Eagle Grove Municipal Airport

Pavement Management Report

PREPARED BY

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

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applied pavement TECHNOLOGY

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EAGLE GROVE MUNICIPAL AIRPORT
PAVEMENT MANAGEMENT REPORT

Prepared For:

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

Prepared By:

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

In Association With:

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

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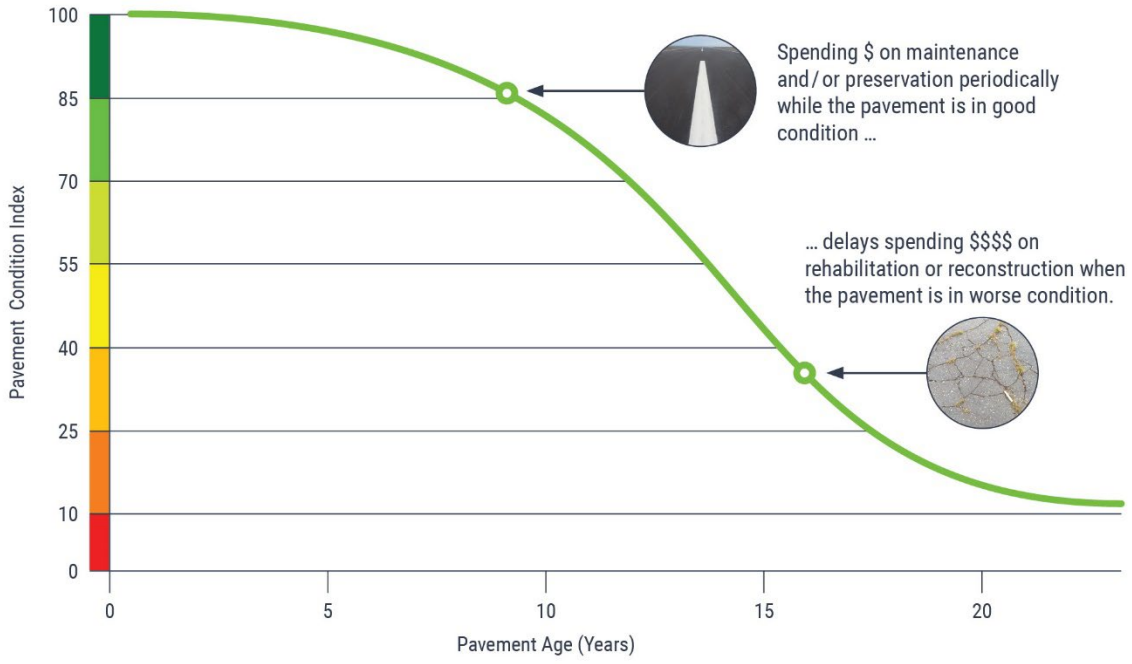
INTRODUCTION

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

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

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

Figure 1. Pavement condition versus cost of repair.



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

PAVEMENT INVENTORY

The project began with a review of the existing inventory information pertaining to the pavements at Eagle Grove Municipal Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps, as necessary, to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2018.

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

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

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

Approximately 265,300 square feet of pavement were evaluated at Eagle Grove Municipal Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Eagle Grove Municipal Airport.

Figure 2. Pavement area by branch use at Eagle Grove Municipal Airport.

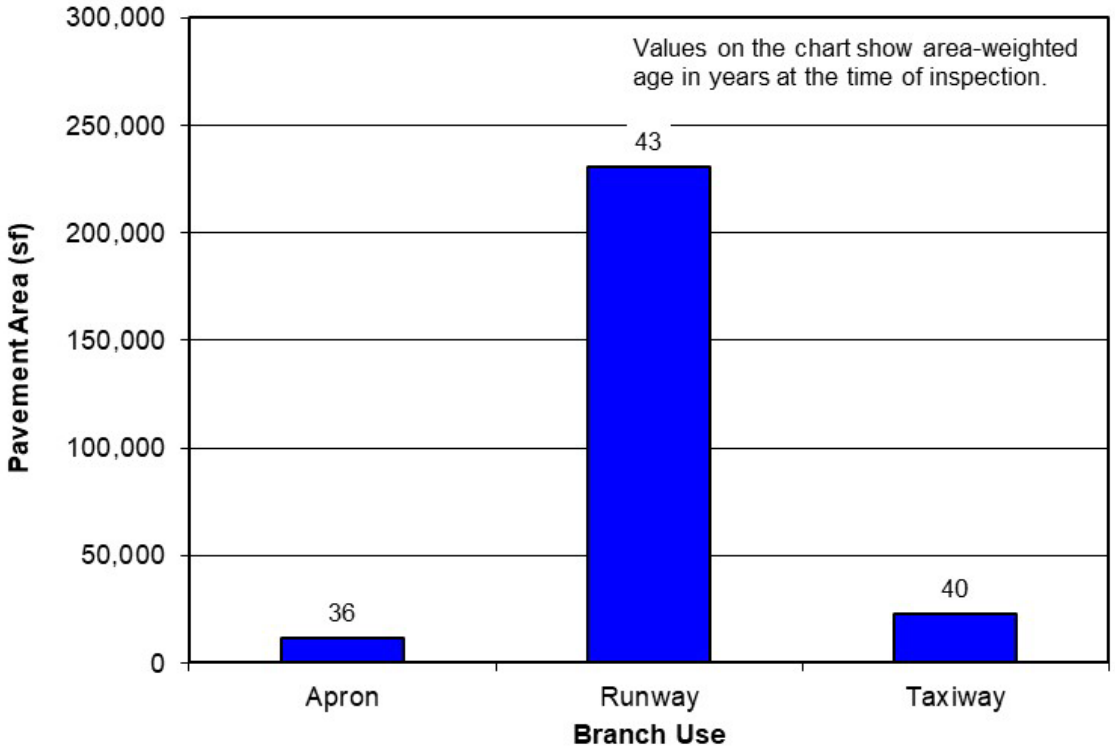
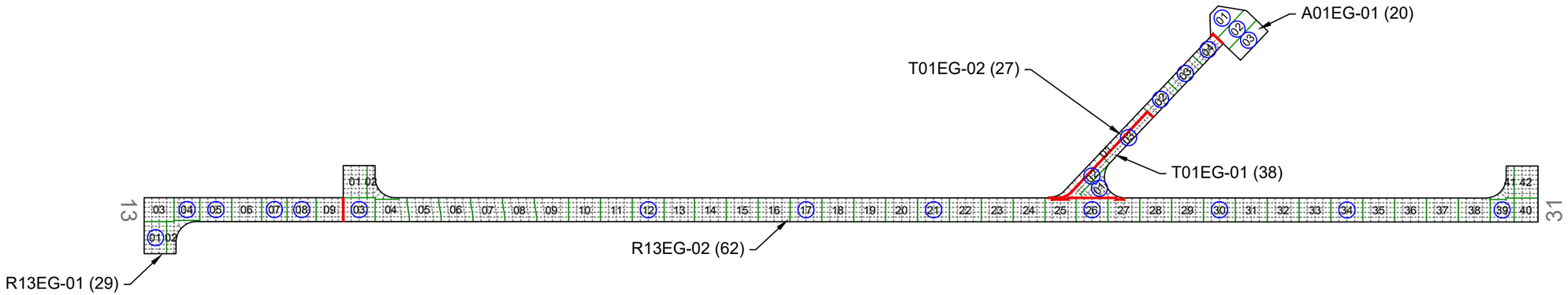


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE

R12AG-01 (79)

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

applied pavement TECHNOLOGY
1908 South First Street, Suite 201
Champaign, IL 61820
Tel: (217) 398-3977
Fax: (217) 398-4027

AGENCY: Iowa Department of Transportation, Office of Aviation			
LOCATION: Eagle Grove Municipal Airport, Eagle Grove, Iowa			
PAGE TITLE: Network Definition Map			
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DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: JUN. 2025	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Eagle Grove.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

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

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

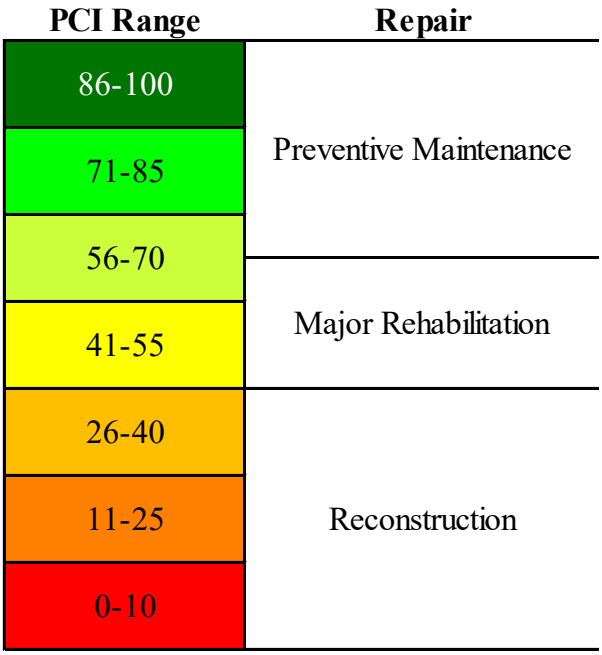
During the PCI inspection, a cursory inspection of the entirety of a pavement section was performed. Sample units identified for more detailed inspection were verified, and adjustments to the selected sample units for inspection were made as needed to ensure an accurate assessment of the pavement's condition.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

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

Note: Photographs shown are not specific to Eagle Grove Municipal Airport.

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

Figure 5. PCI versus repair type.



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 Eagle Grove Municipal Airport were inspected in March 2025. The 2025 area-weighted condition of Eagle Grove Municipal Airport is 53, with conditions ranging from 20 to 62 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2018, the area-weighted PCI of the airport was 61.

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

Figure 6. Pavement area by PCI range at Eagle Grove Municipal Airport.

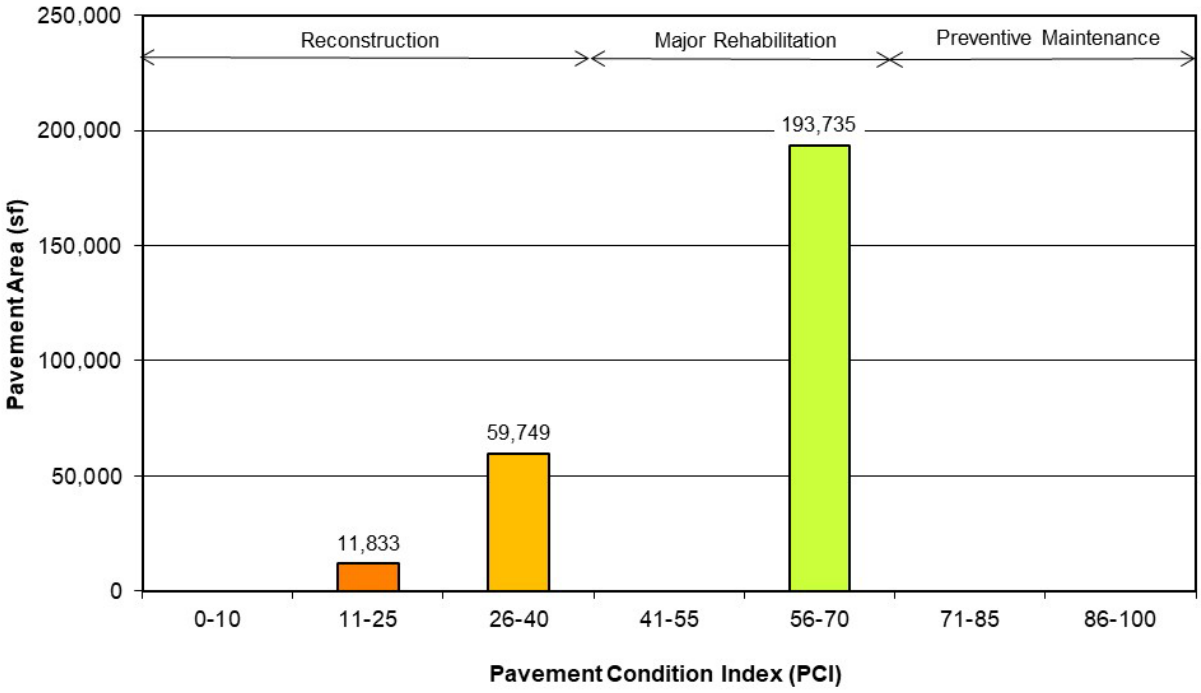


Figure 7. Area-weighted PCI by branch use at Eagle Grove Municipal Airport.

(Values on chart are area weighted.)

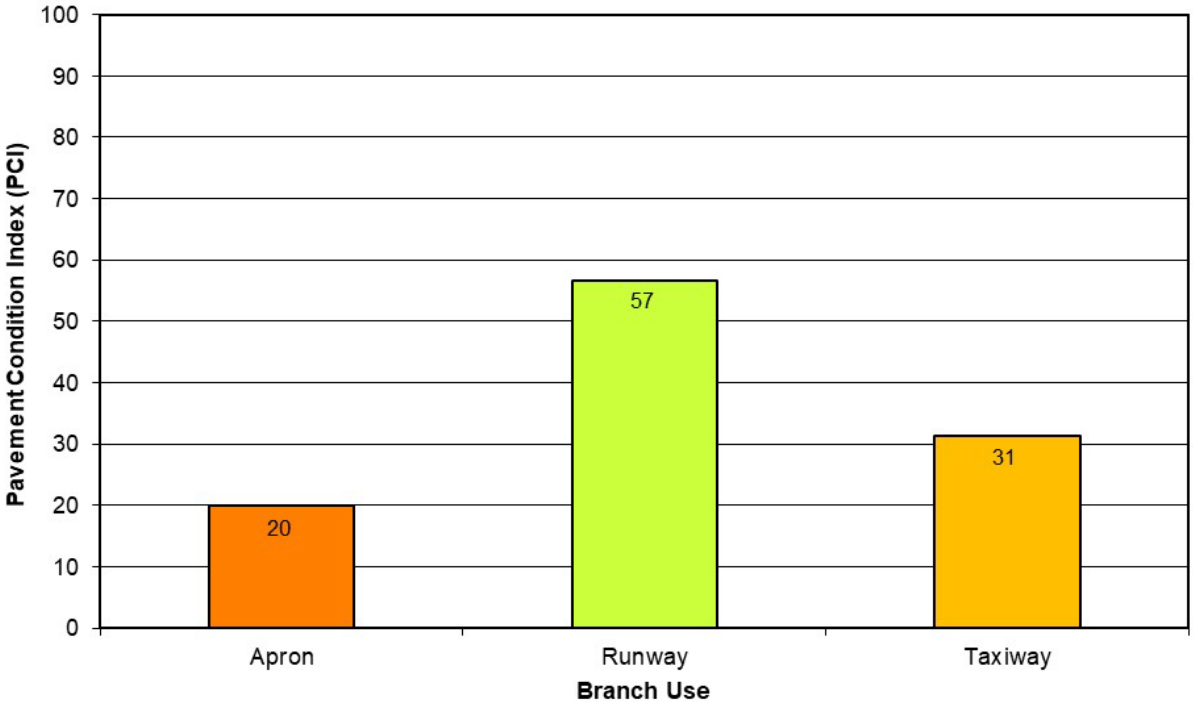
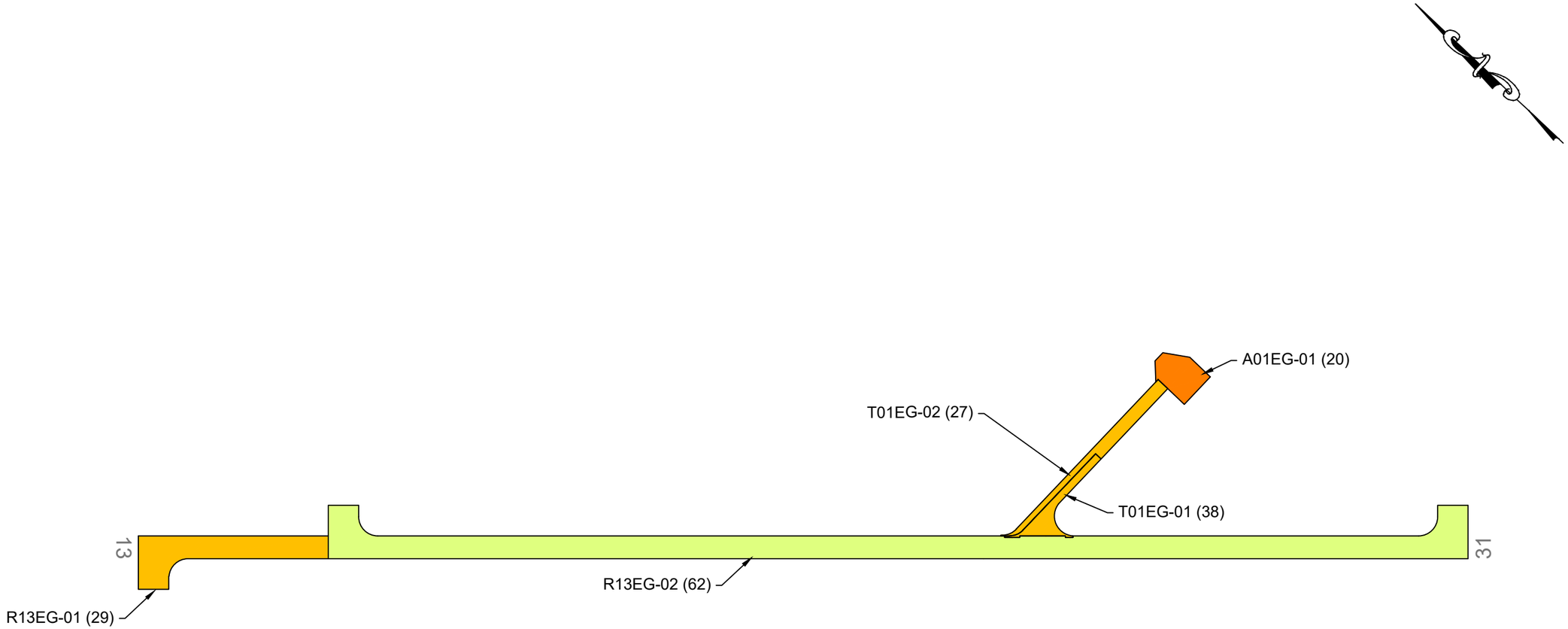


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE
R12AG-01 (79)
SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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

applied pavement TECHNOLOGY
1908 South First Street, Suite 201
Champaign, IL 61820
Tel: (217) 398-3977
Fax: (217) 398-4027

Robinson Engineering Company
Consulting Engineers
819 Second Street NE
Independence, IA 50644
563-920-5382

AGENCY: Iowa Department of Transportation
Office of Aviation

LOCATION: Eagle Grove Municipal Airport
Eagle Grove, Iowa

PAGE TITLE: 2025 Pavement Condition Index Map

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1"=300'	JUN. 2025	KEW	KEW
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Eagle Grove.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
A01EG	01	AAC	11,833	7/8/1989	20	57	41	2	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Raveling, Rutting, Weathering
R13EG	01	PCC	36,982	7/1/1988	29	52	9	39	ASR, Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Popouts, Shattered Slab, Shrinkage Cracking, Small Patch
R13EG	02	PCC	193,735	6/1/1981	62	50	21	29	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab, Shrinkage Cracking, Small Patch
T01EG	01	PCC	9,135	6/1/1981	38	63	12	25	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab, Shrinkage Cracking
T01EG	02	PCC	13,632	6/1/1988	27	12	9	79	ASR, Corner Spalling, Faulting, Joint Seal Damage, LTD Cracking, Popouts

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 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

Eagle Grove Municipal Airport was inspected on March 17, 2025. There were five 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.

Runway

Runway 13/31 contained two sections. Section 01 was in *Poor* condition with all severities of ASR and longitudinal, transverse, and diagonal (LTD) cracking; low-severity corner break and faulting; medium- and high-severity corner spalling and joint spalling; high-severity joint seal damage; popouts; medium-severity shattered slab and small patching; and shrinkage cracking. Distresses recorded in Section 02 included all severities of corner spalling, low-severity faulting and small patching, high-severity joint seal damage, medium- and high-severity joint spalling, medium-severity LTD cracking and shattered slab, and shrinkage cracking.

Taxiway

The taxiway consisted of two sections. Section 01 was in *Poor* condition with multiple distresses recorded. Those distresses included low- and medium-severity corner break, medium- and high-severity corner spalling, low-severity faulting, high-severity joint seal damage, all severities of joint spalling, medium-severity LTD cracking and shattered slab, and shrinkage cracking. Section 02 was also in *Poor* condition with areas of all severities of ASR, medium- and high-severity corner spalling, low- and medium-severity faulting, high-severity joint seal damage, medium-severity LTD cracking, and popouts observed.

Apron

The apron area was defined by one section in *Poor* condition. Medium-severity longitudinal and transverse (L&T) cracking and block cracking were identified where either the crack sealant was no longer in satisfactory condition, unsealed crack widths exceeded 1/4 inch, or secondary cracking had developed. Additionally, all severities of alligator cracking; low-severity depression; low-severity, unsealed L&T cracking; high-severity raveling; and medium-severity rutting and weathering were observed during the inspection.

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

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

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

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

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

Analysis Approach

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

Analysis Results

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

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2025	A01EG	01	AAC	Major Rehabilitation	$133,590
2025	R13EG	01	PCC	Major Rehabilitation	$697,490
2025	R13EG	02	PCC	Major Rehabilitation	$1,728,043
2025	T01EG	01	PCC	Major Rehabilitation	$172,288
2025	T01EG	02	PCC	Major Rehabilitation	$257,103
				Total Estimated Cost:	**$2,989,000**

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 Eagle Grove Municipal Airport.

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

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

General Maintenance Recommendations

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

1. Regularly inspect all safety areas of the airport and document all inspection activity.
2. 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.
3. 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.

4. Ensure all edges of pavement maintain the required 1.5-inch lip. This enables the water to drain away from the pavement system.
5. 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.

SUMMARY

This report documents the results of the pavement evaluation conducted at Eagle Grove Municipal Airport. A visual inspection of the pavements in 2025 found that the overall condition of the pavement network is a PCI of 53. A 5-year pavement repair program, shown in Table 2, was generated for Eagle Grove Municipal Airport, which revealed that approximately $2,989,000 needs to be expended on M&R. Eagle Grove Municipal Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

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APPENDIX A

CAUSE OF DISTRESS TABLES

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

Distress Type	Probable Cause of Distress
Alligator Cracking	Fatigue failure of the asphalt surface under repeated traffic loading.
Bleeding	Excessive amounts of asphalt cement or tars in the mix or low air void content, or both.
Block Cracking	Shrinkage of the asphalt and daily temperature cycling; it is not load associated.
Corrugation	Traffic action combined with an unstable pavement layer.
Depression	Settlement of the foundation soil or can be “built up” during construction.
Jet-Blast Erosion	Bituminous binder has been burned or carbonized.
Joint Reflection Cracking	Movement of the concrete slab beneath the asphalt surface due to thermal and moisture changes.
L&T Cracking	Cracks may be caused by (1) a poorly constructed paving lane joint, (2) shrinkage of the asphalt surface due to low temperatures or hardening of the asphalt, or (3) reflective cracking caused by cracks in an underlying 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

A01EG-01. Overview.

A01EG-01. Alligator Cracking (Sample Unit No. 02).

A01EG-01. Raveling (Sample Unit No. 02).

A01EG-01. Weathering (Sample Unit No. 01).

R13EG-01. Overview.

R13EG-01. ASR (Sample Unit No. 04).

R13EG-01. Joint Seal Damage (Sample Unit No. 05).

R13EG-01. Joint Spalling (Sample Unit No. 07).

R13EG-01. Popouts (Sample Unit No. 08).

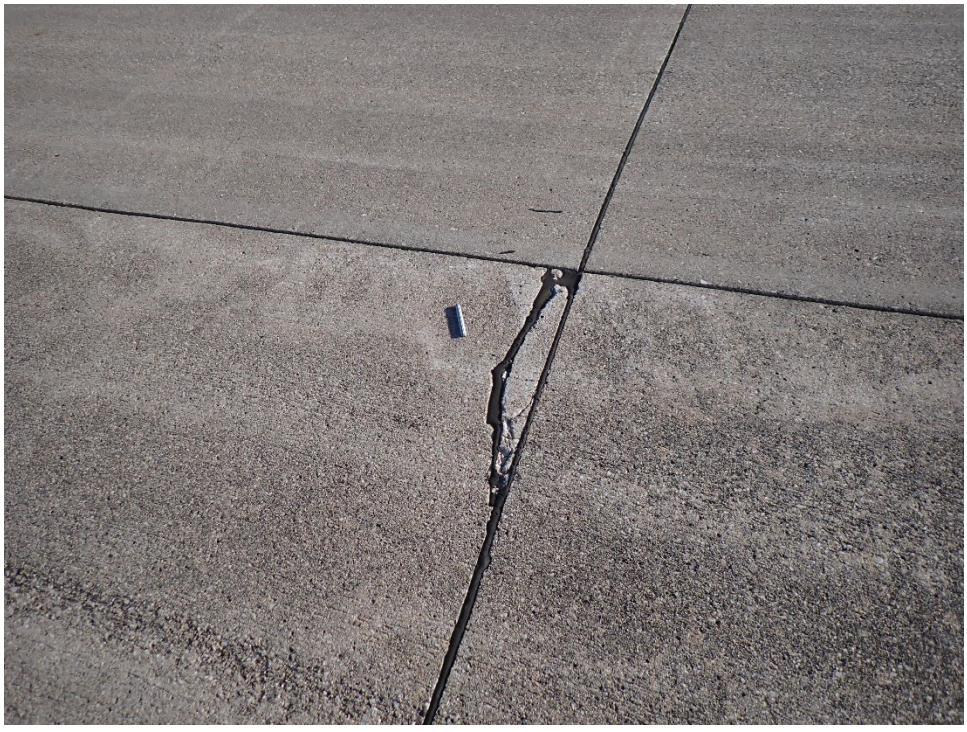
R13EG-01. Shattered Slab (Sample Unit No. 04).

R13EG-01. Shattered Slab (Sample Unit No. 07).

R13EG-02. Overview.

R13EG-02. Joint Seal Damage (Sample Unit No. 03).

R13EG-02. Joint Spalling (Sample Unit No. 34).



R13EG-02. LTD Cracking (Sample Unit No. 34).

R13EG-02. Shattered Slab (Sample Unit No. 17).

T01EG-01. Overview.

T01EG-01. Joint Spalling (Sample Unit No. 01) (1).

T01EG-01. Joint Spalling (Sample Unit No. 01) (2).

T01EG-01. Shattered Slab (Sample Unit No. 02).

T01EG-02. Overview.

T01EG-02. ASR (Sample Unit No. 03).

T01EG-02. Joint Seal Damage (Sample Unit No. 04).

T01EG-02. LTD Cracking (Sample Unit No. 02).

APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Branch - Section ID: A01EG - 001

Branch Name: APRON Use: APRON

LCD: 7/8/1989
Surface Type: AAC
Rank: P
Section Area (sf): 11,833.00
Length (ft): 122.00
Width (ft): 100.00
From: HANGER
To: TAXIWAY SECT 02

PCI Family: IowaAACAP_Northern

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

Section Comments:

Last Insp Date: 3/17/2025
PCI: 20
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 23
Sample Area (SF): 3,841.00

Sample Comments:

41 ALLIGATOR CR	M	250.00	SF	
43 BLOCK CR	M	3,591.00	SF	8x8; fs 2ndy
52 RAVELING	H	25.00	SF	
57 WEATHERING	M	3,816.00	SF	

Sample Number: 02

Sample Type: R
Sample PCI: 14
Sample Area (SF): 3,992.00

Sample Comments:

41 ALLIGATOR CR	M	1,200.00	SF	
43 BLOCK CR	M	1,800.00	SF	5x5; fs 2ndy
45 DEPRESSION	L	35.00	SF	
48 L & T CR	M	53.00	FT	fs; 2ndy
52 RAVELING	H	40.00	SF	
53 RUTTING	M	18.00	SF	
57 WEATHERING	M	3,952.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 22
Sample Area (SF): 4,000.00

Sample Comments:

41 ALLIGATOR CR	H	60.00	SF	
41 ALLIGATOR CR	L	60.00	SF	
41 ALLIGATOR CR	M	400.00	SF	
45 DEPRESSION	L	30.00	SF	
48 L & T CR	L	22.00	FT	LU
48 L & T CR	M	105.00	FT	fs; w; 2ndy
57 WEATHERING	M	4,000.00	SF	

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Branch - Section ID: R13EG - 001

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 7/1/1988
Surface Type: PCC
Rank: P
Section Area (sf): 36,982.00
Length (ft): 502.00
Width (ft): 60.00
From: RUNWAY END 13
To: RUNWAY SECT 02

PCI Family: IowaPCCRW_NC_Local

Slabs: 154
Slab Length (ft): 20.00
Slab Width (ft): 12.00
Joint Length (ft): 4,240.90

Section Comments:

Last Insp Date: 3/17/2025
PCI: 29
Total Samples: 9
Surveyed: 5

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 29
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CR	M	17.00	Slabs
65 JT SEAL DMG	H	21.00	Slabs
71 FAULTING	L	3.00	Slabs
73 SHRINKAGE CR	N	4.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 8
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	L	5.00	Slabs
63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	8.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	M	1.00	Slabs
71 FAULTING	L	2.00	Slabs
72 SHAT. SLAB	M	2.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
76 ASR	L	2.00	Slabs
76 ASR	M	6.00	Slabs

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Sample Number: 05

Sample Type: R
Sample PCI: 21
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	H	1.00	Slabs
63 LINEAR CR	L	3.00	Slabs
63 LINEAR CR	M	2.00	Slabs
63 LINEAR CR	M	8.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
68 POPOUTS	N	8.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs
76 ASR	H	1.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 22
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	8.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	2.00	Slabs
72 SHAT. SLAB	M	2.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 63
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
68 POPOUTS	N	3.00	Slabs
71 FAULTING	L	1.00	Slabs

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Branch - Section ID: R13EG - 002

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/1981
Surface Type: PCC
Rank: P
Section Area (sf): 193,735.00
Length (ft): 3,009.00
Width (ft): 60.00
From: RUNWAY SECT 01
To: RUNWAY END 31

PCI Family: IowaPCCRW_NC_Local

Slabs: 807
Slab Length (ft): 20.00
Slab Width (ft): 12.00
Joint Length (ft): 22,538.03

Section Comments:

Last Insp Date: 3/17/2025
PCI: 62
Total Samples: 42
Surveyed: 8

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 57
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	1.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 63
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	3.00	Slabs
71 FAULTING	L	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 46
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	M	6.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Sample Number: 21

Sample Type: R
Sample PCI: 54
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	M	5.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs

Sample Number: 26

Sample Type: R
Sample PCI: 60
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs

Sample Number: 30

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

Sample Comments:

63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
71 FAULTING	L	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs

Sample Number: 34

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

Sample Comments:

63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
74 JOINT SPALL	M	4.00	Slabs

Sample Number: 39

Sample Type: R
Sample PCI: 74
Sample Area (Slabs): 15.00

Sample Comments:

65 JT SEAL DMG	H	15.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	H	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Branch - Section ID: T01EG - 001

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/1981
Surface Type: PCC
Rank: P
Section Area (sf): 9,135.00
Length (ft): 288.00
Width (ft): 20.00
From: TAXIWAY SECT 02
To: RUNWAY 13/31

PCI Family: IowaPCCTW_NC_Local

Slabs: 52
Slab Length (ft): 15.00
Slab Width (ft): 11.70
Joint Length (ft): 901.30

Section Comments:

Last Insp Date: 3/17/2025
PCI: 38
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 50
Sample Area (Slabs): 17.00

Sample Comments:

63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	17.00	Slabs
74 JOINT SPALL	H	2.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 36
Sample Area (Slabs): 19.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	M	4.00	Slabs
65 JT SEAL DMG	H	19.00	Slabs
72 SHAT. SLAB	M	2.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	H	2.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 29
Sample Area (Slabs): 16.00

Sample Comments:

62 CORNER BREAK	M	2.00	Slabs
63 LINEAR CR	M	6.00	Slabs
65 JT SEAL DMG	H	16.00	Slabs
71 FAULTING	L	1.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

RE-INSPECTION REPORT
EAGLE GROVE MUNICIPAL AIRPORT

Branch - Section ID: T01EG - 002

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/1988
Surface Type: PCC
Rank: P
Section Area (sf): 13,632.00
Length (ft): 400.00
Width (ft): 35.00
From: APRON 01
To: TAXIWAY SECT 01

PCI Family: IowaPCCTW_NC_Local

Slabs: 91
Slab Length (ft): 15.00
Slab Width (ft): 10.00
Joint Length (ft): 1,848.43

Section Comments:

Last Insp Date: 3/17/2025
PCI: 27
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 42
Sample Area (Slabs): 18.00

Sample Comments:

63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	18.00	Slabs
68 POPOUTS	N	3.00	Slabs
71 FAULTING	L	3.00	Slabs
75 CORNER SPALL	M	2.00	Slabs
76 ASR	L	3.00	Slabs
76 ASR	M	2.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 13
Sample Area (Slabs): 18.00

Sample Comments:

63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	18.00	Slabs
68 POPOUTS	N	2.00	Slabs
71 FAULTING	L	1.00	Slabs
71 FAULTING	M	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	H	3.00	Slabs
76 ASR	L	4.00	Slabs
76 ASR	M	4.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 26
Sample Area (Slabs): 15.00

Sample Comments:

65 JT SEAL DMG	H	15.00	Slabs
68 POPOUTS	N	2.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	H	1.00	Slabs
76 ASR	L	1.00	Slabs
76 ASR	M	4.00	Slabs

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2024
Network ID: EAG

Generate Date: 6/30/2025

Network: EAGLE GROVE MUNICIPAL AIRPORT

Branch - Section ID: A01EG - 001

LCD: 7/8/1989
Use: APRON
Rank: P
Surface: AAC

Length (ft): 122.00
Width (ft): 100.00
True Area (sf): 11,833.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-08-1989	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-

Branch - Section ID: R13EG - 001

LCD: 7/1/1988
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 502.00
Width (ft): 60.00
True Area (sf): 36,982.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-01-1988	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: R13EG - 002

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

Length (ft): 3,009.00
Width (ft): 60.00
True Area (sf): 193,735.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1981	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: T01EG - 001

LCD: 6/1/1981
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 288.00
Width (ft): 20.00
True Area (sf): 9,135.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1981	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: T01EG - 002

LCD: 6/1/1988
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 400.00
Width (ft): 35.00
True Area (sf): 13,632.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1988	NC-PC	New Construction - PCC	$0.00	0.00	True	-

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.

No maintenance recommendations were identified from the 2025 PCI data. However, it is recommended that the airport continue to monitor pavement conditions should any unanticipated needs arise in the future.

PREPARED FOR

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

AUGUST 2025