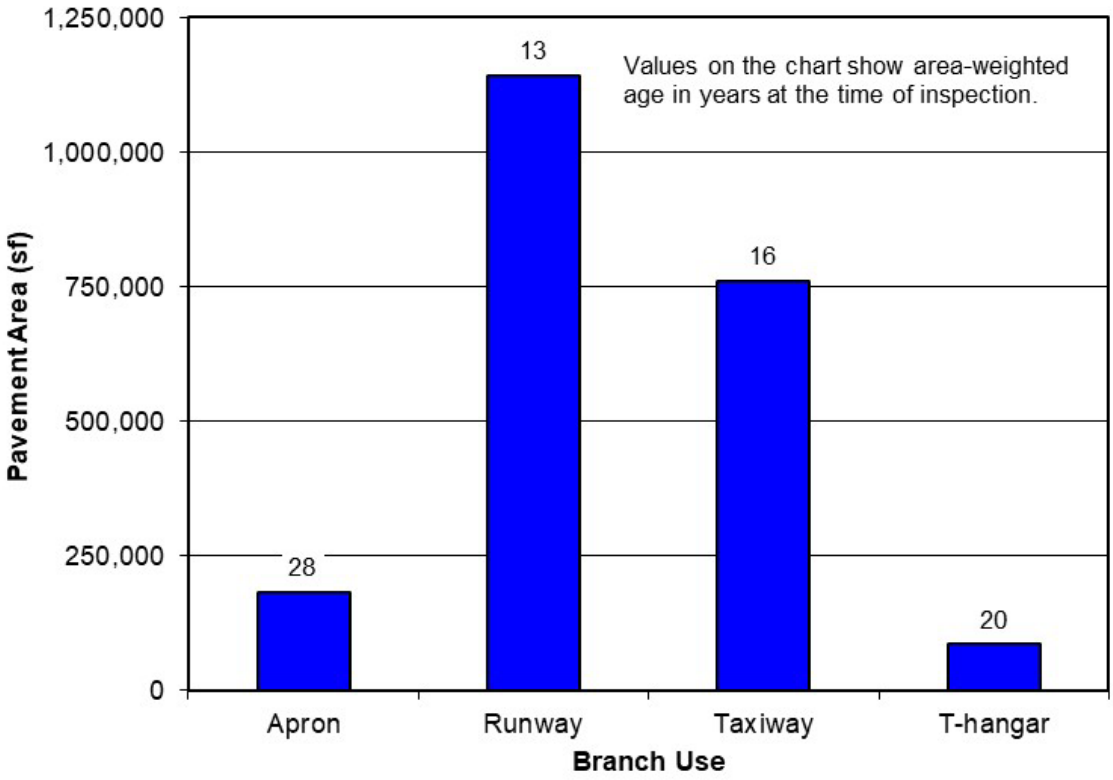
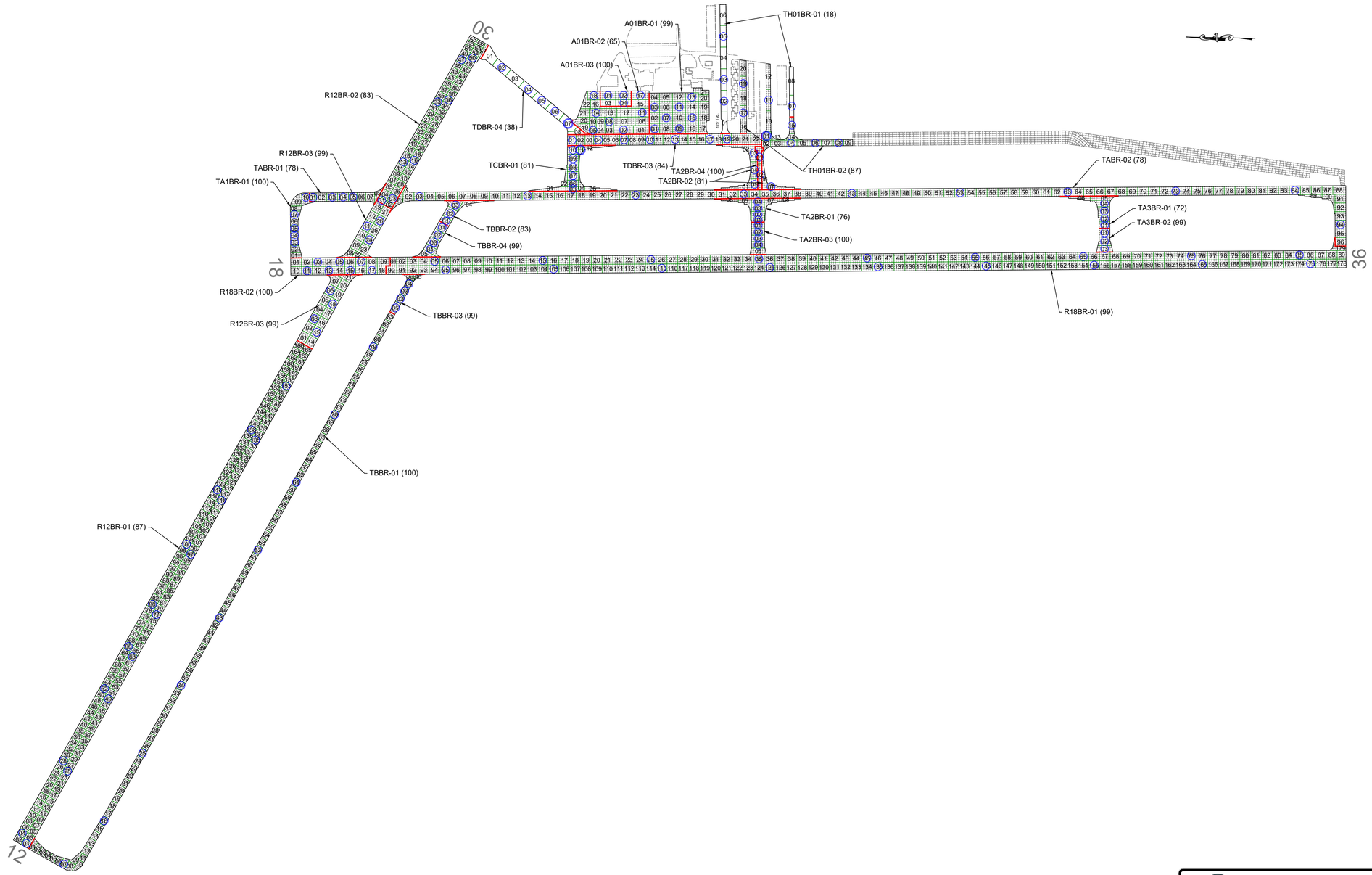


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE

R18AN-10 (78)

- SECTION BREAK LINE
- SAMPLE UNIT BREAK LINE
- SLAB JOINT
- 03 — SAMPLE UNIT NUMBER
- (03) — SAMPLE UNIT INSPECTED
- (03) — ADDITIONAL SAMPLE UNIT

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

PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech visually inspected the pavements at Southeast Iowa Regional Airport using the PCI procedure described in:

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

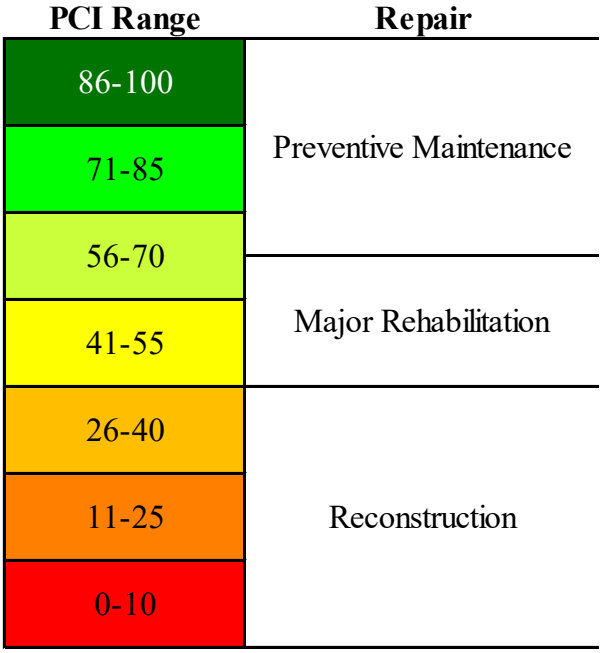
During the PCI inspection, a cursory inspection of the entirety of a pavement section was performed. Sample units identified for more detailed inspection were verified, and adjustments to the selected sample units for inspection were made as needed to ensure an accurate assessment of the pavement's condition.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

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

Note: Photographs shown are not specific to Southeast Iowa Regional Airport.

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

Figure 5. PCI versus repair type.



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

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

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

Pavement Evaluation Results

The pavements at Southeast Iowa Regional Airport were inspected in March 2025. The 2025 area-weighted condition of Southeast Iowa Regional Airport is 88, with conditions ranging from 18 to 100 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2021, the area-weighted PCI of the airport was 82.

Figure 6 summarizes the overall condition of the pavements at Southeast Iowa Regional 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 Southeast Iowa Regional Airport.

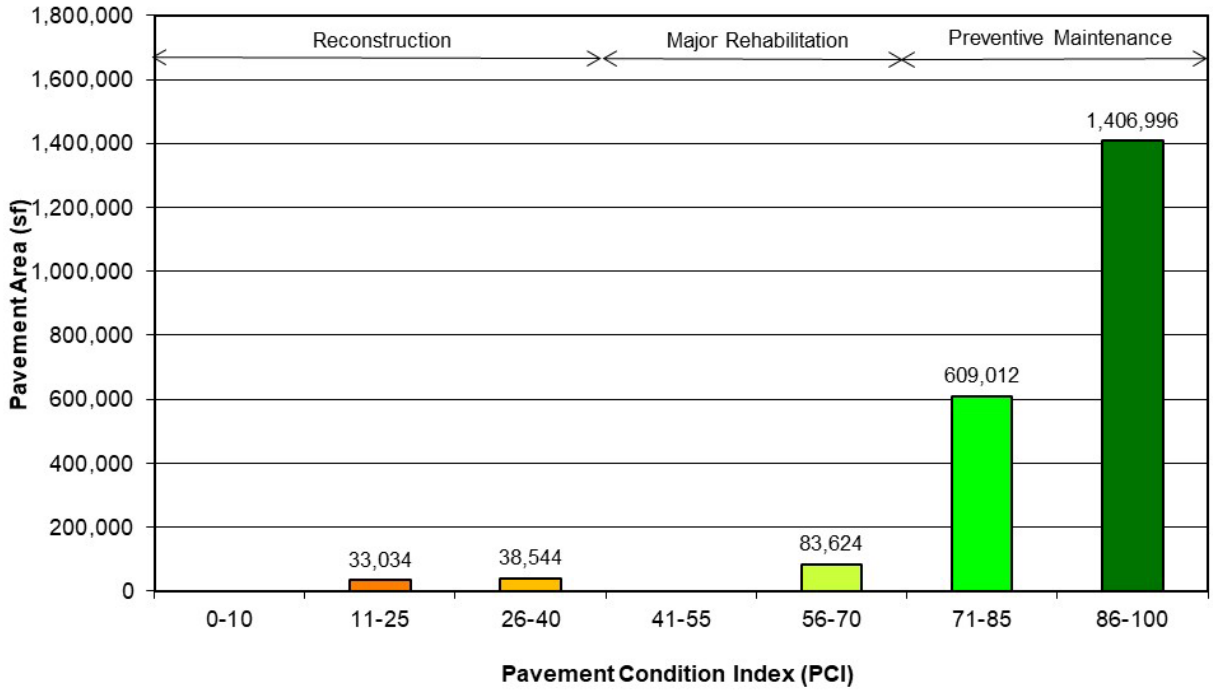


Figure 7. Area-weighted PCI by branch use at Southeast Iowa Regional Airport.

(Values on chart are area weighted.)

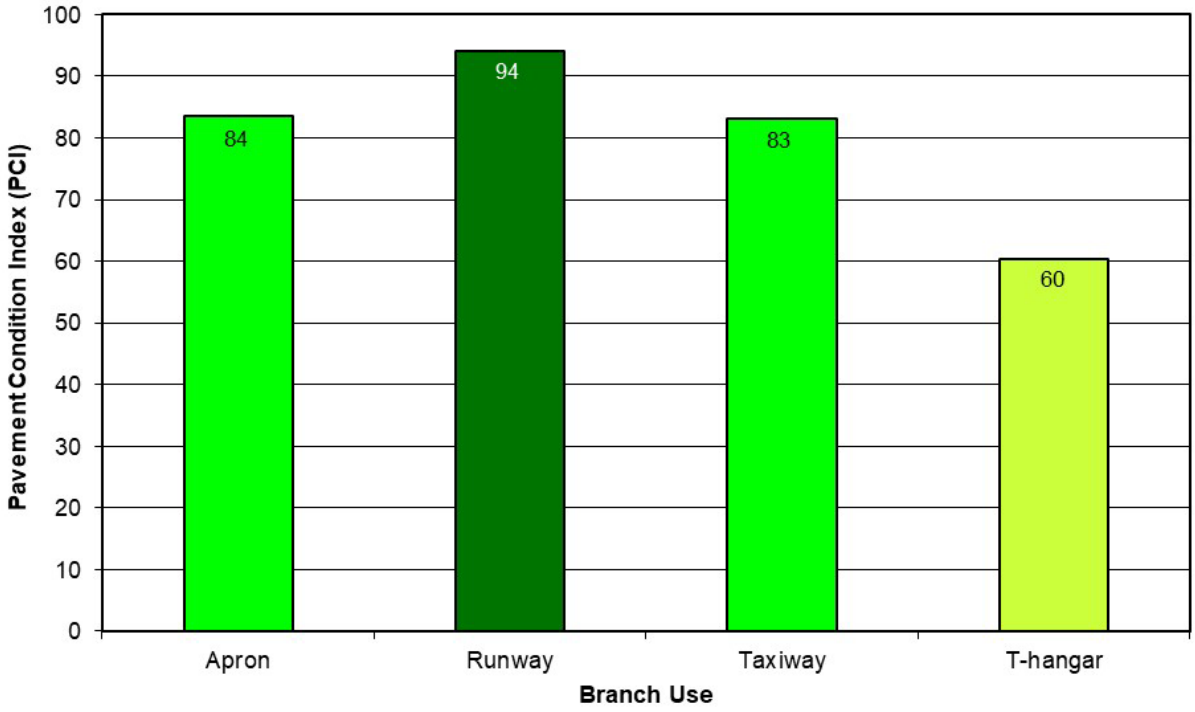
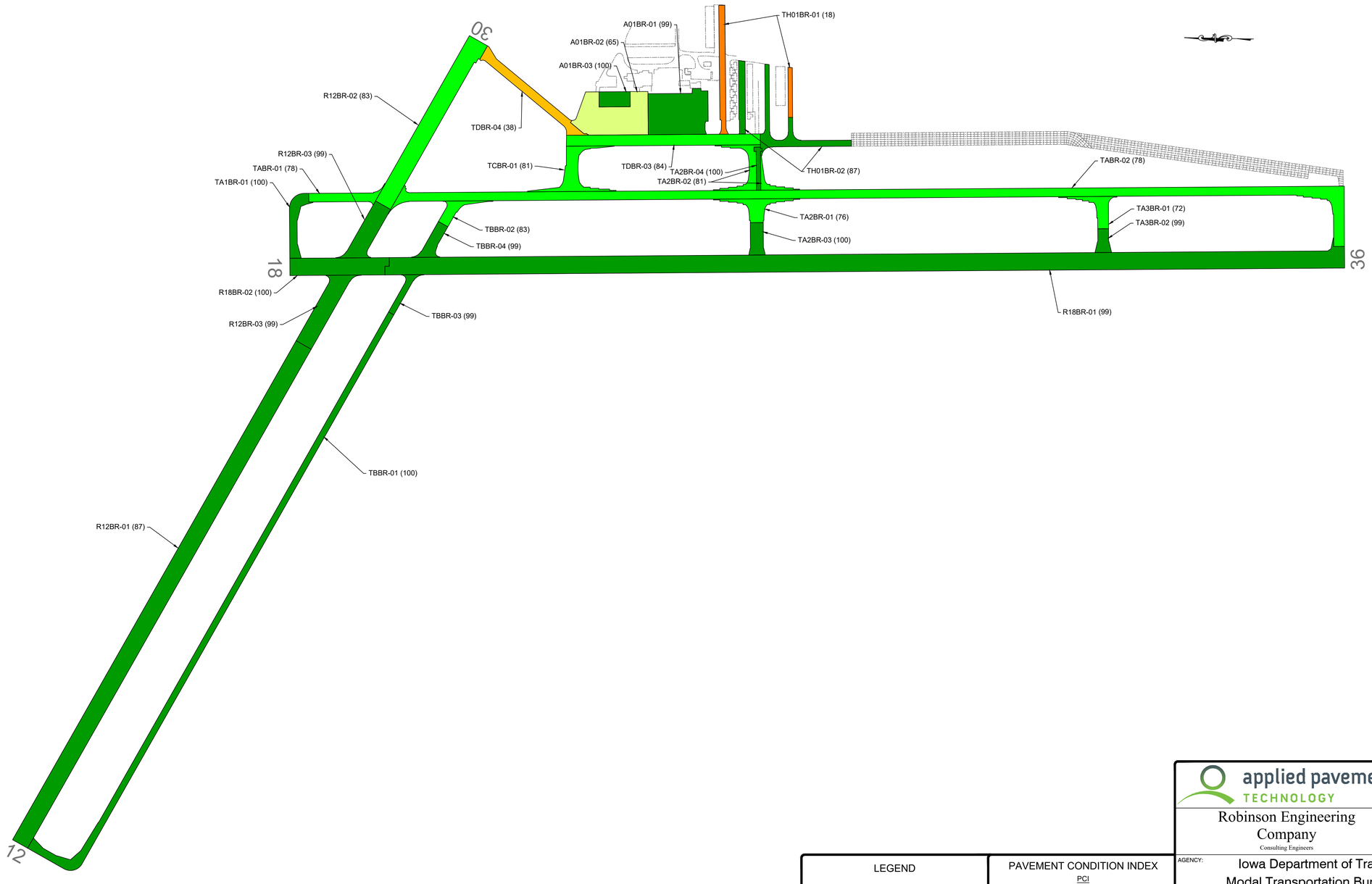


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE
R18AN-10 (78)

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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

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AGENCY: Iowa Department of Transportation
Modal Transportation Bureau - Aviation

LOCATION: Southeast Iowa Regional Airport
Burlington, Iowa

PAGE TITLE: 2025 Pavement Condition Index Map

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

Table 1. 2025 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2025 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
A01BR	01	PCC	83,062	5/14/2016	99	0	70	30	Corner Spalling, Joint Seal Damage
A01BR	02	PCC	83,624	6/30/1974	65	44	10	46	ASR, Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Shattered Slab, Shrinkage Cracking, Small Patch
A01BR	03	PCC	15,766	5/4/2024	100	0	0	100	Small Patch
R12BR	01	PCC	332,100	6/1/1998	87	4	73	23	ASR, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking
R12BR	02	PCC	112,229	6/1/1998	83	0	55	45	ASR, Corner Spalling, Faulting, Joint Seal Damage, Small Patch
R12BR	03	PCC	83,250	6/3/2021	99	71	0	29	Corner Spalling, LTD Cracking
R18BR	01	PCC	558,770	6/3/2021	99	49	0	51	Faulting, LTD Cracking
R18BR	02	PCC	56,293	6/3/2021	100	0	0	0	No Distress
TA1BR	01	PCC	21,785	6/3/2021	100	0	0	0	No Distress
TA2BR	01	PCC	19,753	1/1/2003	76	0	50	50	ASR, Joint Seal Damage, Large Patch, Small Patch
TA2BR	02	PCC	25,827	1/1/2003	81	4	48	48	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch
TA2BR	03	PCC	14,510	6/3/2021	100	0	0	0	No Distress
TA2BR	04	PCC	6,722	5/3/2024	100	0	0	0	No Distress
TA3BR	01	PCC	17,292	1/1/2003	72	0	32	68	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage, Small Patch
TA3BR	02	PCC	9,770	6/3/2021	99	0	100	0	Joint Seal Damage
TABR	01	PCC	20,912	1/1/2003	78	64	25	11	ASR, Corner Break, Joint Seal Damage, LTD Cracking
TABR	02	PCC	298,130	1/1/2003	78	2	46	52	ASR, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Small Patch

Table 1. 2025 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2025 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
TBBR	01	PCC	146,972	8/3/2023	100	0	0	0	No Distress
TBBR	02	PCC	12,890	1/1/2003	83	0	69	31	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, Small Patch
TBBR	03	PCC	10,041	6/3/2021	99	0	0	100	Corner Spalling
TBBR	04	PCC	15,250	6/3/2021	99	100	0	0	LTD Cracking
TCBR	01	PCC	31,125	1/1/2003	81	6	63	31	ASR, Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Small Patch
TDBR	03	PCC	70,854	1/1/2003	84	7	70	23	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking, Small Patch
TDBR	04	APC	38,544	6/1/2005	38	26	74	0	Alligator Cracking, Block Cracking, Joint Reflection Cracking, Patching, Raveling, Weathering
TH01BR	01	AC	33,034	7/3/1995	18	30	68	2	Alligator Cracking, Bleeding, L&T Cracking, Patching, Raveling, Rutting, Swelling
TH01BR	02	PCC	52,705	8/3/2012	87	36	56	8	Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Shattered Slab, Shrinkage Cracking

Table Notes:

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

Table 1. 2025 pavement evaluation results (continued).

reaction [ASR] on PCC pavements). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.

6. Distress due to other refers to distress types that are not attributed to one factor but rather may be caused by a combination of factors.
7. Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking; LTD cracking = longitudinal, transverse, and diagonal cracking; ASR = alkali-silica reaction.

Inspection Comments

Southeast Iowa Regional Airport was inspected on March 25-26, 2025. There were 26 pavement sections defined during the inspection. Alkali-silica reaction (ASR) was recorded at this airport according to the PCI procedure. The ASR was recorded where evidence of a precipitate was observed within some of the cracking in the PCC 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 12/30 consisted of three sections. Low-severity ASR, joint spalling, and longitudinal, transverse, and diagonal (LTD) cracking; low- and medium-severity corner spalling and faulting; medium- and high-severity joint seal damage; and shrinkage cracking were observed in Section 01. Low- and medium-severity ASR and corner spalling, low-severity faulting and small patching, and high-severity joint seal damage were noted in Section 02. Section 03 was in *Excellent* condition with only small amounts of low-severity corner spalling and LTD cracking recorded.

Runway 18/36 was comprised of two sections. Section 01 was in *Excellent* condition with minimal amounts of low-severity faulting and LTD cracking recorded. Section 02 was in *Excellent* condition with no distress observed at the time of inspection.

Taxiways

Taxiway A contained two sections. Section 01, located north of Runway 12/30, had areas of low-severity ASR, low- and medium-severity corner break and LTD cracking, and medium-severity joint seal damage. Section 02 ran parallel to most of Runway 18/36. Low- and medium-severity ASR and large patching; all severities of corner spalling and joint seal damage; low-severity faulting, LTD cracking, and small patching; and medium- and high-severity joint spalling were recorded in this section.

Taxiway A1 consisted of one section in *Excellent* condition. No distress was noted at the time of inspection.

Taxiway A2 was defined by four sections. Section 01 had low-severity ASR and large patching, medium- and high-severity joint seal damage, and all severities of small patching. Section 02 had low-severity ASR, joint spalling, LTD cracking, and small patching; low- and medium-severity corner spalling; and high-severity joint seal damage. Sections 03 and 04 were recently rehabilitated and in *Excellent* condition with no distress observed during the inspection.

Taxiway A3 consisted of two sections. Low- and medium-severity ASR, all severities of corner spalling, high-severity joint seal damage, medium-severity joint spalling, and low- and high-severity small patching were identified in Section 01. Section 02 was in *Excellent* condition with only low-severity joint seal damage noted.

Taxiway B was comprised of four sections. Section 01 was recently rehabilitated and in *Excellent* condition with no distress. Section 02 contained areas of low-severity corner spalling, faulting, and large patching; medium- and high-severity joint seal damage; medium-severity joint spalling; and low- and medium-severity small patching. Sections 03 and 04 were in *Excellent* condition. Only medium-severity corner spalling in Section 03 and low-severity LTD cracking in Section 04 were observed.

Taxiway C contained one section which had areas of low-severity ASR, corner break, and LTD cracking; medium- and high-severity joint seal damage; and low- and medium-severity small patching. An atypical area of medium-severity corner spalling, medium-severity joint spalling, and low-severity large patching was observed and recorded as an additional sample unit in accordance with ASTM D5340.

Taxiway D consisted of two sections. Section 03 had low-severity corner break and LTD cracking, low- and high-severity corner spalling and small patching, medium- and high-severity joint seal damage, medium-severity joint spalling, and shrinkage cracking. Section 04 had medium-severity alligator cracking; low-severity block cracking, both unsealed and sealed; low-severity joint reflection cracking, low- and medium-severity raveling, and low-severity weathering. An atypical area of low-severity patching was observed and recorded as an additional sample unit in accordance with ASTM D5340.

Apron

The apron area was comprised of three sections. Section 01 was in *Excellent* condition with only medium-severity corner spalling and low-severity joint seal damage noted. Section 02 contained areas of all severities of ASR and shattered slab, low-severity corner break and LTD cracking, low- and medium-severity corner spalling and joint seal damage, medium- and high-severity joint spalling and small patching, low- and high-severity large patching, and shrinkage cracking. Section 03 was recently rehabilitated and in *Excellent* condition with only a small amount of low-severity small patching recorded.

T-Hangar

The T-hangar area was defined by two sections. Section 01 was in *Poor* condition with areas of low- and medium-severity alligator cracking and longitudinal and transverse (L&T) cracking; bleeding; high-severity raveling; and low-severity patching, rutting, and swelling observed during the inspection. The low-severity L&T cracking was unsealed, while the medium-severity L&T cracking was due to either unsealed crack widths that exceeded 1/4 inch or the development of secondary cracking. Medium-severity corner spalling and joint spalling, medium- and high-severity joint seal damage, low-severity large patching and LTD cracking, and shrinkage cracking were identified in Section 02. An atypical area of high-severity shattered slab was observed and recorded as an additional sample unit in accordance with ASTM D5340.

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 Southeast Iowa Regional Airport. In addition, a 1-year plan for localized preventive maintenance (such as crack sealing and patching) was prepared.

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

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

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

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

Analysis Approach

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

Analysis Results

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

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2025	A01BR	01	PCC	Preventive Maintenance	$234
2025	A01BR	02	PCC	Preventive Maintenance	$140,557
2025	R12BR	01	PCC	Preventive Maintenance	$211,667
2025	R12BR	02	PCC	Preventive Maintenance	$95,491
2025	TA2BR	01	PCC	Preventive Maintenance	$8,561
2025	TA2BR	02	PCC	Preventive Maintenance	$15,924
2025	TA3BR	01	PCC	Preventive Maintenance	$13,021
2025	TABR	01	PCC	Preventive Maintenance	$10,711
2025	TABR	02	PCC	Preventive Maintenance	$196,372
2025	TBBR	02	PCC	Preventive Maintenance	$6,233
2025	TBBR	03	PCC	Preventive Maintenance	$143
2025	TCBR	01	PCC	Preventive Maintenance	$15,973
2025	TDBR	03	PCC	Preventive Maintenance	$35,347
2025	TDBR	04	APC	Major Rehabilitation	$435,145
2025	TH01BR	01	AC	Major Rehabilitation	$372,940
2025	TH01BR	02	PCC	Preventive Maintenance	$26,842
				Total Estimated Cost:	**$1,585,000**

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 PCC.
3. Type of Repair: Major Rehabilitation, such as pavement reconstruction or an overlay; Localized Preventive Maintenance, such as crack sealing or patching.
4. The estimated costs provided are of a general nature for the entire State and may require adjustments to reflect specific conditions at Southeast Iowa Regional Airport.

The recommendations made in this report are based on a broad network-level analysis and meant to provide Southeast Iowa Regional 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 Southeast Iowa Regional 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, Southeast Iowa Regional Airport is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

General Maintenance Recommendations

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

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

FAA Requirements (Public Law 103-305)

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

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

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

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

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

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

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

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

b. *Dimensions of pavement sections.*

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

c. *Type of pavement surface.*

   The type of pavement for each section at Southeast Iowa Regional 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 Southeast Iowa Regional Airport is provided in Appendix D of this report.

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

   Funding sources for all pavement projects should be recorded.

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

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

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

a. *Inspection date*

b. Location

c. Distress types

d. Maintenance scheduled or performed

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

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01BR	01					
A01BR	02					
A01BR	03					
R12BR	01					
R12BR	02					
R12BR	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
R18BR	01					
R18BR	02					
TA1BR	01					
TA2BR	01					
TA2BR	02					
TA2BR	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
TA2BR	04					
TA3BR	01					
TA3BR	02					
TABR	01					
TABR	02					
TBBR	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
TBBR	02					
TBBR	03					
TBBR	04					
TCBR	01					
TDBR	03					
TDBR	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
TH01BR	01					
TH01BR	02					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Southeast Iowa Regional Airport. A visual inspection of the pavements in 2025 found that the overall condition of the pavement network is a PCI of 88. A 5-year pavement repair program, shown in Table 2, was generated for Southeast Iowa Regional Airport, which revealed that approximately $1,585,000 needs to be expended on M&R. Southeast Iowa Regional Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

REFERENCES

ASTM International (ASTM). *Standard Test Method for Airport Pavement Condition Index Surveys*. D5340. ASTM International, West Conshohocken, PA.

Federal Aviation Administration Authorization Act of 1994. Public Law No. 103-305. Vol 108 Stat. 1569. 1994.

Federal Aviation Administration (FAA). *Guidelines and Procedures for Maintenance of Airport Pavements*. Advisory Circular 150/5380-6C. Federal Aviation Administration, Washington, DC.

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US Army Corps of Engineers (USACE). 2009. *Asphalt Surfaced Airfields. PAVER Distress Identification Manual.* USACE, Washington, DC.

US Army Corps of Engineers (USACE). 2009. *Concrete Surfaced Airfields. PAVER Distress Identification Manual.* USACE, Washington, DC.

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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 PCC slab.
Oil Spillage	Deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.
Patching	N/A
Polished Aggregate	Repeated traffic applications.
Raveling	Asphalt binder may have hardened significantly, causing coarse aggregate pieces to dislodge.
Rutting	Usually caused by consolidation or lateral movement of the materials due to traffic loads.
Shoving	Where PCC pavements adjoin flexible pavements, PCC “growth” may shove the asphalt pavement.
Slippage Cracking	Low-strength surface mix or poor bond between the surface and the next layer of the pavement structure.
Swelling	Usually caused by frost action or by swelling soil.
Weathering	Asphalt binder and/or fine aggregate may wear away as the pavement ages and hardens.

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

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.

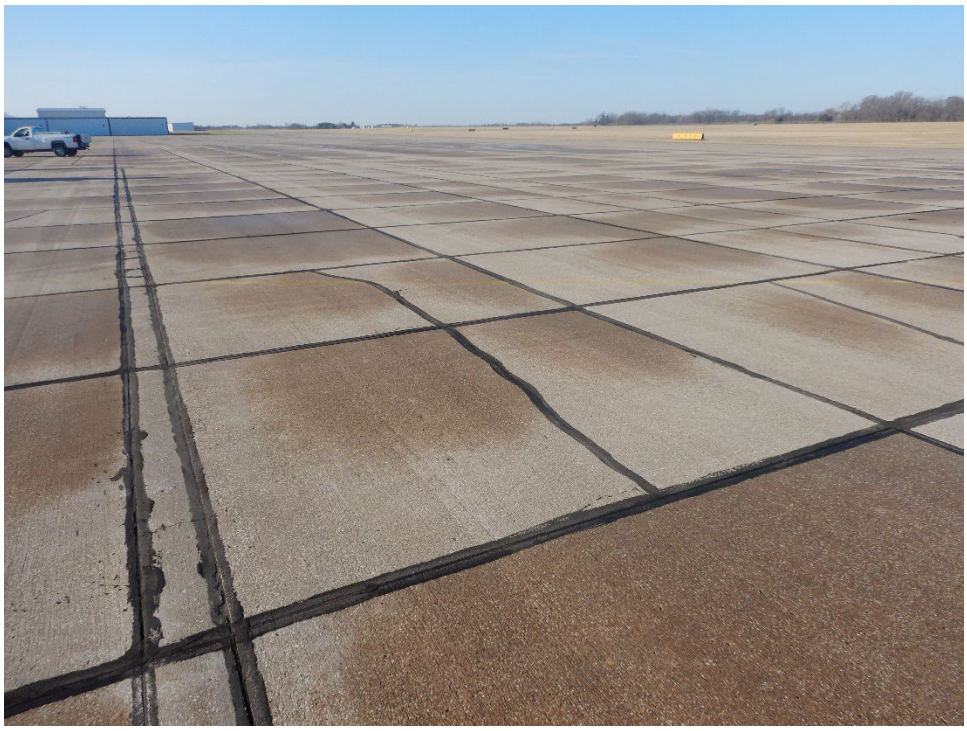
APPENDIX B

INSPECTION PHOTOGRAPHS

A01BR-01. Overview.

A01BR-01. Joint Seal Damage (Sample Unit No. 03).

A01BR-02. Overview.



A01BR-02. LTD Cracking (Sample Unit No. 14).

A01BR-02. Large Patching (Sample Unit No. 02).

A01BR-02. Large Patching (Sample Unit No. 14).

A01BR-02. Large Patching (Sample Unit No. 18).

A01BR-02. Shattered Slab (Sample Unit No. 05).

A01BR-03. Overview.

A01BR-03. Small Patching (Sample Unit No. 01).

R12BR-01. Overview.

R12BR-01. ASR (Sample Unit No. 138).

R12BR-01. Corner Spalling (Sample Unit No. 153).

R12BR-01. Faulting (Sample Unit No. 004).

R12BR-01. Joint Seal Damage (Sample Unit No. 153).

R12BR-01. Joint Spalling (Sample Unit No. 052).

R12BR-02. Overview.

R12BR-02. ASR (Sample Unit No. 01).

R12BR-02. ASR (Sample Unit No. 13).

R12BR-02. Corner Spalling (Sample Unit No. 47).

R12BR-02. Joint Seal Damage (Sample Unit No. 50).

R12BR-03. Overview.

R12BR-03. Corner Spalling (Sample Unit No. 24).

R12BR-03. LTD Cracking (Sample Unit No. 03).

R18BR-01. Overview.

R18BR-01 Faulting. (Sample Unit No. 015).

R18BR-01. LTD Cracking (Sample Unit No. 145).

R18BR-02. Overview.

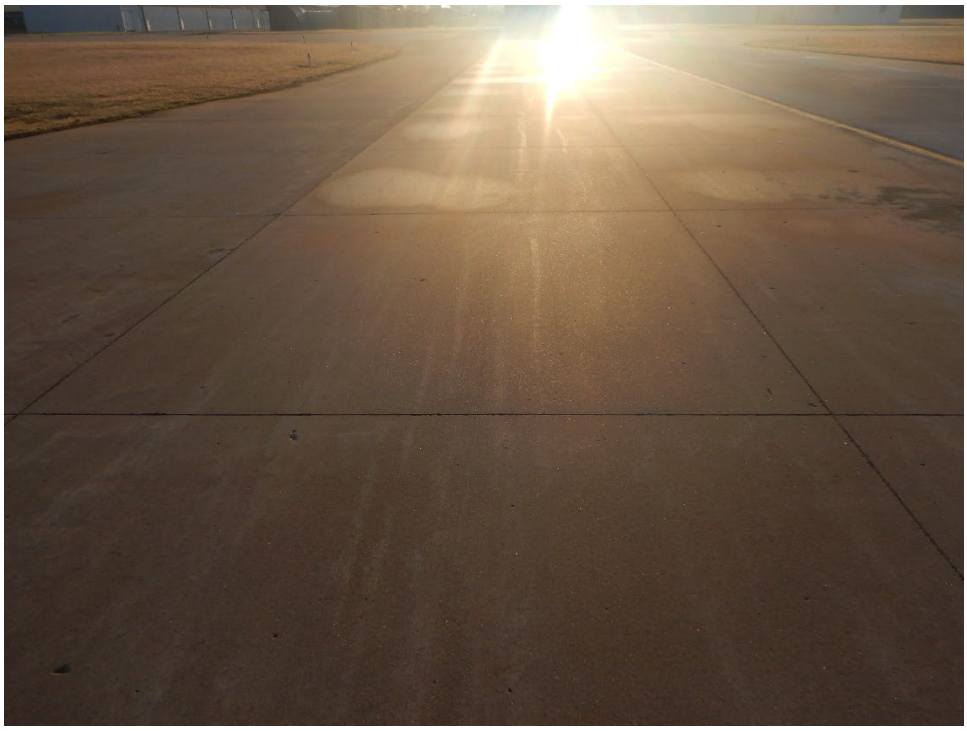
TA1BR-01. Overview.

TA2BR-01. Overview.

TA2BR-01. ASR (Sample Unit No. 04).

TA2BR-01. Small Patching (Sample Unit No. 04).

TA2BR-02. Overview.



TA2BR-02. Corner Spalling (Sample Unit No. 05).

TA2BR-02. Small Patching (Sample Unit No. 05).

TA2BR-03. Overview.

TA2BR-04. Overview.

TA3BR-01. Overview.

TA3BR-01. ASR (Sample Unit No. 02).

TA3BR-01. Joint Seal Damage (Sample Unit No. 03).

TA3BR-01. Small Patching (Sample Unit No. 03).

TA3BR-02. Overview.

TA3BR-02. Joint Seal Damage (Sample Unit No. 02).

TABR-01. Overview.

TABR-01. Corner Break (Sample Unit No. 03).

TABR-01. LTD Cracking (Sample Unit No. 05).

TABR-02. Overview.

TABR-02. ASR (Sample Unit No. 94).

TABR-02. Joint Spalling (Sample Unit No. 94).

TABR-02. Large Patching (Sample Unit No. 94).

TBBR-01. Overview.

TBBR-02. Overview.

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

TBBR-02. Small Patching (Sample Unit No. 02).

TBBR-03. Overview.

TBBR-03. Corner Spalling (Sample Unit No. 01).

TBBR-04. Overview.

TCBR-01. ASR (Additional Sample Unit No. 11).

TCBR-01. ASR (Sample Unit No. 03).

TCBR-01. Large Patching (Additional Sample Unit No. 11).

TCBR-01. Small Patching (Sample Unit No. 08).

TDBR-03. Overview.

TDBR-03. Corner Spalling (Sample Unit No. 04).

TDBR-03. Corner Spalling (Sample Unit No. 10).

TDBR-04. Overview.

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

TDBR-04. Patching (Additional Sample Unit No. 07).

TDBR-04. Raveling (Sample Unit No. 02).

TH01BR-01. Overview.

TH01BR-01. L&T Cracking (Sample Unit No. 02).

TH01BR-01. Raveling (Sample Unit No. 02).

TH01BR-02. Overview.

TH01BR-02. Corner Spalling (Sample Unit No. 04).

TH01BR-02. Joint Seal Damage (Sample Unit No. 08).

TH01BR-02. Shattered Slab (Additional Sample Unit No. 01).

APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: A01BR - 001

Branch Name: APRON Use: APRON

LCD: 5/14/2016
Surface Type: PCC
Rank: P
Section Area (sf): 83,062.00
Length (ft): 320.00
Width (ft): 238.00
From: S. END OF APRON
To: TERMINAL AREA

PCI Family: IowaPCCAP_SE_CommEnhanced

Slabs: 341
Slab Length (ft): 19.50
Slab Width (ft): 12.50
Joint Length (ft): 10,295.98

Section Comments:

Last Insp Date: 3/26/2025
PCI: 99
Total Samples: 21
Surveyed: 7

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	L	20.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	L	20.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00

Sample Comments:

NO DISTRESS

Sample Number: 09

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00

Sample Comments:

NO DISTRESS

Sample Number: 11

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 25.00

Sample Comments:

65 JT SEAL DMG	L	25.00	Slabs

Sample Number: 13

Sample Type: R
Sample PCI: 96
Sample Area (Slabs): 20.00

Sample Comments:

75 CORNER SPALL	M	1.00	Slabs

Sample Number: 15

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00

NO DISTRESS

Sample Comments:

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: A01BR - 002

Branch Name: APRON Use: APRON

LCD: 6/30/1974
Surface Type: PCC
Rank: P
Section Area (sf): 83,624.00
Length (ft): 380.00
Width (ft): 250.00
From: NORTH END OF APRON
To: TAXIWAY D

PCI Family: IowaPCCAP_SE_CommEnhanced

Slabs: 383
Slab Length (ft): 19.50
Slab Width (ft): 12.50
Joint Length (ft): 11,635.25

Section Comments: slab sizes vary

Last Insp Date: 3/26/2025
PCI: 65
Total Samples: 22
Surveyed: 7

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 34
Sample Area (Slabs): 24.00

Sample Comments:

63 LINEAR CR	L	4.00 Slabs
65 JT SEAL DMG	L	24.00 Slabs
67 LARGE PATCH	H	1.00 Slabs
75 CORNER SPALL	L	4.00 Slabs
75 CORNER SPALL	M	4.00 Slabs
76 ASR	H	1.00 Slabs
76 ASR	L	4.00 Slabs
76 ASR	M	4.00 Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 30
Sample Area (Slabs): 16.00

Sample Comments:

63 LINEAR CR	L	7.00 Slabs
72 SHAT. SLAB	H	3.00 Slabs
72 SHAT. SLAB	L	1.00 Slabs
72 SHAT. SLAB	M	1.00 Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 73
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	6.00 Slabs
66 SMALL PATCH	M	2.00 Slabs
76 ASR	L	3.00 Slabs

Sample Number: 11

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 16.00

Sample Comments:

62 CORNER BREAK	L	1.00 Slabs
65 JT SEAL DMG	L	16.00 Slabs

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Sample Number: 14

Sample Type: R
Sample PCI: 64
Sample Area (Slabs): 32.00
Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	L	3.00	Slabs
65 JT SEAL DMG	L	32.00	Slabs
66 SMALL PATCH	H	1.00	Slabs
67 LARGE PATCH	L	8.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
76 ASR	M	2.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 73
Sample Area (Slabs): 20.00
Sample Comments:

63 LINEAR CR	L	3.00	Slabs
65 JT SEAL DMG	M	20.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 18

Sample Type: R
Sample PCI: 96
Sample Area (Slabs): 17.00
Sample Comments:

67 LARGE PATCH	L	1.00	Slabs

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: A01BR - 003

Branch Name: APRON Use: APRON

LCD: 5/4/2024
Surface Type: PCC
Rank: P
Section Area (sf): 15,766.00
Length (ft): 180.00
Width (ft): 87.50
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCAP_SE_CommEnhanced

Slabs: 86
Slab Length (ft): 15.00
Slab Width (ft): 12.20
Joint Length (ft): 2,073.48

Section Comments: slab sizes vary

Last Insp Date: 3/26/2025
PCI: 100
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 99
Sample Area (Slabs): 24.00

Sample Comments:

66 SMALL PATCH	L	1.00 Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 24.00

Sample Comments:

NO DISTRESS

Sample Number: 04

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 18.00

Sample Comments:

NO DISTRESS

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: R12BR - 001

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/1/1998
Surface Type: PCC
Rank: S
Section Area (sf): 332,100.00
Length (ft): 3,321.00
Width (ft): 100.00
From: 12 APPROACH
To: RUNWAY 18/36

PCI Family: IowaPCCRW_SE_Commercial

Slabs: 3,377
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 64,068.14

Section Comments:

Last Insp Date: 3/25/2025
PCI: 87
Total Samples: 166
Surveyed: 17

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 85
Sample Area (Slabs): 28.00

Sample Comments:

65 JT SEAL DMG	H	28.00	Slabs
71 FAULTING	L	1.00	Slabs

Sample Number: 004

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs
71 FAULTING	L	1.00	Slabs
71 FAULTING	M	1.00	Slabs

Sample Number: 025

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 028

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 049

Sample Type: R
Sample PCI: 87
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
65 JT SEAL DMG	M	20.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs

Sample Number: 052

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

Sample Number: 063

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 066

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 077

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 080

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 097

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 100

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 115

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 118

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00
Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 135

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 138

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	2.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 153

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: R12BR - 002

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/1/1998
Surface Type: PCC
Rank: S
Section Area (sf): 112,229.00
Length (ft): 1,100.00
Width (ft): 100.00
From: RUNWAY 18/36
To: 30 APPROACH

PCI Family: IowaPCCRW_SE_Commercial

Slabs: 1,111
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 21,011.40

Section Comments:

Last Insp Date: 3/25/2025
PCI: 83
Total Samples: 57
Surveyed: 8

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 66
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
76 ASR	L	2.00	Slabs
76 ASR	M	2.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 13

Sample Type: R
Sample PCI: 79
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 16

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 33

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	2.00	Slabs

Sample Number: 36

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 47

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 50

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Branch - Section ID: R12BR - 003

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: S
Section Area (sf): 83,250.00
Length (ft): 800.00
Width (ft): 100.00
From: RUNWAY 18/36
To: R12BR-02

PCI Family: IowaPCCRW_SE_Commercial

Slabs: 533
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 12,383.44

Section Comments:

Last Insp Date: 3/25/2025
PCI: 99
Total Samples: 27
Surveyed: 7

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 95
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	1.00 Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 11

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 15

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 18

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 24

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

75 CORNER SPALL	L	1.00 Slabs

Sample Number: 26

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

NO DISTRESS

Sample Comments:

Branch - Section ID: R18BR - 001

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 558,770.00
Length (ft): 5,563.00
Width (ft): 100.00
From: 18 APPROACH
To: .

PCI Family: IowaPCCRW_SE_Commercial

Slabs: 3,576
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 83,715.06

Section Comments:

Last Insp Date: 3/25/2025
PCI: 99
Total Samples: 179
Surveyed: 18

Inspection Comments:

Sample Number: 005

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 015

Sample Type: R
Sample PCI: 92
Sample Area (Slabs): 20.00

Sample Comments:

71 FAULTING	L	2.00	Slabs

Sample Number: 025

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 035

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 045

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 055

Sample Type: R
Sample PCI: 92
Sample Area (Slabs): 20.00

Sample Comments:

71 FAULTING	L	2.00	Slabs

Sample Number: 065

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 075

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 085

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 095

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 105

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 115

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 125

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 135

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00
Sample Comments:

NO DISTRESS

Sample Number: 145

Sample Type: R
Sample PCI: 92
Sample Area (Slabs): 20.00
Sample Comments:

63 LINEAR CR	L	2.00 Slabs

Sample Number: 155

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 165

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 175

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Branch - Section ID: R18BR - 002

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 56,293.00
Length (ft): 560.00
Width (ft): 100.00
From: 36 APPROACH
To: .

PCI Family: IowaPCCRW_SE_Commercial

Slabs: 344
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 7,964.29

Section Comments:

Last Insp Date: 3/25/2025
PCI: 100
Total Samples: 18
Surveyed: 7

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 05

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 07

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 11

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 13

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 15

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 17

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

NO DISTRESS

Sample Comments:

Branch - Section ID: TA1BR - 001

Branch Name: TAXIWAY A1 Use: TAXIWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 21,785.00
Length (ft): 435.00
Width (ft): 44.00
From: T02BR-01
To: Runway 18-36

PCI Family: IowaPCCTW_SE_Comm

Slabs: 249
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 4,123.02

Section Comments:

Last Insp Date: 3/25/2025
PCI: 100
Total Samples: 10
Surveyed: 5

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 21.00

Sample Comments:

NO DISTRESS

Sample Number: 04

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 05

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 07

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00

Sample Comments:

NO DISTRESS

Sample Number: 10

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00

Sample Comments:

NO DISTRESS

Branch - Section ID: TA2BR - 001

Branch Name: TAXIWAY A2 Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 19,753.00
Length (ft): 138.00
Width (ft): 75.00
From: R18BR-01
To: T02BR-02

PCI Family: IowaPCCTW_SE_Comm

Slabs: 118
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 2,564.64

Section Comments:

Last Insp Date: 3/25/2025
PCI: 76
Total Samples: 8
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 12.00

Sample Comments:

65 JT SEAL DMG	H	12.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 18.00

Sample Comments:

65 JT SEAL DMG	M	18.00	Slabs
66 SMALL PATCH	L	2.00	Slabs
76 ASR	L	7.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 73
Sample Area (Slabs): 18.00

Sample Comments:

65 JT SEAL DMG	H	18.00	Slabs
66 SMALL PATCH	M	1.00	Slabs
76 ASR	L	9.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 76
Sample Area (Slabs): 18.00

Sample Comments:

65 JT SEAL DMG	H	18.00	Slabs
66 SMALL PATCH	H	1.00	Slabs
76 ASR	L	4.00	Slabs

Branch - Section ID: TA2BR - 002

Branch Name: TAXIWAY A2 Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 25,827.00
Length (ft): 262.00
Width (ft): 75.00
From: T02BR-02
To: T03BR-03

PCI Family: IowaPCCTW_SE_Comm

Slabs: 215
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 4,794.76

Section Comments:

Last Insp Date: 3/26/2025
PCI: 81
Total Samples: 7
Surveyed: 4

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 77
Sample Area (Slabs): 22.00

Sample Comments:

65 JT SEAL DMG	H	22.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
76 ASR	L	5.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs
76 ASR	L	5.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 76
Sample Area (Slabs): 17.00

Sample Comments:

65 JT SEAL DMG	H	17.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	L	3.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 85
Sample Area (Slabs): 33.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
65 JT SEAL DMG	H	33.00	Slabs

Branch - Section ID: TA2BR - 003

Branch Name: TAXIWAY A2 Use: TAXIWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 14,510.00
Length (ft): 185.00
Width (ft): 75.00
From: T05BR-01
To: Runway 18-36

PCI Family: IowaPCCTW_SE_Comm

Slabs: 93
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 2,049.70

Section Comments:

Last Insp Date: 3/25/2025
PCI: 100
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 18.00

NO DISTRESS

Sample Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 18.00

NO DISTRESS

Sample Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 18.00

NO DISTRESS

Sample Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 18.00

NO DISTRESS

Sample Comments:

Branch - Section ID: TA2BR - 004

Branch Name: TAXIWAY A2 Use: TAXIWAY

LCD: 5/3/2024
Surface Type: PCC
Rank: P
Section Area (sf): 6,722.00
Length (ft): 269.00
Width (ft): 25.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTW_SE_Comm

Slabs: 44
Slab Length (ft): 12.50
Slab Width (ft): 12.30
Joint Length (ft): 790.40

Section Comments:

Last Insp Date: 3/26/2025
PCI: 100
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 22.00

NO DISTRESS

Sample Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 22.00

NO DISTRESS

Sample Comments:

Branch - Section ID: TA3BR - 001

Branch Name: TAXIWAY A3 Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 17,292.00
Length (ft): 190.00
Width (ft): 62.50
From: R18BR-01
To: T02BR-02

PCI Family: IowaPCCTW_SE_Comm

Slabs: 104
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 2,253.78

Section Comments:

Last Insp Date: 3/25/2025
PCI: 72
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 15.00

Sample Comments:

65 JT SEAL DMG	H	15.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	L	3.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 69
Sample Area (Slabs): 16.00

Sample Comments:

65 JT SEAL DMG	H	16.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs
66 SMALL PATCH	H	1.00	Slabs
66 SMALL PATCH	L	3.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 04

Sample Type: R

Sample PCI: 69

Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	M	1.00	Slabs

Branch - Section ID: TA3BR - 002

Branch Name: TAXIWAY A3 Use: TAXIWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 9,770.00
Length (ft): 140.00
Width (ft): 62.50
From: T06BR-01
To: Runway 18-36

PCI Family: IowaPCCTW_SE_Comm

Slabs: 65
Slab Length (ft): 12.50
Slab Width (ft): 12.00
Joint Length (ft): 1,369.66

Section Comments: slab width varies

Last Insp Date: 3/25/2025
PCI: 99
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	L	24.00 Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 21.00

Sample Comments:

NO DISTRESS

RE-INSPECTION REPORT
SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: TABR - 001

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 20,912.00
Length (ft): 400.00
Width (ft): 50.00
From: R18BR-01
To: R12BR-02

PCI Family: IowaPCCTW_SE_Comm

Slabs: 132
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 2,838.00

Section Comments:

Last Insp Date: 3/25/2025
PCI: 78
Total Samples: 8
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 74
Sample Area (Slabs): 12.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	M	12.00	Slabs

Sample Number: 03

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

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 77
Sample Area (Slabs): 16.00

Sample Comments:

63 LINEAR CR	L	3.00	Slabs
65 JT SEAL DMG	M	16.00	Slabs
76 ASR	L	1.00	Slabs

Branch - Section ID: TABR - 002

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 298,130.00
Length (ft): 5,760.00
Width (ft): 50.00
From: R12BR-02
To: R18BR-02

PCI Family: IowaPCCTW_SE_Comm

Slabs: 1,908
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 41,686.44

Section Comments:

Last Insp Date: 3/25/2025
PCI: 78
Total Samples: 96
Surveyed: 10

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	L	20.00	Slabs
66 SMALL PATCH	L	3.00	Slabs
71 FAULTING	L	2.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 13

Sample Type: R
Sample PCI: 62
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	2.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
76 ASR	L	1.00	Slabs
76 ASR	M	2.00	Slabs

Sample Number: 23

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 33

Sample Type: R
Sample PCI: 89
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 43

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 53

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
76 ASR	L	4.00	Slabs

Sample Number: 63

Sample Type: R
Sample PCI: 69
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 73

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 84

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
76 ASR	L	3.00	Slabs

Sample Number: 94

Sample Type: R
Sample PCI: 55
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	6.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
67 LARGE PATCH	M	1.00	Slabs
71 FAULTING	L	3.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
76 ASR	L	3.00	Slabs

Branch - Section ID: TBBR - 001

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 8/3/2023
Surface Type: PCC
Rank: P
Section Area (sf): 146,972.00
Length (ft): 4,200.00
Width (ft): 35.00
From: R12BR-01
To: R18BR-01

PCI Family: IowaPCCTW_SE_Comm

Slabs: 1,680
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 27,259.81

Section Comments:

Last Insp Date: 3/25/2025
PCI: 100
Total Samples: 83
Surveyed: 9

Inspection Comments:

Sample Number: 07

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 27.00

Sample Comments:

NO DISTRESS

Sample Number: 16

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 25

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 34

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 43

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 52

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 61

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 70

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 79

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Branch - Section ID: TBBR - 002

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 12,890.00
Length (ft): 155.00
Width (ft): 62.50
From: R18BR-01
To: T02BR-02

PCI Family: IowaPCCTW_SE_Comm

Slabs: 82
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 1,773.00

Section Comments:

Last Insp Date: 3/25/2025
PCI: 83
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 15.00

Sample Comments:

65 JT SEAL DMG	H	15.00	Slabs
67 LARGE PATCH	L	2.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 25.00

Sample Comments:

65 JT SEAL DMG	H	25.00	Slabs
66 SMALL PATCH	L	2.00	Slabs
66 SMALL PATCH	M	2.00	Slabs
75 CORNER SPALL	L	2.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 90
Sample Area (Slabs): 28.00

Sample Comments:

65 JT SEAL DMG	M	28.00	Slabs
71 FAULTING	L	1.00	Slabs

Branch - Section ID: TBBR - 003

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 10,041.00
Length (ft): 257.00
Width (ft): 35.00
From: T01BR-02
To: Runway 18-36

PCI Family: IowaPCCTW_SE_Comm

Slabs: 115
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 1,825.69

Section Comments:

Last Insp Date: 3/25/2025
PCI: 99
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 97
Sample Area (Slabs): 28.00

Sample Comments:

75 CORNER SPALL	M	1.00 Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 04

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Branch - Section ID: TBBR - 004

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 15,250.00
Length (ft): 210.00
Width (ft): 62.50
From: Runway 18-36
To: T01BR-01

PCI Family: IowaPCCTW_SE_Comm

Slabs: 98
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 2,123.38

Section Comments:

Last Insp Date: 3/25/2025
PCI: 99
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 22.00

Sample Comments:

NO DISTRESS

Sample Number: 04

Sample Type: R
Sample PCI: 95
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CR	L	1.00 Slabs

Branch - Section ID: TCBR - 001

Branch Name: TAXIWAY C Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 31,125.00
Length (ft): 262.00
Width (ft): 70.00
From: T01BR-02
To: T03BR-03

PCI Family: IowaPCCTW_SE_Comm

Slabs: 211
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 4,676.09

Section Comments:

Last Insp Date: 3/26/2025
PCI: 81
Total Samples: 12
Surveyed: 7

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 16.00

Sample Comments:

65 JT SEAL DMG	M	16.00	Slabs
66 SMALL PATCH	L	2.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 15.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
66 SMALL PATCH	L	4.00	Slabs
66 SMALL PATCH	M	1.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 85
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	M	1.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	2.00	Slabs

Sample Number: 09

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	3.00	Slabs

Sample Number: 10

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	7.00	Slabs
66 SMALL PATCH	M	1.00	Slabs

Sample Number: 11

Sample Type: A
Sample PCI: 65
Sample Area (Slabs): 13.00

Sample Comments:

65 JT SEAL DMG	H	13.00	Slabs
66 SMALL PATCH	L	3.00	Slabs
67 LARGE PATCH	L	2.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	L	2.00	Slabs

Branch - Section ID: TDBR - 003

Branch Name: TAXIWAY D Use: TAXIWAY

LCD: 1/1/2003
Surface Type: PCC
Rank: P
Section Area (sf): 70,854.00
Length (ft): 1,120.00
Width (ft): 63.00
From: T03BR-04
To: T05BR-02

PCI Family: IowaPCCTW_SE_Comm

Slabs: 453
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 10,148.71

Section Comments:

Last Insp Date: 3/26/2025
PCI: 84
Total Samples: 22
Surveyed: 7

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	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: 04

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
75 CORNER SPALL	H	2.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 79
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs

Sample Number: 10

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	2.00	Slabs
75 CORNER SPALL	L	2.00	Slabs

Sample Number: 13

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs

Sample Number: 19

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	H	1.00	Slabs

Branch - Section ID: TDBR - 004

Branch Name: TAXIWAY D Use: TAXIWAY

LCD: 6/1/2005
Surface Type: APC
Rank: P
Section Area (sf): 38,544.00
Length (ft): 745.00
Width (ft): 50.00
From: R12BR-02
To: T03BR-03

PCI Family: IowaAPCTW_Southern

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

Section Comments:

Last Insp Date: 3/25/2025
PCI: 38
Total Samples: 8
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 40
Sample Area (SF): 4,820.00

Sample Comments:

41 ALLIGATOR CR	M	25.00	SF	
43 BLOCK CR	L	4,795.00	SF	lu ls; 4x7
47 JT REF. CR	L	400.00	FT	ls
52 RAVELING	L	4,820.00	SF	
57 WEATHERING	L	4,820.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 40
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CR	M	30.00	SF	
43 BLOCK CR	L	4,970.00	SF	lu
47 JT REF. CR	L	350.00	FT	ls
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 43
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CR	M	15.00	SF	
43 BLOCK CR	L	4,985.00	SF	lu ls
47 JT REF. CR	L	400.00	FT	ls
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 06

Sample Type: R
Sample PCI: 31
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CR	M	130.00	SF	
43 BLOCK CR	L	4,870.00	SF	lu ls
47 JT REF. CR	L	400.00	FT	ls
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 07

Sample Type: A
Sample PCI: 34
Sample Area (SF): 5,830.00

Sample Comments:

41 ALLIGATOR CR	M	174.00	SF	
43 BLOCK CR	L	5,006.00	SF	lu ls; 4x7
47 JT REF. CR	L	140.00	FT	ls
47 JT REF. CR	L	150.00	FT	lu
50 PATCHING	L	650.00	SF	
52 RAVELING	M	86.00	SF	
57 WEATHERING	L	5,094.00	SF	

Branch - Section ID: TH01BR - 001

Branch Name: T-HANGAR 01 Use: T-HANGAR

LCD: 7/3/1995
Surface Type: AC
Rank: P
Section Area (sf): 33,034.00
Length (ft): 1,035.00
Width (ft): 30.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAsphaltTH_Southern

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

Section Comments:

Last Insp Date: 3/26/2025
PCI: 18
Total Samples: 8
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 20
Sample Area (SF): 3,750.00

Sample Comments:

48 L & T CR	L	115.00	FT	lu
48 L & T CR	M	385.00	FT	w 2ndy
52 RAVELING	H	3,750.00	SF	
53 RUTTING	L	85.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 22
Sample Area (SF): 3,750.00

Sample Comments:

48 L & T CR	L	76.00	FT	lu
48 L & T CR	M	312.00	FT	w 2ndy
52 RAVELING	H	3,750.00	SF	
56 SWELLING	L	32.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 15
Sample Area (SF): 3,750.00

Sample Comments:

41 ALLIGATOR CR	M	40.00	SF	
48 L & T CR	L	58.00	FT	lu
48 L & T CR	M	242.00	FT	w 2ndy
50 PATCHING	L	150.00	SF	
52 RAVELING	H	3,600.00	SF	
53 RUTTING	L	75.00	SF	

Sample Number: 07

Sample Type: R

Sample PCI: 16

Sample Area (SF): 3,125.00

Sample Comments:

41 ALLIGATOR CR	L	80.00	SF	
42 BLEEDING	N	30.00	SF	
48 L & T CR	L	58.00	FT	lu
48 L & T CR	M	155.00	FT	w 2ndy
52 RAVELING	H	3,095.00	SF	

Branch - Section ID: TH01BR - 002

Branch Name: T-HANGAR 01 Use: T-HANGAR

LCD: 8/3/2012
Surface Type: PCC
Rank: P
Section Area (sf): 52,705.00
Length (ft): 1,550.00
Width (ft): 35.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTH_SE

Slabs: 360
Slab Length (ft): 12.00
Slab Width (ft): 12.00
Joint Length (ft): 7,126.79

Section Comments:

Last Insp Date: 3/26/2025
PCI: 87
Total Samples: 20
Surveyed: 8

Inspection Comments:

Sample Number: 01

Sample Type: A
Sample PCI: 56
Sample Area (Slabs): 15.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
72 SHAT. SLAB	H	1.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 89
Sample Area (Slabs): 21.00

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 21.00

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 18.00

Sample Comments:

65 JT SEAL DMG	M	18.00	Slabs

Sample Number: 11

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 15

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 18.00

Sample Comments:

65 JT SEAL DMG	M	18.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
65 JT SEAL DMG	H	21.00	Slabs

Sample Number: 19

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 21.00

Sample Comments:

65 JT SEAL DMG	H	21.00	Slabs

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2024
Network ID: BRL

Generate Date: 6/30/2025

Network: SOUTHEAST IOWA REGIONAL AIRPORT

Branch - Section ID: A01BR - 001

LCD: 5/14/2016
Use: APRON
Rank: P
Surface: PCC

Length (ft): 320.00
Width (ft): 238.00
True Area (sf): 83,062.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-14-2016	CR-PC	Complete Reconstruction - PCC	$0.00	8.00	True	-
05-13-2016	BA-AG	Base Course - Aggregate	$0.00	4.00	False	Geotextile fabric was also installed
05-12-2016	SG-CO	Subgrade - Compacted	$0.00	0.00	False	-
06-30-1974	NC-PC	New Construction - PCC	$0.00	0.00	True	-
06-02-1943	NC-PC	New Construction - PCC	$0.00	6.00	True	6" PCC
06-01-1943	SB-AG	Subbase - Aggregate	$0.00	11.00	False	11" P154 SUBBASE

Branch - Section ID: A01BR - 002

LCD: 6/30/1974
Use: APRON
Rank: P
Surface: PCC

Length (ft): 380.00
Width (ft): 250.00
True Area (sf): 83,624.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2022	JS-SI	Joint Seal - Silicon	$0.00	0.00	False	field estimate
06-01-2010	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	State Funded - $51,850
06-30-1974	NC-IN	New Construction - Initial	$0.00	0.00	True	-
06-02-1943	NC-PC	New Construction - PCC	$0.00	9.00	True	9" PCC SURFACE
06-01-1943	BA-AG	Base Course - Aggregate	$0.00	10.00	False	10" P209 CABC

Branch - Section ID: A01BR - 003

LCD: 5/4/2024
Use: APRON
Rank: P
Surface: PCC

Length (ft): 180.00
Width (ft): 87.50
True Area (sf): 15,766.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-04-2024	CR-PC	Complete Reconstruction - PCC	$933,430.00	8.00	True	8" P-505 PCC
05-03-2024	SB-AG	Subbase - Aggregate	$0.00	6.00	False	APPROX. 6" IOWA DOT 2115 MODIFIED SUBBASE
05-02-2024	SB-AG	Subbase - Aggregate	$0.00	0.00	False	EXISTING GRAVELY SAND
05-01-2024	SG-CO	Subgrade - Compacted	$0.00	0.00	False	EXISTING SUBGRADE
06-01-2010	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	State Funded - $51,850
06-30-1974	NC-IN	New Construction - Initial	$0.00	0.00	True	-
06-02-1943	NC-PC	New Construction - PCC	$0.00	9.00	True	9" PCC SURFACE
06-01-1943	BA-AG	Base Course - Aggregate	$0.00	10.00	False	10" P209 CABC

WORK HISTORY

Branch - Section ID: R12BR - 001

LCD: 6/1/1998
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 3,321.00
Width (ft): 100.00
True Area (sf): 332,100.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2016	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	FIELD EST, PARTIAL
06-01-1998	OL-PU	Overlay - PCC Unbonded	$0.00	6.00	True	-
06-30-1977	OL-AC	Overlay - AC	$0.00	2.00	True	2" P401 AC OVERLAY
06-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	10"-8"-10" PCC

Branch - Section ID: R12BR - 002

LCD: 6/1/1998
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 1,100.00
Width (ft): 100.00
True Area (sf): 112,229.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1998	OL-PU	Overlay - PCC Unbonded	$0.00	6.00	True	-
06-30-1977	OL-AC	Overlay - AC	$0.00	2.00	True	2" P401 AC OVERLAY
06-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	10"-8"-10" PCC

Branch - Section ID: R12BR - 003

LCD: 6/3/2021
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 800.00
Width (ft): 100.00
True Area (sf): 83,250.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$302,030.00	7.00	True	7" PCC (P-501)
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" recycled conc. aggregate base course (P-219) on engineering fabric
06-01-2021	SG-CO	Subgrade - Compacted	$0.00	0.00	False	Compacted subgrade (P-152) depth varies
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	2.00	True	W/AC BASE COURSE, 2017 CORE avg 4.4" AC/ 7.9" PCC
06-30-1977	OL-AC	Overlay - AC	$0.00	2.00	True	2" P401 AC OVERLAY
06-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	10"-8"-10" PCC

WORK HISTORY

Pavement Database: IA 2024
Network ID: BRL

Generate Date: 6/30/2025

Branch - Section ID: R18BR - 001

LCD: 6/3/2021
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 5,563.00
Width (ft): 100.00
True Area (sf): 558,770.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$8,450,430.00	8.00	True	8" PCC (P-501)
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-219 recycled conc aggregate base course on engineering fabric
06-01-2021	SG-CO	Subgrade - Compacted	$0.00	0.00	False	min.10" (varies) compacted subgrade; additional layer of 12" lime treated subgrade for soft existing subgrade (as needed)
01-01-2016	PA-AS	Patching - AC Shallow	$0.00	0.00	False	FIELD EST, 2017 CORE: avg 6" AC/8.4" PCC
10-01-2011	PA-AS	Patching - AC Shallow	$0.00	0.00	False	-
06-01-2005	OL-AS	Overlay - AC Structural	$3,391,996.00	2.00	True	W/AC BASE COURSE; Total Project Cost $4,038,090
06-30-1977	OL-AC	Overlay - AC	$0.00	3.00	True	3" P401 AC Overlay
06-01-1970	OL-AC	Overlay - AC	$0.00	3.00	True	EST. DATE
06-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	10"-8"-10" PCC

Branch - Section ID: R18BR - 002

LCD: 6/3/2021
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 560.00
Width (ft): 100.00
True Area (sf): 56,293.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$8,450,430.00	8.00	True	8" PCC (P-501)
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-219 recycled conc aggregate base course on engineering fabric
06-01-2021	SG-CO	Subgrade - Compacted	$0.00	0.00	False	Compacted subgrade (P-152) depth varies.
01-01-2016	PA-AS	Patching - AC Shallow	$0.00	0.00	False	FIELD EST, 2017 CORE: avg 6" AC/8.4" PCC
10-01-2011	PA-AS	Patching - AC Shallow	$0.00	0.00	False	-
06-01-2005	OL-AS	Overlay - AC Structural	$3,391,996.00	2.00	True	W/AC BASE COURSE; Total Project Cost $4,038,090
06-30-1977	OL-AC	Overlay - AC	$0.00	3.00	True	3" P401 AC Overlay
06-01-1970	OL-AC	Overlay - AC	$0.00	3.00	True	EST. DATE
06-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	10"-8"-10" PCC

Branch - Section ID: TA1BR - 001

LCD: 6/3/2021
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 435.00
Width (ft): 44.00
True Area (sf): 21,785.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	NC-PC	New Construction - PCC	$8,450,430.00	8.00	True	8" PCC (P-501)
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" recycled conc aggregate base course on engineering fabric
06-01-2021	SG-CO	Subgrade - Compacted	$0.00	0.00	False	Compacted subgrade (P-152) depth varies.

WORK HISTORY

Pavement Database: IA 2024
Network ID: BRL

Generate Date: 6/30/2025

Branch - Section ID: TA2BR - 001

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 138.00
Width (ft): 75.00
True Area (sf): 19,753.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
01-01-2003	NC-IN	New Construction - Initial	$0.00	18.00	True	18" PCC ON COMPACTED SUBRADE

Branch - Section ID: TA2BR - 002

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 262.00
Width (ft): 75.00
True Area (sf): 25,827.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2003	NC-IN	New Construction - Initial	$0.00	18.00	True	18" PCC ON COMPACTED SUBRADE

Branch - Section ID: TA2BR - 003

LCD: 6/3/2021
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 185.00
Width (ft): 75.00
True Area (sf): 14,510.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$284,720.00	8.00	True	8" PCC P-501
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" RECYCLED CONC AGGREGATE BASE COURSE ON ENGINEERING FABRIC
06-01-2021	SG-ST	Subgrade - Stabilized	$0.00	10.00	False	P-155 10" lime treated subgrade.
01-01-2003	NC-IN	New Construction - Initial	$0.00	0.00	True	-

Branch - Section ID: TA2BR - 004

LCD: 5/3/2024
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 269.00
Width (ft): 25.00
True Area (sf): 6,722.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-03-2024	CR-PC	Complete Reconstruction - PCC	$335,650.00	8.00	True	8" PCC
05-02-2024	BA-AG	Base Course - Aggregate	$0.00	0.00	False	CRUSHED AGG. LEVELING COURSE AS REQUIRED
05-01-2024	BA-AG	Base Course - Aggregate	$0.00	0.00	False	EXISTING AGG. BASE COMPACTED
01-01-2003	NC-IN	New Construction - Initial	$0.00	18.00	True	18" PCC ON COMPACTED SUBRADE

WORK HISTORY

Branch - Section ID: TA3BR - 001

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 190.00
Width (ft): 62.50
True Area (sf): 17,292.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
01-01-2003	CR-PC	Complete Reconstruction - PCC	$0.00	18.00	True	18" PCC ON COMPACTED SUBRADE
06-02-1943	NC-PC	New Construction - PCC	$0.00	10.00	True	10" PCC SURFACE
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

Branch - Section ID: TA3BR - 002

LCD: 6/3/2021
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 140.00
Width (ft): 62.50
True Area (sf): 9,770.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$284,720.00	8.00	True	8" PCC P-501
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" RECYCLED CONC AGGREGATE BASE COURSE ON ENGINEERING FABRIC
06-01-2021	SG-ST	Subgrade - Stabilized	$0.00	10.00	False	P-155 10" lime treated subgrade.
01-01-2003	NC-IN	New Construction - Initial	$0.00	0.00	True	-
06-02-1943	NC-PC	New Construction - PCC	$0.00	10.00	True	10" PCC SURFACE
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

Branch - Section ID: TABR - 001

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 400.00
Width (ft): 50.00
True Area (sf): 20,912.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
01-01-2003	NC-IN	New Construction - Initial	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: TABR - 002

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 5,760.00
Width (ft): 50.00
True Area (sf): 298,130.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	GR-PP	Grinding (Localized)	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-02-2021	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
01-01-2003	NC-IN	New Construction - Initial	$0.00	0.00	True	-

Branch - Section ID: TBBR - 001

LCD: 8/3/2023
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 4,200.00
Width (ft): 35.00
True Area (sf): 146,972.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2023	CR-PC	Complete Reconstruction - PCC	$2,051,400.00	7.00	True	APPROX. 7" P-501 PCC
08-02-2023	BA-AG	Base Course - Aggregate	$0.00	8.00	False	APRROX. 8" P-219 RECYCLED CONCRETE AGGREGATE BASE COURSE
08-01-2023	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	APPROX. 12" P-155 LIME TREATED SUBGRADE
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	1.50	True	W/AC BASE COURSE
06-01-1977	OL-AC	Overlay - AC	$0.00	3.00	True	3" P401 AC SURFACE
06-02-1943	NC-PC	New Construction - PCC	$0.00	10.00	True	10" PCC SURFACE
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

Branch - Section ID: TBBR - 002

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 155.00
Width (ft): 62.50
True Area (sf): 12,890.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
06-01-2021	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	Maintenance work limited to area adjacent to new PCC pavement
01-01-2003	CR-PC	Complete Reconstruction - PCC	$0.00	0.00	True	-
06-02-1943	NC-PC	New Construction - PCC	$0.00	10.00	True	10" PCC
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

WORK HISTORY

Branch - Section ID: TBBR - 003

LCD: 6/3/2021
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 257.00
Width (ft): 35.00
True Area (sf): 10,041.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$284,720.00	7.00	True	7" PCC P-501
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-219 RECYCLED CONC AGGREGATE BASE COURSE ON ENGINEERING FABRIC
06-01-2021	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	P-155 12" lime treated subgrade.
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	1.50	True	W/AC BASE COURSE
06-01-1977	OL-AC	Overlay - AC	$0.00	3.00	True	3" P401 AC SURFACE
06-02-1943	NC-PC	New Construction - PCC	$0.00	10.00	True	10" PCC SURFACE
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

Branch - Section ID: TBBR - 004

LCD: 6/3/2021
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 210.00
Width (ft): 62.50
True Area (sf): 15,250.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$284,720.00	8.00	True	8" PCC P-501
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-219 RECYCLED CONC AGGREGATE BASE COURSE ON ENGINEERING FABRIC
06-01-2021	SG-ST	Subgrade - Stabilized	$0.00	10.00	False	P-155 10" lime treated subgrade.
06-25-2003	CR-PC	Complete Reconstruction - PCC	$152,500.00	0.00	True	-
06-02-1943	NC-PC	New Construction - PCC	$0.00	10.00	True	10" PCC SURFACE
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

Branch - Section ID: TCBR - 001

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 262.00
Width (ft): 70.00
True Area (sf): 31,125.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-01-2024	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	field estimate
01-01-2003	NC-IN	New Construction - Initial	$0.00	0.00	True	-

Branch - Section ID: TDBR - 003

LCD: 1/1/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,120.00
Width (ft): 63.00
True Area (sf): 70,854.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2003	NC-IN	New Construction - Initial	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: TDBR - 004

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

Length (ft): 745.00
Width (ft): 50.00
True Area (sf): 38,544.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AC	Overlay - AC	$0.00	1.50	True	1.5" AC OVERLAY
06-26-1977	OL-AC	Overlay - AC	$0.00	3.00	True	3" AC OV
06-02-1943	NC-PC	New Construction - PCC	$317,280.00	10.00	True	10" PCC
06-01-1943	SG-CO	Subgrade - Compacted	$0.00	8.00	False	8" SUBGRADE

Branch - Section ID: TH01BR - 001

LCD: 7/3/1995
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 1,035.00
Width (ft): 30.00
True Area (sf): 33,034.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2010	PA-AD	Patching - AC Deep	$0.00	0.00	False	FIELD EST.
07-03-1995	NC-AC	New Construction - AC	$0.00	2.00	True	2" AC IDOT TYPE B
07-02-1995	BA-AG	Base Course - Aggregate	$0.00	3.00	False	3" BASE IDOT GRADE #26
07-01-1995	SB-AG	Subbase - Aggregate	$0.00	7.50	False	7.5" SUBBASE IDOT GRAD. #12

Branch - Section ID: TH01BR - 002

LCD: 8/3/2012
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 1,550.00
Width (ft): 35.00
True Area (sf): 52,705.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2020	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	est.
08-03-2012	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	6" PCC
08-02-2012	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" P-154 SUBBASE
08-01-2012	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" P-158 FLY ASH SUBGRADE

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, PCC 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—PCC
Corner Break	Medium	Full Depth PCC Patch
Corner Break	High	Full Depth PCC Patch
Durability Cracking	Low	Monitor
Durability Cracking	Medium	Full Depth Patch
Durability Cracking	High	Slab Replacement
Faulting	Low	Monitor
Faulting	Medium	Grinding
Faulting	High	Slab Replacement
Joint Seal Damage	Low	Monitor
Joint Seal Damage	Medium	Joint Seal
Joint Seal Damage	High	Joint Seal
LTD Cracking	Low	Monitor
LTD Cracking	Medium	Crack Seal—PCC
LTD Cracking	High	Slab Replacement
Patching (Small and Large)	Low	Monitor
Patching (Small and Large)	Medium	Full Depth PCC Patch
Patching (Small and Large)	High	Full Depth PCC Patch
Popouts	N/A	Monitor
Pumping	N/A	Monitor
Scaling	Low	Monitor
Scaling	Medium	Partial Depth PCC Patch
Scaling	High	Slab Replacement
Shattered Slab	Low	Crack Seal—PCC
Shattered Slab	Medium	Slab Replacement
Shattered Slab	High	Slab Replacement
Shrinkage Cracking	N/A	Monitor
Spalling (Joint and Corner)	Low	Monitor
Spalling (Joint and Corner)	Medium	Partial Depth PCC Patch
Spalling (Joint and Corner)	High	Partial Depth PCC Patch

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

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

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

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

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

Table Notes:

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

APPENDIX F

YEAR 2025 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
A01BR	01	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$40.74	$234
A01BR	02	ASR	Medium	16	Slabs	Slab Replacement - PCC	$18.19	$70,268
A01BR	02	ASR	High	3	Slabs	Slab Replacement - PCC	$18.19	$11,711
A01BR	02	Corner Break	Low	5	Slabs	Crack Sealing - PCC	$3.27	$142
A01BR	02	Corner Spalling	Medium	11	Slabs	Patching - PCC Partial Depth	$40.74	$1,158
A01BR	02	Joint Seal Damage	Medium	53	Slabs	Joint Seal (Localized)	$3.27	$5,248
A01BR	02	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	$40.74	$695
A01BR	02	Joint Spalling	High	3	Slabs	Patching - PCC Partial Depth	$40.74	$869
A01BR	02	Large Patch	High	3	Slabs	Patching - PCC Full Depth	$18.19	$2,956
A01BR	02	Shattered Slab	Low	3	Slabs	Crack Sealing - PCC	$3.27	$276
A01BR	02	Shattered Slab	Medium	3	Slabs	Slab Replacement - PCC	$18.19	$11,711
A01BR	02	Shattered Slab	High	8	Slabs	Slab Replacement - PCC	$18.19	$35,134
A01BR	02	Small Patch	Medium	5	Slabs	Patching - PCC Full Depth	$18.19	$259
A01BR	02	Small Patch	High	3	Slabs	Patching - PCC Full Depth	$18.19	$129
R12BR	01	Corner Spalling	Medium	19	Slabs	Patching - PCC Partial Depth	$40.74	$2,128
R12BR	01	Faulting	Medium	10	Slabs	Grinding (Localized)	$0.39	$38
R12BR	01	Joint Seal Damage	Medium	1,359	Slabs	Joint Seal (Localized)	$3.27	$84,282
R12BR	01	Joint Seal Damage	High	2,018	Slabs	Joint Seal (Localized)	$3.27	$125,220
R12BR	02	ASR	Medium	14	Slabs	Slab Replacement - PCC	$18.19	$25,261
R12BR	02	Corner Spalling	Medium	14	Slabs	Patching - PCC Partial Depth	$40.74	$1,522
R12BR	02	Joint Seal Damage	High	1,111	Slabs	Joint Seal (Localized)	$3.27	$68,707
TA2BR	01	Joint Seal Damage	Medium	32	Slabs	Joint Seal (Localized)	$3.27	$2,287

Table F-1. Year 2025 localized preventive maintenance details (continued).

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
TA2BR	01	Joint Seal Damage	High	86	Slabs	Joint Seal (Localized)	$3.27	$6,099
TA2BR	01	Small Patch	Medium	2	Slabs	Patching - PCC Full Depth	$18.19	$88
TA2BR	01	Small Patch	High	2	Slabs	Patching - PCC Full Depth	$18.19	$88
TA2BR	02	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$40.74	$246
TA2BR	02	Joint Seal Damage	High	215	Slabs	Joint Seal (Localized)	$3.27	$15,679
TA3BR	01	ASR	Medium	1	Slabs	Slab Replacement - PCC	$18.19	$3,941
TA3BR	01	Corner Spalling	Medium	7	Slabs	Patching - PCC Partial Depth	$40.74	$760
TA3BR	01	Corner Spalling	High	1	Slabs	Patching - PCC Partial Depth	$40.74	$152
TA3BR	01	Joint Seal Damage	High	104	Slabs	Joint Seal (Localized)	$3.27	$7,370
TA3BR	01	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	$40.74	$730
TA3BR	01	Small Patch	High	1	Slabs	Patching - PCC Full Depth	$18.19	$68
TABR	01	Corner Break	Low	2	Slabs	Crack Sealing - PCC	$3.27	$52
TABR	01	Corner Break	Medium	2	Slabs	Patching - PCC Full Depth	$18.19	$1,140
TABR	01	Joint Seal Damage	Medium	132	Slabs	Joint Seal (Localized)	$3.27	$9,280
TABR	01	LTD Cracking	Medium	6	Slabs	Crack Sealing - PCC	$3.27	$238
TABR	02	ASR	Medium	19	Slabs	Slab Replacement - PCC	$18.19	$54,229
TABR	02	Corner Spalling	Medium	19	Slabs	Patching - PCC Partial Depth	$40.74	$2,092
TABR	02	Corner Spalling	High	10	Slabs	Patching - PCC Partial Depth	$40.74	$1,046
TABR	02	Joint Seal Damage	Medium	382	Slabs	Joint Seal (Localized)	$3.27	$27,263
TABR	02	Joint Seal Damage	High	1,336	Slabs	Joint Seal (Localized)	$3.27	$95,420
TABR	02	Joint Spalling	Medium	10	Slabs	Patching - PCC Partial Depth	$40.74	$2,510
TABR	02	Joint Spalling	High	10	Slabs	Patching - PCC Partial Depth	$40.74	$3,138

Table F-1. Year 2025 localized preventive maintenance details (continued).

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
TABR	02	Large Patch	Medium	10	Slabs	Patching - PCC Full Depth	$18.19	$10,675
TBBR	02	Joint Seal Damage	Medium	34	Slabs	Joint Seal (Localized)	$3.27	$2,387
TBBR	02	Joint Seal Damage	High	48	Slabs	Joint Seal (Localized)	$3.27	$3,410
TBBR	02	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	$40.74	$317
TBBR	02	Small Patch	Medium	2	Slabs	Patching - PCC Full Depth	$18.19	$118
TBBR	03	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	$40.74	$143
TCBR	01	Corner Break	Low	2	Slabs	Crack Sealing - PCC	$3.27	$48
TCBR	01	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	$40.74	$110
TCBR	01	Joint Seal Damage	Medium	29	Slabs	Joint Seal (Localized)	$3.27	$2,068
TCBR	01	Joint Seal Damage	High	182	Slabs	Joint Seal (Localized)	$3.27	$13,222
TCBR	01	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	$40.74	$263
TCBR	01	Small Patch	Medium	5	Slabs	Patching - PCC Full Depth	$18.19	$262
TDBR	03	Corner Break	Low	3	Slabs	Crack Sealing - PCC	$3.27	$87
TDBR	03	Corner Spalling	High	10	Slabs	Patching - PCC Partial Depth	$40.74	$1,064
TDBR	03	Joint Seal Damage	Medium	129	Slabs	Joint Seal (Localized)	$3.27	$9,482
TDBR	03	Joint Seal Damage	High	324	Slabs	Joint Seal (Localized)	$3.27	$23,704
TDBR	03	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	$40.74	$851
TDBR	03	Small Patch	High	3	Slabs	Patching - PCC Full Depth	$18.19	$158
TH01BR	02	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$40.74	$270
TH01BR	02	Joint Seal Damage	Medium	192	Slabs	Joint Seal (Localized)	$3.27	$12,443
TH01BR	02	Joint Seal Damage	High	168	Slabs	Joint Seal (Localized)	$3.27	$10,862
TH01BR	02	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$40.74	$648

Table F-1. Year 2025 localized preventive maintenance details (continued).

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
TH01BR	02	Shattered Slab	High	1	Slabs	Slab Replacement - PCC	$18.19	$2,619

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 Southeast Iowa Regional Airport.

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