

Fort Dodge Regional 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

AUGUST 2026



The preparation of this document was financed in part through an Airport Improvement Program grant from the Federal Aviation Administration (Project Number 3-19-0000-033-2025) as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the DOT's official views or the policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate the proposed development is environmentally acceptable in accordance with appropriate public laws

FORT DODGE REGIONAL AIRPORT PAVEMENT MANAGEMENT REPORT



Prepared For:

Iowa Department of Transportation
Modal Transportation Bureau
800 Lincoln Way
Ames, Iowa 50010
515-239-1691
<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
1545 Dalton Street
Jesup, Iowa 50648
319-334-7211

TABLE OF CONTENTS

INTRODUCTION.....	1
PAVEMENT INVENTORY.....	3
PAVEMENT EVALUATION.....	6
Pavement Evaluation Procedure	6
Pavement Evaluation Results.....	8
Inspection Comments.....	14
Runways	14
Taxiways	14
Aprons.....	15
T-Hangar.....	15
PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM	16
Analysis Parameters.....	16
Critical PCIs	16
Localized Preventive Maintenance Policies and Unit Costs.....	16
Major Rehabilitation Unit Costs.....	16
Budget and Inflation Rate.....	16
Analysis Approach.....	16
Analysis Results	17
General Maintenance Recommendations.....	18
FAA Requirements (Public Law 103-305).....	19
FAA Advisory Circular 150/5830-7B, Appendix A. Pavement Management Program (PMP)	19
SUMMARY	26
REFERENCES.....	27

LIST OF FIGURES

Figure 1. Pavement condition versus cost of repair.	1
Figure 2. Pavement area by branch use at Fort Dodge Regional Airport.....	4
Figure 3. Fort Dodge Regional Airport network definition map.....	5
Figure 4. Visual representation of PCI scale on typical pavement surfaces.....	7
Figure 5. PCI versus repair type.....	8
Figure 6. Pavement area by PCI range at Fort Dodge Regional Airport.....	9
Figure 7. Area-weighted PCI by branch use at Fort Dodge Regional Airport.	9
Figure 8. Fort Dodge Regional Airport PCI map.....	10

LIST OF TABLES

Table 1. 2026 pavement evaluation results.....	11
Table 2. 5-year M&R program under an unlimited funding analysis scenario.	17
Table 3. Pavement inspection report.....	21

APPENDICES

Appendix A. Cause of Distress TablesA-1

Appendix B. Inspection PhotographsB-1

Appendix C. Inspection Report..... C-1

Appendix D. Work History Report D-1

Appendix E. Localized Preventive Maintenance Policies and Unit Cost Tables.....E-1

Appendix F. Year 2026 Localized Preventive Maintenance Details F-1

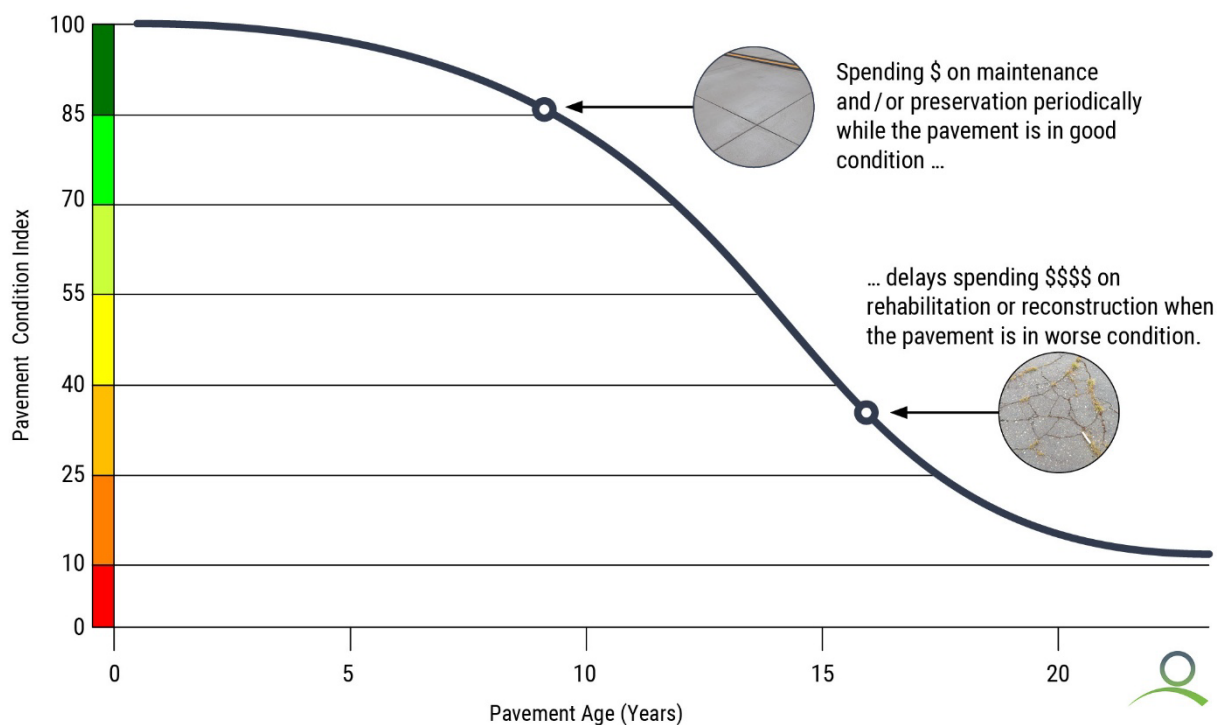
INTRODUCTION

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

As part of this project, pavement conditions at Fort Dodge Regional Airport were visually assessed in March 2026 using the Pavement Condition Index (PCI) procedure. During a PCI inspection, the types, severities, and amounts of distress present on the pavement surface are quantified. This information is then used to develop a composite index that represents the overall condition of the pavement in numerical terms, ranging from 0 (*Failed*) to 100 (*Excellent*). The PCI provides an overall measure of condition and an indication of the level of work that will be required to maintain or repair a pavement. The distress information also provides insight into what is causing the pavement to deteriorate, which is the first step in selecting the appropriate repair action to correct the problem.

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

Figure 1. Pavement condition versus cost of repair.



The pavement evaluation results for Fort Dodge Regional Airport are presented in this report and can be used by Fort Dodge 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 Fort Dodge 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 2022.

The pavement network at Fort Dodge 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 2,514,900 square feet of pavement were evaluated at Fort Dodge 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 is a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Fort Dodge Regional Airport.

Figure 2. Pavement area by branch use at Fort Dodge Regional Airport.

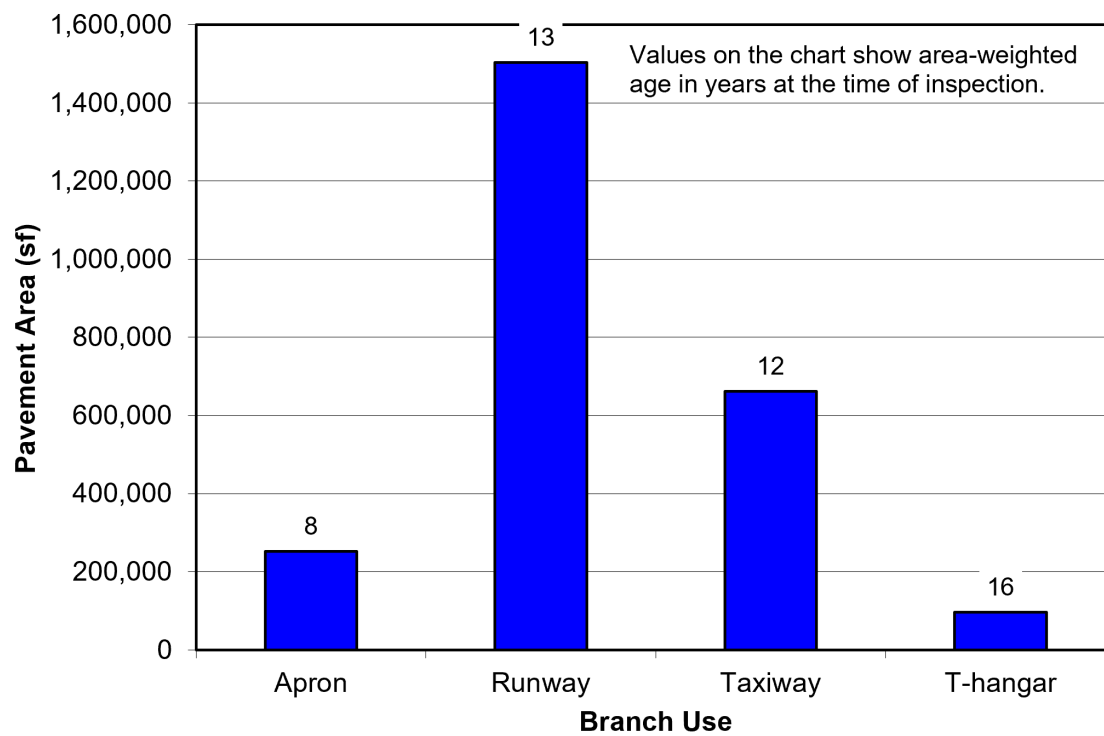
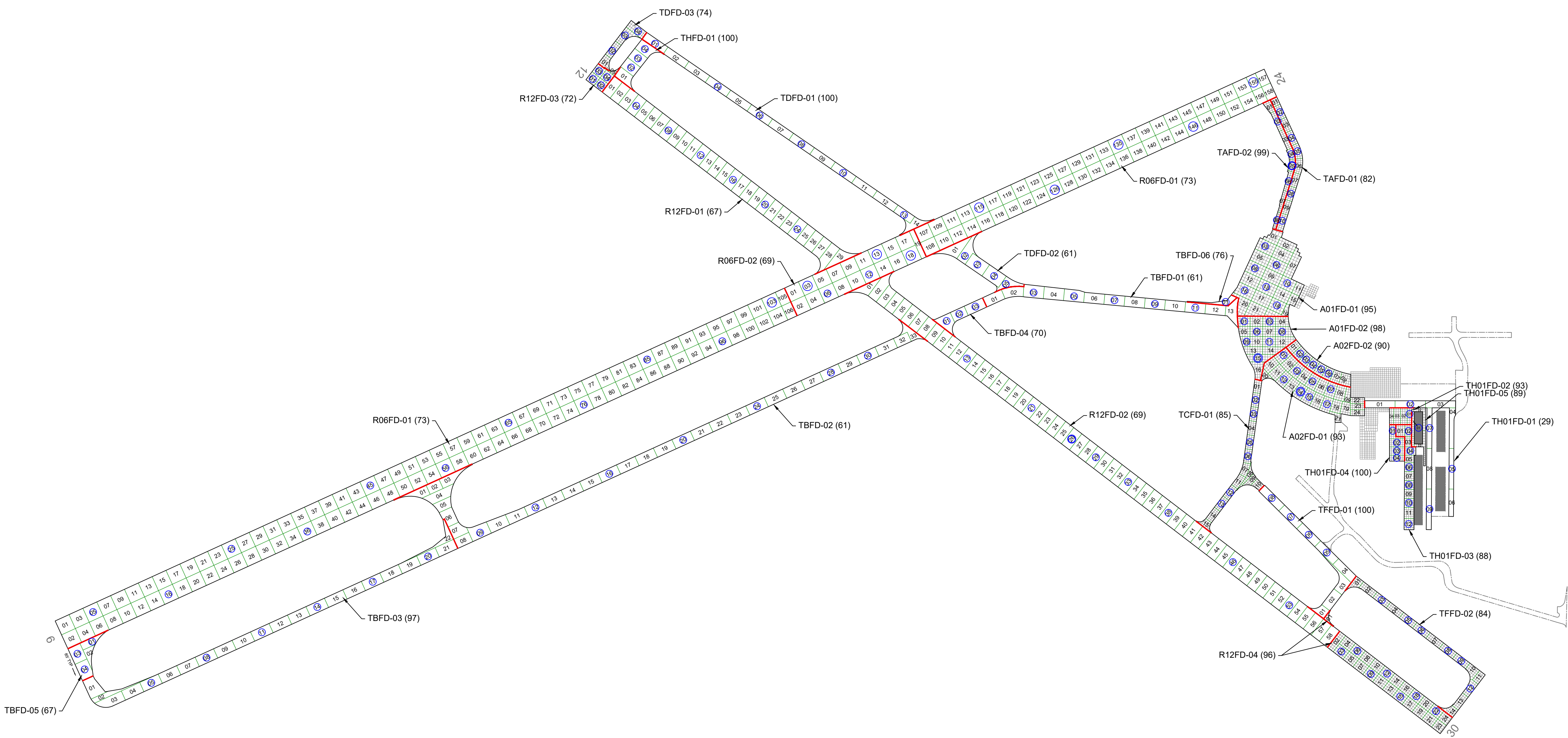


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND			
	BRANCH IDENTIFIER		
	SECTION IDENTIFIER		
	PCI VALUE		
	SECTION BREAK LINE		
	SAMPLE UNIT BREAK LINE		
	SLAB JOINT		
	SAMPLE UNIT NUMBER		
	SAMPLE UNIT INSPECTED		
	ADDITIONAL SAMPLE UNIT		

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

AGENCY:

Iowa Department of Transportation

LOCATION:

Modal Transportation Bureau

Fort Dodge Regional Airport

Fort Dodge, Iowa

PAGE TITLE:

Network Definition Map

PROJECT DATE:

NOV. 2025

CREATION DATE:

NOV. 2025

PROJECT MANAGER:

LJR

JOB NUMBER:

2021-125-AM04

DRAWING SCALE:

1"=300'

LAST MODIFIED DATE:

JUN. 2026

REVISED BY:

KEW

DRAWN BY:

KEW

FILENAME:

Fort Dodge.dwg

LAYOUT NAME/NUMBER:

NET. DEF.

PAGE NUMBER:

5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech visually inspected the pavements at Fort Dodge Regional Airport using the PCI procedure described in the following publications:

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

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

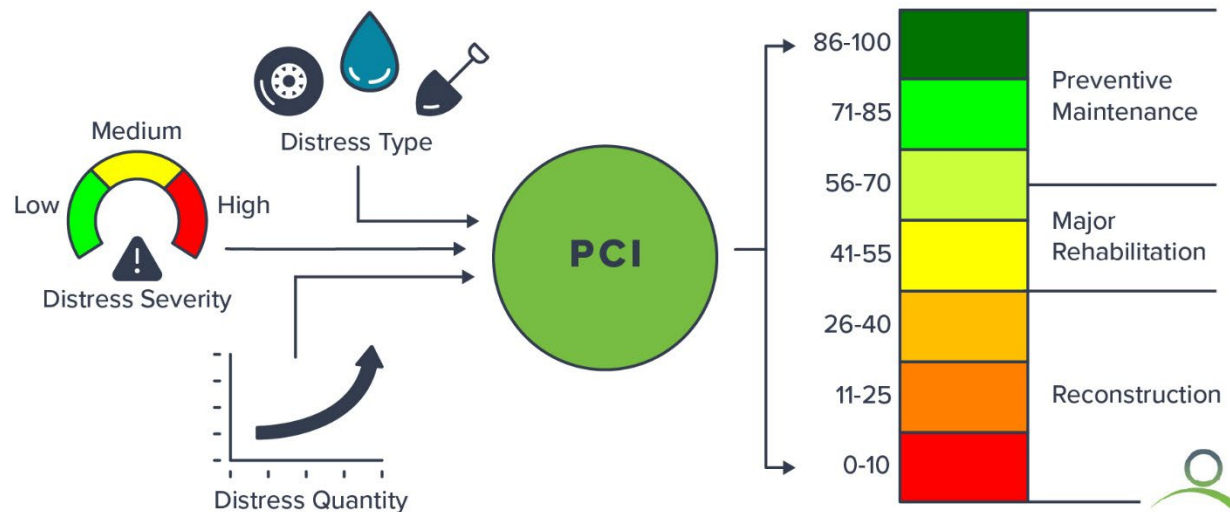
Figure 4. Visual representation of PCI scale on typical pavement surfaces.



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

Figure 5. PCI versus repair type.



The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration, which is useful when selecting M&R strategies. Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates or delays its recurrence. Appendix A identifies the distress types considered during a PCI inspection and describes the likely cause of each distress type. The PCI procedure is based on visual signs of pavement deterioration and does not provide a measure of structural capacity. PCI distress types are characterized as follows:

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

Pavement Evaluation Results

The pavements at Fort Dodge Regional Airport were inspected in March 2026. The 2026 area-weighted condition of Fort Dodge Regional Airport is 76, with conditions ranging from 29 to 100 (on a scale of 0 [*Failed*] to 100 [*Excellent*]). During the previous pavement inspection in 2022, the area-weighted PCI of the airport was 77.

Figure 6 summarizes the overall condition of the pavements at Fort Dodge 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 Fort Dodge Regional Airport.

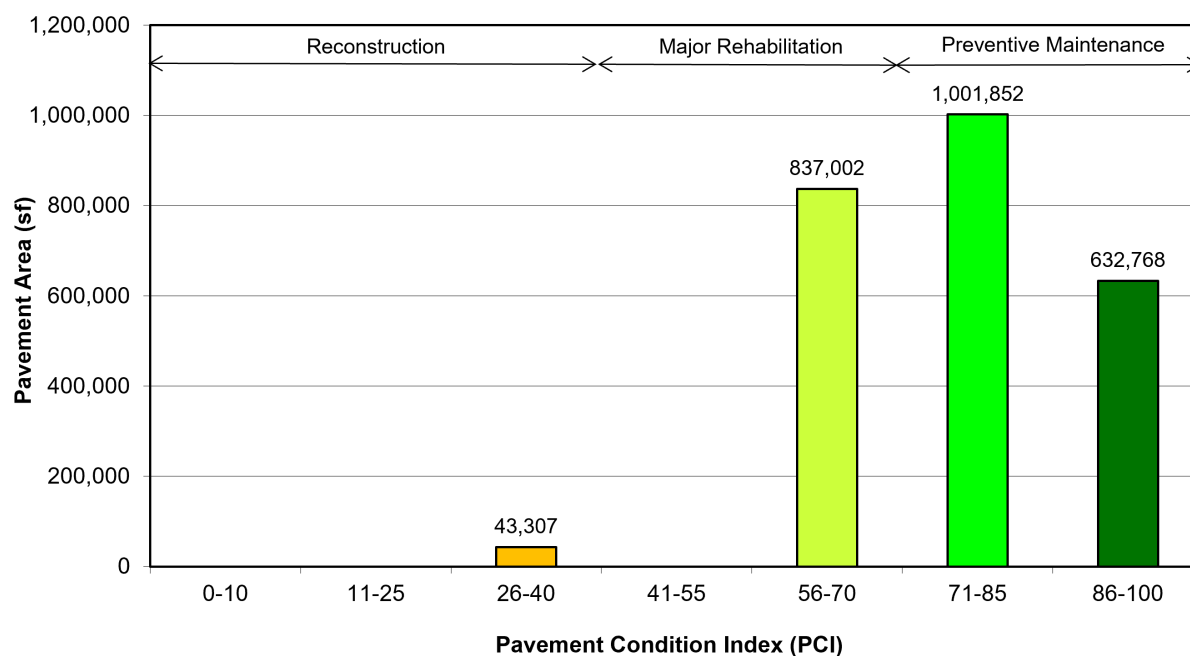


Figure 7. Area-weighted PCI by branch use at Fort Dodge Regional Airport.

(Values on chart are area weighted.)

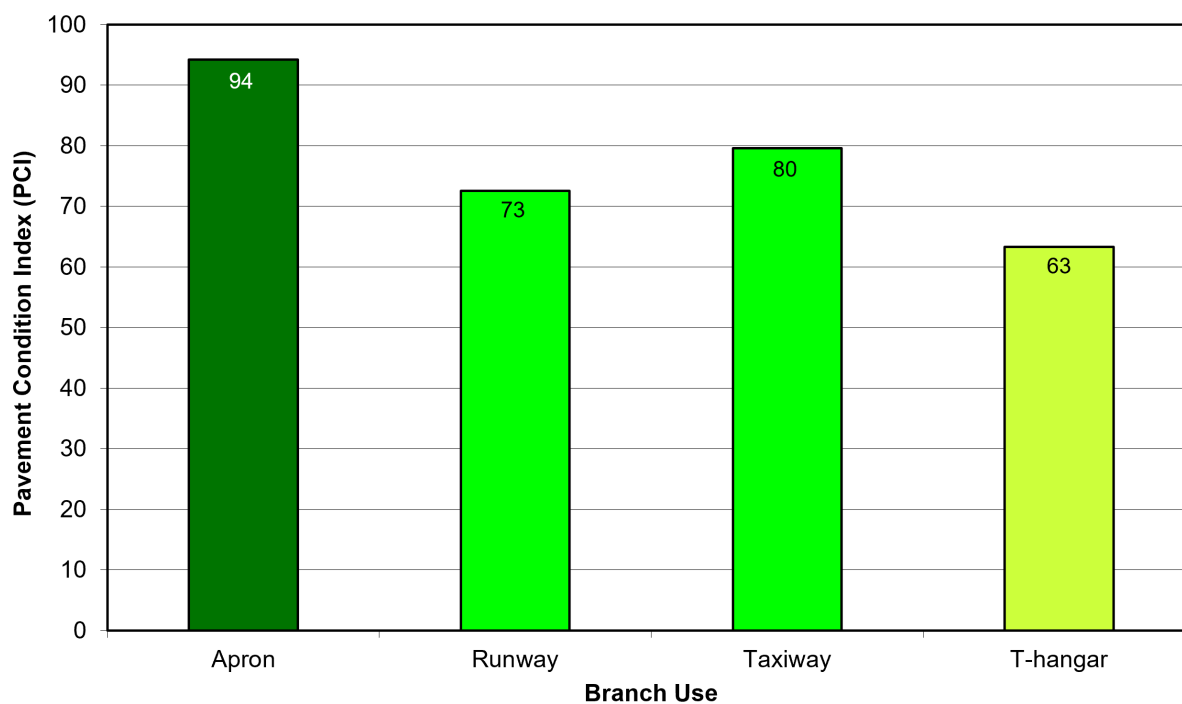
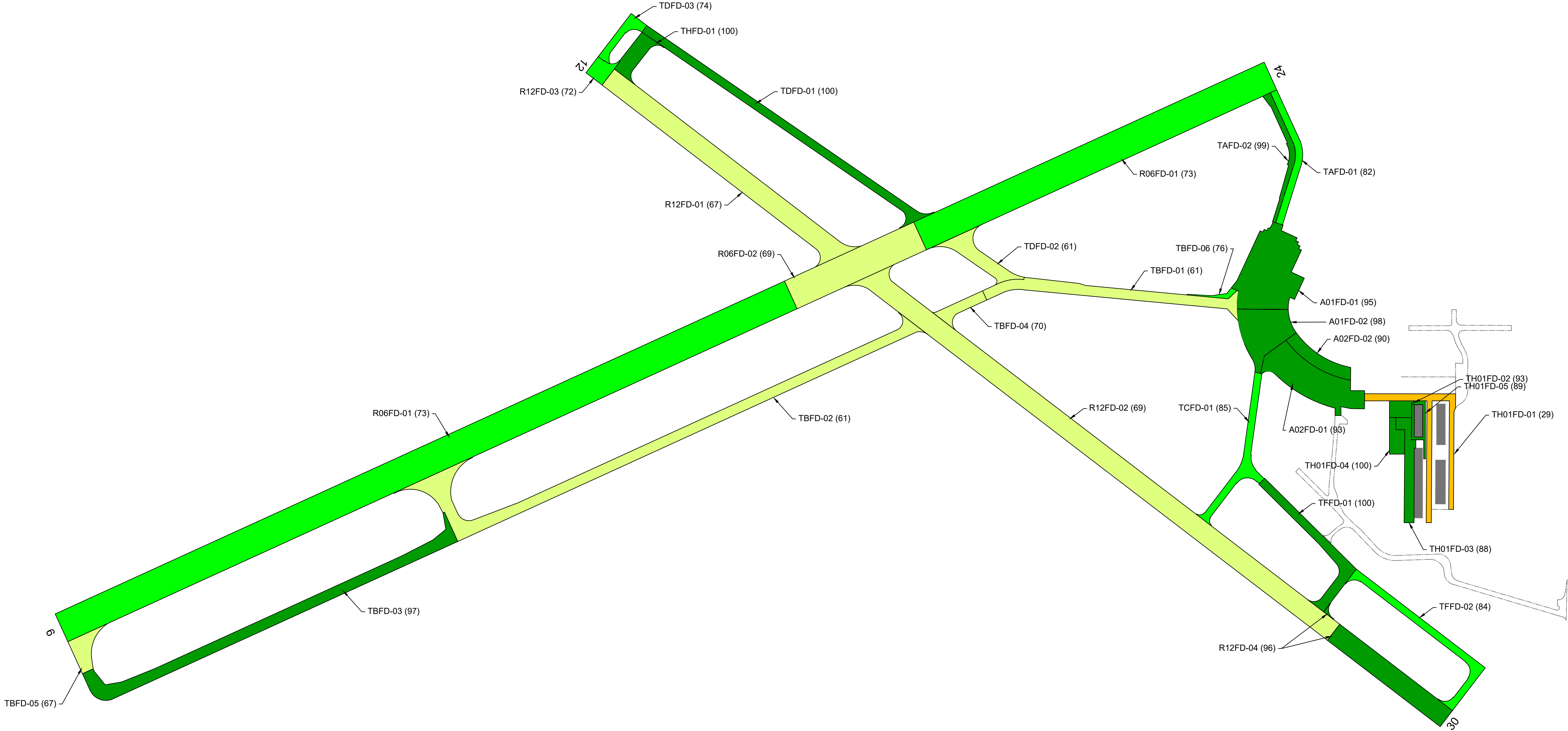


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER

SECTION IDENTIFIER

PCI VALUE

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

86-100

71-85

56-70

41-55

26-40

11-25

0-10



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

Robinson Engineering Company

1545 Dalton Street
Jesup, Iowa 50648
563-920-5382

AGENCY: **Iowa Department of Transportation**

LOCATION: **Modal Transportation Bureau**
Fort Dodge Regional Airport
Fort Dodge, Iowa

PAGE TITLE: **2026 Pavement Condition Index Map**

PROJECT DATE: NOV. 2025	CREATION DATE: NOV. 2025	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM04
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: JUL. 2026	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Fort Dodge.dwg		LAYOUT NAME/NUMBER: PCI	PAGE NUMBER: 10

Table 1. 2026 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
A01FD	01	PCC	101,008	6/3/2019	95	0	100	0	Joint Seal Damage
A01FD	02	PCC	53,202	6/3/2019	98	0	77	23	Joint Spalling, Joint Seal Damage, Small Patch
A02FD	01	PCC	76,791	6/3/2019	93	11	72	17	Corner Spalling, Faulting, Joint Seal Damage, LTD Cracking, Shrinkage Cracking
A02FD	02	PCC	21,688	7/3/2012	90	10	19	71	Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Scaling, Shrinkage Cracking
R06FD	01	AAC	877,200	6/3/2015	73	0	100	0	L&T Cracking, Weathering
R06FD	02	AAC	105,000	6/1/2012	69	15	85	0	Alligator Cracking, L&T Cracking, Weathering
R12FD	01	APC	147,855	6/1/2012	67	0	100	0	L&T Cracking, Raveling, Weathering
R12FD	02	APC	291,412	6/1/2012	69	0	97	3	L&T Cracking, Swelling, Weathering
R12FD	03	PCC	10,869	5/3/2004	72	32	38	30	Corner Break, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch
R12FD	04	PCC	70,952	5/3/2004	96	42	0	58	Corner Spalling, Faulting, Joint Spalling, LTD Cracking, Scaling, Shrinkage Cracking
TAFD	01	PCC	24,249	8/16/2001	82	21	58	21	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking
TAFD	02	PCC	16,637	6/3/2024	99	0	0	100	Joint Spalling
TBFD	01	AAC	68,141	6/3/2015	61	0	100	0	L&T Cracking, Raveling, Weathering
TBFD	02	AAC	162,730	6/1/2007	61	12	88	0	Block Cracking, L&T Cracking, Rutting, Weathering
TBFD	03	AC	111,503	6/3/2022	97	0	100	0	Weathering
TBFD	04	AAC	14,250	6/1/2012	70	0	100	0	L&T Cracking, Weathering
TBFD	05	AAC	17,528	6/1/2015	67	0	100	0	L&T Cracking, Weathering

Table 1. 2026 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
TBFD	06	AC	3,245	6/3/2019	76	0	100	0	L&T Cracking, Raveling, Weathering
TCFD	01	PCC	34,299	8/1/2001	85	11	70	19	Corner Break, Corner Spalling, Faulting, Joint Seal Damage, Shrinkage Cracking
TDFD	01	AAC	68,718	6/3/2025	100	0	0	0	No Distress
TDFD	02	AAC	30,086	6/1/2015	61	0	100	0	L&T Cracking, Raveling, Weathering
TDFD	03	PCC	13,390	6/3/2007	74	22	44	34	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking
TFFD	01	AAC	39,481	6/3/2025	100	0	0	0	No Distress
TFFD	02	PCC	38,600	6/3/2007	84	84	0	16	Corner Break, LTD Cracking, Shrinkage Cracking, Small Patch
TH01FD	01	AC	43,307	6/4/1995	29	36	63	1	Alligator Cracking, Depression, L&T Cracking, Raveling, Swelling, Weathering
TH01FD	02	PCC	9,145	3/3/2018	93	0	100	0	Joint Seal Damage
TH01FD	03	PCC	26,192	6/3/2021	88	84	13	3	Corner Break, Corner Spalling, Joint Seal Damage, LTD Cracking
TH01FD	04	PCC	10,937	10/3/2024	100	0	0	0	No Distress
TH01FD	05	PCC	7,177	6/3/2024	89	88	0	12	LTD Cracking, Shrinkage Cracking
THFD	01	AAC	19,337	6/3/2025	100	0	0	0	No Distress

Table notes:

1. See Figure 3 for the location of the branch and section.
2. Surface type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on concrete.
3. LCD = last construction date.
4. Distress due to load includes distress types that are attributed to a structural deficiency in the pavement, such as alligator cracking or rutting on asphalt-surfaced pavements or shattered slabs on concrete pavements.
5. Distress due to climate or durability includes distress types that are attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking on asphalt-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] on concrete pavements). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.

Table 1. 2026 pavement evaluation results (continued).

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

Fort Dodge Regional Airport was inspected on March 3, 2026. Thirty pavement sections were defined during the inspection.

Runways

Runway 06/24 consisted of two sections. Section 01 contained low- and medium-severity longitudinal and transverse (L&T) cracking and weathering. Low-severity alligator cracking and weathering and low- and medium-severity L&T cracking were identified in Section 02. The low-severity L&T cracking on Runway 06/24 was both sealed and unsealed. The medium-severity L&T cracking was due to either unsatisfactory crack sealant, unsealed crack widths that exceeded ¼ inch, or the development of secondary cracking.

Runway 12/30 was defined by four sections. Section 01 had low- and medium-severity L&T cracking and low-severity raveling and weathering identified during the inspection. Low- and medium-severity L&T cracking and low-severity weathering were noted in Section 02. An atypical area of low-severity swelling was observed and recorded as an additional sample unit in accordance with ASTM D5340. The low-severity L&T cracking in Sections 01 and 02 was both sealed and unsealed, while the medium-severity L&T cracking was due to either crack sealant in unsatisfactory condition or unsealed crack widths that exceeded ¼ inch. Section 03 contained low-severity corner break, faulting, and joint spalling; medium- and high-severity joint seal damage; low- and medium-severity longitudinal, transverse, and diagonal (LTD) cracking; and high-severity small patching. Section 04 was in *Excellent* condition with small amounts of low-severity corner spalling and faulting; medium-severity LTD cracking, joint spalling, and scaling; and shrinkage cracking identified.

Taxiways

Taxiway A consisted of two sections. Section 01 had medium-severity corner break, joint spalling, and LTD cracking; low- and high-severity corner spalling; and high-severity joint seal damage. Section 02 was in *Excellent* condition except for an atypical area of medium-severity joint spalling, which was recorded as an additional sample unit in accordance with ASTM D5340.

Taxiway B contained six sections. Section 01 had low- and medium-severity L&T cracking and low-severity raveling and weathering recorded during the inspection. Low-severity block cracking and rutting and low- and medium-severity L&T cracking and weathering were identified in Section 02. Section 03 was in *Excellent* condition and had only low-severity weathering noted at the time of inspection. Section 04 had low- and medium-severity L&T cracking and low-severity weathering observed. Section 05 contained all severities of L&T cracking and low-severity weathering. Low-severity L&T cracking, raveling, and weathering were identified in Section 06. The low-severity L&T cracking identified on Taxiway B was mostly unsealed, while the medium-severity L&T cracking was due to either unsealed crack widths greater than ¼ inch or unsatisfactory crack sealant.

Taxiway C consisted of one section with medium-severity corner break, low-severity corner spalling and faulting, high-severity joint seal damage, and shrinkage cracking observed.

Taxiway D was defined by three sections. Section 01 was in *Excellent* condition with no distress noted at the time of inspection. Section 02 contained low- and medium-severity L&T cracking and low-severity raveling and weathering. The low-severity L&T cracking was mostly unsealed, while the medium-severity L&T cracking was due to either unsealed crack widths greater than ¼ inch or unsatisfactory crack sealant. Low- and medium-severity corner break, joint spalling,

large patching, and LTD cracking; low-severity corner spalling and faulting; and medium- and high-severity joint seal damage were recorded in Section 03.

Taxiway F contained two sections. Section 01 was in *Excellent* condition with no distress observed at the time of inspection. Section 02 contained low-severity corner break and LTD cracking, shrinkage cracking, and low- and medium-severity small patching.

Taxiway H consisted of one section that was in *Excellent* condition with no distress noted during the inspection.

Aprons

The terminal apron area (A01FD) consisted of two sections in *Excellent* condition. Section 01 had low- and medium-severity joint seal damage noted throughout. Section 02 contained low-severity joint seal damage and joint spalling. An atypical area with low-severity small patching was observed and recorded as an additional sample unit in accordance with ASTM D5340.

The general aviation apron (A02FD) was defined by two sections. Section 01 had medium-severity joint seal damage recorded throughout the entire section. An atypical area that contained shrinkage cracking and low-severity corner spalling, faulting, and LTD cracking was observed and recorded as an additional sample unit in accordance with ASTM D5340. Section 02 contained low- and medium-severity corner spalling and joint spalling; low-severity joint seal damage, LTD cracking, and scaling; and shrinkage cracking.

T-Hangar

The T-hangar area contained five sections. Section 01 was in *Poor* condition with low- and medium-severity alligator cracking; low-severity depression, raveling, and swelling; all severities of L&T cracking; and medium-severity weathering observed. The low-severity L&T cracking was unsealed and the medium-severity L&T cracking was due to either unsatisfactory crack sealant, unsealed crack widths greater than ¼ inch, or the development of secondary cracking. The high-severity L&T cracking was recorded in areas where cracking was wider than 1 foot. Medium-severity joint seal damage was identified throughout Section 02. Section 03 had low- and medium-severity corner break and LTD cracking and low-severity corner spalling and joint seal damage recorded. Section 04 was in *Excellent* condition with no distress noted during the inspection. Low-severity LTD cracking and shrinkage cracking were identified in Section 05.

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 Fort Dodge Regional Airport (USACE 2021). In addition, a 1-year plan for localized preventive maintenance (such as crack sealing and patching) was prepared.

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

Localized preventive maintenance policies were developed for asphalt-surfaced and concrete pavements. These policies, shown in Appendix E, identify the localized preventive maintenance actions that the Iowa DOT considered appropriate to correct the various distress types and severities. The Iowa DOT provided unit costs for each of the localized preventive maintenance actions included in these policies. These costs are detailed in Appendix E. This information is of a general nature for the entire State. The localized preventive maintenance policies and unit costs may require adjustments to reflect specific conditions at Fort Dodge 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. These costs are detailed in Appendix E. If major rehabilitation is recommended in the 5-year program, further engineering investigation will be needed to identify the most appropriate rehabilitation action and to estimate the cost of such work more accurately.

Budget and Inflation Rate

An unlimited budget with a start date of August 1, 2026, and an inflation rate of 2.3 percent was used during the analysis.

Analysis Approach

The 5-year M&R program was prepared with the goal of maintaining the pavements above established critical PCIs. During this analysis, major rehabilitation was recommended for pavements in the year they dropped below their critical PCI. For the first year (2026) of the analysis only, a localized preventive maintenance plan was developed for those pavement sections that were above their critical PCI. If major rehabilitation was triggered for a section in 2027 or 2028, then localized preventive maintenance was not recommended for 2026. While localized preventive maintenance should be an annual undertaking at Fort Dodge 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 2026 localized preventive maintenance plan as a baseline for that work. As the pavements age, it can be assumed that the amount of localized preventive maintenance required will increase.

Analysis Results

A summary of the M&R program for Fort Dodge Regional Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2026 is in Appendix F.

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2026	A01FD	01	PCC	Preventive Maintenance	\$30,001
2026	A02FD	01	PCC	Preventive Maintenance	\$38,930
2026	A02FD	02	PCC	Preventive Maintenance	\$1,490
2026	R06FD	01	AAC	Preventive Maintenance	\$68,046
2026	R06FD	02	AAC	Preventive Maintenance	\$9,247
2026	R12FD	03	PCC	Preventive Maintenance	\$5,471
2026	R12FD	04	PCC	Preventive Maintenance	\$2,522
2026	TAFD	01	PCC	Preventive Maintenance	\$15,827
2026	TAFD	02	PCC	Preventive Maintenance	\$269
2026	TBFD	02	AAC	Major Rehabilitation	\$888,507
2026	TBFD	04	AAC	Preventive Maintenance	\$242
2026	TBFD	05	AAC	Preventive Maintenance	\$1,652
2026	TCFD	01	PCC	Preventive Maintenance	\$20,135
2026	TDFD	03	PCC	Preventive Maintenance	\$10,425
2026	TFFD	02	PCC	Preventive Maintenance	\$461
2026	TH01FD	01	AC	Major Rehabilitation	\$500,196
2026	TH01FD	02	PCC	Preventive Maintenance	\$5,119
2026	TH01FD	03	PCC	Preventive Maintenance	\$2,761
2027	R12FD	01	APC	Major Rehabilitation	\$825,857
2027	TBFD	01	AAC	Major Rehabilitation	\$380,607
2027	TDFD	02	AAC	Major Rehabilitation	\$168,048
2028	R12FD	02	APC	Major Rehabilitation	\$1,665,144
2029	R06FD	02	AAC	Major Rehabilitation	\$613,775
2029	TBFD	05	AAC	Major Rehabilitation	\$102,460
2030	TBFD	04	AAC	Major Rehabilitation	\$85,214

Total Estimated Cost: \$5,442,000

Table notes:

1. See Figure 3 for the location of the branch and section.
2. Surface type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on concrete.
3. Type of repair: major rehabilitation, such as pavement reconstruction or an overlay; localized preventive maintenance, such as crack sealing or patching.
4. The estimated costs provided are of a general nature for the entire State and may require adjustments to reflect specific conditions at Fort Dodge Regional Airport.

The recommendations made in this report are based on a broad network-level analysis and meant to provide Fort Dodge 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 Fort Dodge 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, Fort Dodge 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. Track all maintenance activities that occur and have the documentation available if requested by the FAA and the Iowa DOT. This is important because this information is used to update the APMS records and is required to remain in compliance with Public Law 103-305 (see the next section of this report for further information on this law).
3. Conduct an aggressive campaign against weed growth through timely herbicide applications and mowing programs of the safety areas. Vegetation growth in pavement cracks is destructive and significantly increases the rate of pavement deterioration.
4. Implement a periodic crack and joint sealing program. Keeping water and debris out of the pavement system by sealing cracks and joints is a proven and cost-effective method for extending the life of the pavement system.
5. Ensure all edges of pavement maintain the required 1.5-inch lip. This enables the water to drain away from the pavement system.
6. Closely monitor the movement of heavy equipment, such as farming, construction, mowing, emergency, and fueling equipment, to ensure such equipment is only operating on pavement designed to accommodate heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.
7. Other maintenance necessities include keeping all pavement markings well painted, safety signage clear of debris and weeds, the lighting systems continuously operational, and the operating areas free of debris found.

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

FAA Requirements (Public Law 103-305)

Because Fort Dodge 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 (GPO 1994). Public Law 103-305 states that after January 1, 1995, NPIAS airport sponsors must provide assurances or certifications that an airport has implemented an effective airport pavement maintenance management system (PMMS) before the airport will be considered for Federal funding of pavement replacement or reconstruction projects. To be in full compliance with Federal law, the PMMS must include the following components at minimum: pavement inventory, pavement inspections, record keeping, information retrieval, and program funding.

By undertaking this project, the Iowa DOT has provided Fort Dodge Regional Airport with an excellent basis for meeting the requirements of this law. This report serves as a complete pavement inventory and detailed inspection. To remain in compliance with the law, Fort Dodge 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](#) (FAA 2014b) provides detailed guidance pertaining to the requirements for an acceptable pavement management program (PMP). Appendix A of the FAA Advisory Circular outlines what needs to be included in a PMP to remain in compliance with this law and Grant Assurance 11. The following is a copy of this appendix, along with instructions for supplementing this report so that all requirements are met. **Note that the italicized text is a direct quotation from the FAA Advisory Circular.**

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

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

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

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

The network definition map in Figure 3 of this report shows the location of all runways, taxiways, aprons, and T-hangars at Fort Dodge 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 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 Fort Dodge 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 Fort Dodge Regional Airport is in Appendix D of this report.

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

Funding sources for all pavement projects should be recorded.

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

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

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

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

Items a through c are satisfied by this inspection report. Item d is the responsibility of the airport, as is record keeping of the monthly drive-by inspections.

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01FD	01					
A01FD	02					
A02FD	01					
A02FD	02					
R06FD	01					
R06FD	02					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
R12FD	01					
R12FD	02					
R12FD	03					
R12FD	04					
TAFD	01					
TAFD	02					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TBFD	01					
TBFD	02					
TBFD	03					
TBFD	04					
TBFD	05					
TBFD	06					

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
TCFD	01					
TDFD	01					
TDFD	02					
TDFD	03					
TFFD	01					
TFFD	02					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TH01FD	01					
TH01FD	02					
TH01FD	03					
TH01FD	04					
TH01FD	05					
THFD	01					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Fort Dodge Regional Airport. A visual inspection of the pavements in 2026 found that the overall condition of the pavement network is a PCI of 76. A 5-year pavement repair program, shown in Table 2, was generated for Fort Dodge Regional Airport, which revealed that approximately \$5,442,000 needs to be expended on M&R. Fort Dodge 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). 2024. *Standard Test Method for Airport Pavement Condition Index Surveys*. ASTM D5340. ASTM International, West Conshohocken, PA.

Federal Aviation Administration (FAA). 2014a. [Guidelines and Procedures for Maintenance of Airport Pavements](#). Advisory Circular 150/5380-6C. Federal Aviation Administration, Washington, DC.

Federal Aviation Administration (FAA). 2014b. [Airport Pavement Management Program \(PMP\)](#). Advisory Circular 150/5380-7B. Federal Aviation Administration, Washington, DC.

Government Printing Office (GPO). 1994. *Federal Aviation Administration Authorization Act of 1994*. P.L. 103-305. Vol 108. Stat. 1569.

U.S. Army Corps of Engineers (USACE). 2009a. [Asphalt Surfaced Airfields. PAVER Distress Identification Manual](#). USACE, Washington, DC.

U.S. Army Corps of Engineers (USACE). 2009b. [Concrete Surfaced Airfields. PAVER Distress Identification Manual](#). USACE, Washington, DC.

U.S. Army Corps of Engineers (USACE). 2021. PAVER. (Software). USACE, Transportation Systems Center, Omaha, NE.

APPENDIX A

CAUSE OF DISTRESS TABLES

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

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

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

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

APPENDIX B

INSPECTION PHOTOGRAPHS

A01FD-01. Overview.



A01FD-01. Joint Seal Damage (Sample Unit No. 18).



A01FD-02. Overview.



A01FD-02. Joint Seal Damage (Sample Unit No. 09).



A01FD-02. Joint Spalling (Sample Unit No. 01).



A01FD-02. Small Patching (Additional Sample Unit No. 15).



A02FD-01. Overview.



A02FD-01. Joint Seal Damage (Sample Unit No. 01).



A02FD-01. LTD Cracking (Additional Sample Unit No. 14).



A02FD-01. Shrinkage Cracking (Additional Sample Unit No. 14).



A02FD-02. Overview.



A02FD-02. Joint Seal Damage (Sample Unit No. 04).



A02FD-02. Joint Spalling (Sample Unit No. 04).



A02FD-02. LTD Cracking (Sample Unit No. 03).



R06FD-01. Overview.



R06FD-01. L&T Cracking (Sample Unit No. 05).



R06FD-01. Weathering (Sample Unit No. 05).



R06FD-02. Overview.



R06FD-02. Alligator Cracking (Sample Unit No. 13).



R06FD-02. L&T Cracking (Sample Unit No. 18).



R06FD-02. Weathering (Sample Unit No. 18).



R12FD-01. Overview.



R12FD-01. L&T Cracking (Sample Unit No. 24).



R12FD-01. Weathering (Sample Unit No. 24).



R12FD-02. Overview.



R12FD-02. L&T Cracking (Sample Unit No. 53).



R12FD-02. Swelling (Additional Sample Unit No. 26).



R12FD-02. Weathering (Sample Unit No. 53).



R12FD-03. Overview.



R12FD-03. LTD Cracking (Sample Unit No. 04).



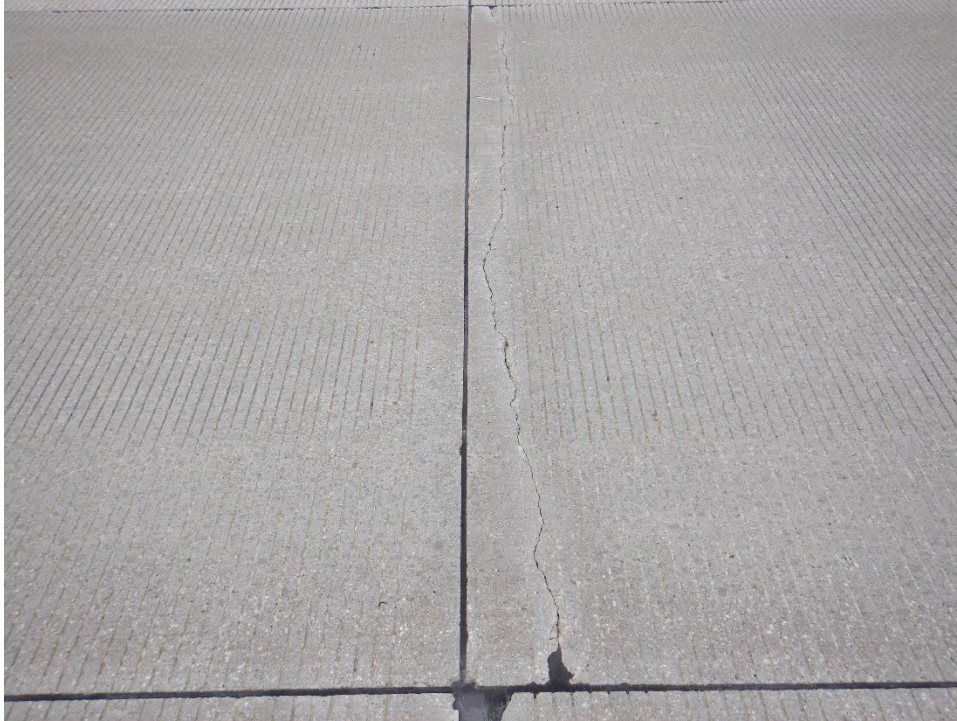
R12FD-03. Small Patching (Sample Unit No. 04).



R12FD-04. Overview.



R12FD-04. LTD Cracking (Sample Unit No. 12).



R12FD-04. Scaling (Sample Unit No. 18).



TAFD-01. Overview.



TAFD-01. Corner Break (Sample Unit No. 10).



TAFD-01. LTD Cracking (Sample Unit No. 10).



TAFD-02. Overview.



TAFD-02. Joint Spalling (Additional Sample Unit No. 05).



TBFD-01. Overview.



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



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



TBFD-02. Overview.



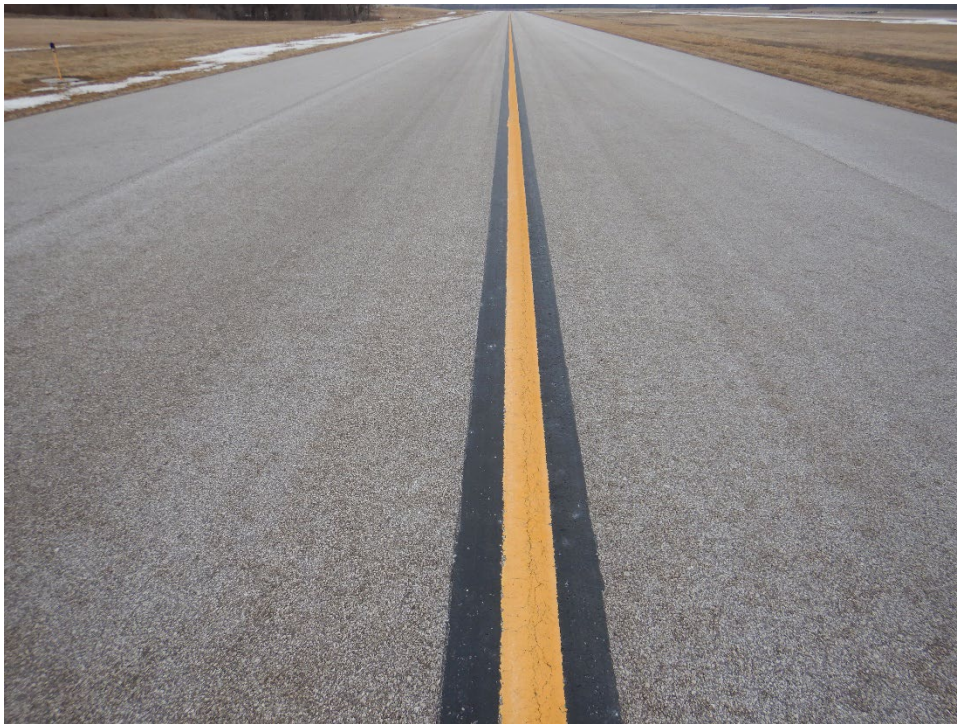
TBFD-02. L&T Cracking (Sample Unit No. 30).



TBFD-02. Weathering (Sample Unit No. 30).



TBFD-03. Overview.



TBFD-03. Weathering (Sample Unit No. 17).



TBFD-04. Overview.



TBFD-04. L&T Cracking (Sample Unit No. 01).



TBFD-04. Weathering (Sample Unit No. 01).



TBFD-05. Overview.



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



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



TBFD-06. Overview.



TBFD-06. L&T Cracking (Sample Unit No. 01).



TBFD-06. Weathering (Sample Unit No. 01).



TCFD-01. Overview.



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



TCFD-01. Shrinkage Cracking (Sample Unit No. 02).



TDFD-01. Overview.



TDFD-02. Overview.



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



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



TDFD-03. Overview.



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



TDFD-03. LTD Cracking (Sample Unit No. 02).



TFFD-01. Overview.



TFFD-02. Overview.



TFFD-02. LTD Cracking (Sample Unit No. 03).



TFFD-02. Small Patching (Sample Unit No. 03).



TH01FD-01. Overview.



TH01FD-01. Alligator Cracking (Sample Unit No. 07).



TH01FD-01. Depression (Sample Unit No. 07).



TH01FD-02. Overview.



TH01FD-02. Joint Seal Damage (Sample Unit No. 01).



TH01FD-03. Overview.



TH01FD-03. Corner Break (Sample Unit No. 06).



TH01FD-03. LTD Cracking (Sample Unit No. 08).



TH01FD-04. Overview (1).



TH01FD-04. Overview (2).



TH01FD-05. Overview.



TH01FD-05. LTD Cracking (Sample Unit No. 01).



THFD-01. Overview.



APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 1

Branch - Section ID: A01FD - 001

Branch Name: TERMINAL APRON

Use: APRON

LCD: 6/3/2019

PCI Family: IowaPCCAP_NC_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 101,008.00

Length (ft): 390.00

Width (ft): 225.00

From: TAXIWAY A

To: TAXIWAY B

Slabs: 449

Section Comments: avg slab width entered

Slab Length (ft): 15.00

Slab Width (ft): 15.00

Joint Length (ft): 12,759.81

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 95

Total Samples: 21

Surveyed: 7

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 13

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 16

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 25.00

65 JT SEAL DMG

M

25.00 Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 2

Sample Number: 18

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

Sample Comments:

M 20.00 Slabs

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 3

Branch - Section ID: A01FD - 002

Branch Name: TERMINAL APRON

Use: APRON

LCD: 6/3/2019

PCI Family: IowaPCCAP_NC_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 53,202.00

Length (ft): 225.00

Width (ft): 250.00

From: .

To: .

Slabs: 340

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 12.50

Joint Length (ft): 8,063.06

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 98

Total Samples: 16

Surveyed: 7

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 96

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 26.00

65 JT SEAL DMG

L

26.00 Slabs

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 14.00

65 JT SEAL DMG

L

14.00 Slabs

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

**RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT**

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 4

Sample Number: 15

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

Sample Comments:

65 JT SEAL DMG	L	28.00 Slabs
66 SMALL PATCH	L	2.00 Slabs

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 5

Branch - Section ID: A02FD - 001

Branch Name: GENERAL AVIATION A

Use: APRON

LCD: 6/3/2019

PCI Family: IowaPCCAP_NC_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 76,791.00

Length (ft): 500.00

Width (ft): 150.00

From: TERMINAL APRON

To: SEE MAP

Slabs: 491

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 12.50

Joint Length (ft): 11,621.04

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 93

Total Samples: 24

Surveyed: 8

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

**RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT**

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 6

Sample Number: 14

Sample Type: A	Sample Comments:	
Sample PCI: 82		
Sample Area (Slabs): 24.00		
63 LINEAR CR	L	1.00 Slabs
65 JT SEAL DMG	M	24.00 Slabs
71 FAULTING	L	1.00 Slabs
73 SHRINKAGE CR	N	1.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

Sample Number: 15

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

Sample Number: 17

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

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 7

Branch - Section ID: A02FD - 002

Branch Name: GENERAL AVIATION A

Use: APRON

LCD: 7/3/2012

PCI Family: IowaPCCAP_NC_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 21,688.00

Length (ft): 370.00

Width (ft): 62.50

From: SEE MAP

To: SEE MAP

Slabs: 162

Section Comments: avg slab length entered

Slab Length (ft): 10.70

Slab Width (ft): 12.50

Joint Length (ft): 3,356.33

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 90

Total Samples: 8

Surveyed: 5

Sample Number: 002

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

73 SHRINKAGE CR

N

5.00 Slabs

Sample Number: 003

Sample Type: R

Sample Comments:

Sample PCI: 81

Sample Area (Slabs): 20.00

63 LINEAR CR

L

1.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

70 SCALING

L

2.00 Slabs

73 SHRINKAGE CR

N

3.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

74 JOINT SPALL

M

1.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 004

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

73 SHRINKAGE CR

N

4.00 Slabs

74 JOINT SPALL

M

2.00 Slabs

Sample Number: 005

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

75 CORNER SPALL

M

1.00 Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 8

Sample Number: 006

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

Sample Comments:

65 JT SEAL DMG	L	20.00 Slabs
73 SHRINKAGE CR	N	4.00 Slabs

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 9

Branch - Section ID: R06FD - 001

Branch Name: RUNWAY 06/24

Use: RUNWAY

LCD: 6/3/2015

PCI Family: IowaAACRW_NC_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 877,200.00

Length (ft): 5,868.00

Width (ft): 150.00

From: 06 APPROACH

To: 24 APPROACH

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 73

Total Samples: 158

Surveyed: 16

Sample Number: 005

Sample Type: R

Sample Comments:

Sample PCI: 72

Sample Area (SF): 5,625.00

48 L & T CR

L

47.00 FT

lu

48 L & T CR

M

175.00 FT

fs w

57 WEATHERING

L

5,625.00 SF

Sample Number: 016

Sample Type: R

Sample Comments:

Sample PCI: 79

Sample Area (SF): 5,625.00

48 L & T CR

L

30.00 FT

lu

48 L & T CR

M

89.00 FT

fs w

57 WEATHERING

L

5,625.00 SF

Sample Number: 025

Sample Type: R

Sample Comments:

Sample PCI: 66

Sample Area (SF): 5,625.00

48 L & T CR

L

83.00 FT

lu

48 L & T CR

M

260.00 FT

fs w

57 WEATHERING

L

5,625.00 SF

Sample Number: 036

Sample Type: R

Sample Comments:

Sample PCI: 75

Sample Area (SF): 5,625.00

48 L & T CR

L

23.00 FT

lu

48 L & T CR

M

154.00 FT

fs w

57 WEATHERING

L

5,625.00 SF

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 10

Sample Number: 045

Sample Type: R

Sample Comments:

Sample PCI: 72

Sample Area (SF): 5,625.00

48 L & T CR	L	50.00 FT	lu
48 L & T CR	M	179.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 056

Sample Type: R

Sample Comments:

Sample PCI: 78

Sample Area (SF): 5,625.00

48 L & T CR	L	100.00 FT	lu
48 L & T CR	M	46.00 FT	fs w
57 WEATHERING	L	5,525.00 SF	
57 WEATHERING	M	100.00 SF	

Sample Number: 065

Sample Type: R

Sample Comments:

Sample PCI: 70

Sample Area (SF): 5,625.00

48 L & T CR	L	24.00 FT	lu
48 L & T CR	M	251.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 076

Sample Type: R

Sample Comments:

Sample PCI: 77

Sample Area (SF): 5,625.00

48 L & T CR	L	74.00 FT	lu
48 L & T CR	M	78.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 085

Sample Type: R

Sample Comments:

Sample PCI: 71

Sample Area (SF): 5,625.00

48 L & T CR	L	27.00 FT	lu
48 L & T CR	M	226.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 096

Sample Type: R

Sample Comments:

Sample PCI: 78

Sample Area (SF): 5,625.00

48 L & T CR	L	47.00 FT	
48 L & T CR	M	78.00 FT	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 103

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (SF): 5,625.00

48 L & T CR	L	214.00 FT	lu
48 L & T CR	M	129.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 11

Sample Number: 115

Sample Type: R

Sample Comments:

Sample PCI: 74

Sample Area (SF): 5,625.00

48 L & T CR	L	32.00 FT	lu
48 L & T CR	M	158.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 126

Sample Type: R

Sample Comments:

Sample PCI: 77

Sample Area (SF): 5,625.00

48 L & T CR	L	107.00 FT	lu
48 L & T CR	M	73.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 135

Sample Type: R

Sample Comments:

Sample PCI: 74

Sample Area (SF): 5,625.00

48 L & T CR	L	34.00 FT	lu
48 L & T CR	M	154.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 146

Sample Type: R

Sample Comments:

Sample PCI: 66

Sample Area (SF): 5,625.00

48 L & T CR	L	93.00 FT	lu
48 L & T CR	M	269.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

Sample Number: 155

Sample Type: R

Sample Comments:

Sample PCI: 68

Sample Area (SF): 3,750.00

48 L & T CR	L	93.00 FT	lu
48 L & T CR	M	140.00 FT	fs w
57 WEATHERING	L	3,750.00 SF	

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 12

Branch - Section ID: R06FD - 002

Branch Name: RUNWAY 06/24

Use: RUNWAY

LCD: 6/1/2012

PCI Family: IowaAACRW_NC_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 105,000.00

Length (ft): 700.00

Width (ft): 150.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 69

Total Samples: 19

Surveyed: 5

Sample Number: 003

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (SF): 5,625.00

48 L & T CR	L	214.00 FT	lu
48 L & T CR	L	116.00 FT	ls
48 L & T CR	M	74.00 FT	fs w 2ndy
57 WEATHERING	L	5,625.00 SF	

Sample Number: 006

Sample Type: R

Sample Comments:

Sample PCI: 75

Sample Area (SF): 5,625.00

48 L & T CR	L	132.00 FT	ls
48 L & T CR	L	134.00 FT	lu
48 L & T CR	M	108.00 FT	fs w 2ndy
57 WEATHERING	L	5,625.00 SF	

Sample Number: 012

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,625.00

48 L & T CR	L	133.00 FT	ls
48 L & T CR	L	78.00 FT	lu
48 L & T CR	M	285.00 FT	fs w 2ndy
57 WEATHERING	L	5,625.00 SF	

Sample Number: 013

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 5,625.00

41 ALLIGATOR CR	L	30.00 SF	
48 L & T CR	L	30.00 FT	ls
48 L & T CR	L	108.00 FT	lu
48 L & T CR	M	248.00 FT	fs w 2ndy
57 WEATHERING	L	5,625.00 SF	

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 13

Sample Number: 018

Sample Type: R
Sample PCI: 70
Sample Area (SF): 5,625.00

Sample Comments:

48 L & T CR	L	114.00 FT	lu
48 L & T CR	L	50.00 FT	ls
48 L & T CR	M	176.00 FT	fs w 2ndy
57 WEATHERING	L	5,625.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 14

Branch - Section ID: R12FD - 001

Branch Name: RUNWAY 12/30

Use: RUNWAY

LCD: 6/1/2012

PCI Family: IowaAPCRW_Enhanced/Commercial

Surface Type: APC

Rank: S

Section Area (sf): 147,855.00

Length (ft): 1,432.00

Width (ft): 100.00

From: 12 APPROACH

To: RUNWAY 06/24

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 67

Total Samples: 29

Surveyed: 6

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 66

Sample Area (SF): 5,000.00

48 L & T CR

L

67.00 FT

lu

48 L & T CR

L

330.00 FT

ls

48 L & T CR

M

49.00 FT

fs w

52 RAVELING

L

100.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 67

Sample Area (SF): 5,000.00

48 L & T CR

L

108.00 FT

lu

48 L & T CR

L

248.00 FT

ls

48 L & T CR

M

80.00 FT

fs w

52 RAVELING

L

100.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,000.00

48 L & T CR

L

374.00 FT

ls

48 L & T CR

L

173.00 FT

lu

48 L & T CR

M

101.00 FT

fs w

52 RAVELING

L

100.00 SF

57 WEATHERING

L

5,000.00 SF

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 15

Sample Number: 16

Sample Type: R

Sample Comments:

Sample PCI: 65

Sample Area (SF): 5,000.00

48 L & T CR	L	254.00 FT	ls
48 L & T CR	L	163.00 FT	lu
48 L & T CR	M	71.00 FT	fs w
52 RAVELING	L	100.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 20

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (SF): 5,000.00

48 L & T CR	L	74.00 FT	ls
48 L & T CR	L	126.00 FT	lu
48 L & T CR	M	43.00 FT	fs w
52 RAVELING	L	100.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 24

Sample Type: R

Sample Comments:

Sample PCI: 69

Sample Area (SF): 5,000.00

48 L & T CR	L	104.00 FT	ls
48 L & T CR	L	162.00 FT	lu
48 L & T CR	M	116.00 FT	fs w
52 RAVELING	L	100.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 16

Branch - Section ID: R12FD - 002

Branch Name: RUNWAY 12/30

Use: RUNWAY

LCD: 6/1/2012

PCI Family: IowaAPCRW_Enhanced/Commercial

Surface Type: APC

Rank: S

Section Area (sf): 291,412.00

Length (ft): 2,890.00

Width (ft): 100.00

From: RUNWAY 06/24

To: 30 APPROACH

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 69

Total Samples: 58

Surveyed: 8

Sample Number: 13

Sample Type: R

Sample Comments:

Sample PCI: 65

Sample Area (SF): 5,000.00

48 L & T CR	L	235.00 FT	lu
48 L & T CR	L	341.00 FT	ls
48 L & T CR	M	18.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 21

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (SF): 5,000.00

48 L & T CR	L	259.00 FT	ls
48 L & T CR	L	55.00 FT	lu
48 L & T CR	M	32.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 26

Sample Type: A

Sample Comments:

Sample PCI: 67

Sample Area (SF): 5,000.00

48 L & T CR	L	274.00 FT	ls
48 L & T CR	L	126.00 FT	lu
48 L & T CR	M	29.00 FT	fs
56 SWELLING	L	50.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 29

Sample Type: R

Sample Comments:

Sample PCI: 67

Sample Area (SF): 5,000.00

48 L & T CR	L	329.00 FT	ls
48 L & T CR	L	177.00 FT	lu
48 L & T CR	M	66.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 17

Sample Number: 33

Sample Type: R

Sample Comments:

Sample PCI: 67

Sample Area (SF): 5,000.00

48 L & T CR	L	351.00 FT	ls
48 L & T CR	L	148.00 FT	lu
48 L & T CR	M	31.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 38

Sample Type: R

Sample Comments:

Sample PCI: 71

Sample Area (SF): 5,000.00

48 L & T CR	L	108.00 FT	lu
48 L & T CR	L	245.00 FT	ls
48 L & T CR	M	68.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 46

Sample Type: R

Sample Comments:

Sample PCI: 72

Sample Area (SF): 5,000.00

48 L & T CR	L	124.00 FT	lu
48 L & T CR	L	221.00 FT	ls
48 L & T CR	M	61.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 53

Sample Type: R

Sample Comments:

Sample PCI: 69

Sample Area (SF): 5,000.00

48 L & T CR	L	101.00 FT	lu
48 L & T CR	L	308.00 FT	ls
48 L & T CR	M	77.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 18

Branch - Section ID: R12FD - 003

Branch Name: RUNWAY 12/30

Use: RUNWAY

LCD: 5/3/2004

PCI Family: IowaPCCRW_NC_CommEnhanced

Surface Type: PCC

Rank: S

Section Area (sf): 10,869.00

Length (ft): 100.00

Width (ft): 100.00

From: RW12FO-01

To: SEE MAP

Slabs: 73

Section Comments:

Slab Length (ft): 12.00

Slab Width (ft): 12.40

Joint Length (ft): 1,564.90

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 72

Total Samples: 5

Surveyed: 4

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 83

Sample Area (Slabs): 16.00

62 CORNER BREAK

L

1.00 Slabs

65 JT SEAL DMG

H

16.00 Slabs

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 67

Sample Area (Slabs): 16.00

63 LINEAR CR

L

3.00 Slabs

65 JT SEAL DMG

H

16.00 Slabs

71 FAULTING

L

4.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 85

Sample Area (Slabs): 16.00

65 JT SEAL DMG

M

16.00 Slabs

71 FAULTING

L

2.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 54

Sample Area (Slabs): 16.00

63 LINEAR CR

M

3.00 Slabs

65 JT SEAL DMG

M

16.00 Slabs

66 SMALL PATCH

H

1.00 Slabs

71 FAULTING

L

4.00 Slabs

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 19

Branch - Section ID: R12FD - 004

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 5/3/2004 PCI Family: IowaPCCRW_NC_CommEnhanced
Surface Type: PCC
Rank: S
Section Area (sf): 70,952.00
Length (ft): 700.00
Width (ft): 100.00
From: RW12FO-02
To: SEE MAP
Slabs: 465 Section Comments:
Slab Length (ft): 12.20
Slab Width (ft): 12.50
Joint Length (ft): 10,681.02
Last Insp Date: 3/3/2026 Inspection Comments:
PCI: 96
Total Samples: 24
Surveyed: 7

Sample Number: 03

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

Sample Number: 06

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

Sample Number: 09

Sample Type: R Sample Comments:
Sample PCI: 92
Sample Area (Slabs): 20.00
71 FAULTING L 1.00 Slabs
73 SHRINKAGE CR N 1.00 Slabs
75 CORNER SPALL L 1.00 Slabs

Sample Number: 12

Sample Type: R Sample Comments:
Sample PCI: 83
Sample Area (Slabs): 20.00
63 LINEAR CR M 1.00 Slabs
74 JOINT SPALL M 1.00 Slabs
75 CORNER SPALL L 1.00 Slabs

Sample Number: 15

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

**RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT**

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 20

Sample Number: 18

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

Sample Comments:

M 1.00 Slabs

Sample Number: 22

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

Sample Comments:

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 21

Branch - Section ID: TAFD - 001

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 8/16/2001

PCI Family: IowaPCCTW_NC_Comm

Surface Type: PCC

Rank: P

Section Area (sf): 24,249.00

Length (ft): 690.00

Width (ft): 35.00

From: 24 APPROACH

To: TERMINAL APRON

Slabs: 214

Section Comments:

Slab Length (ft): 9.70

Slab Width (ft): 11.70

Joint Length (ft): 3,844.49

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 82

Total Samples: 10

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 23.00

65 JT SEAL DMG

H

23.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 21.00

65 JT SEAL DMG

H

21.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 80

Sample Area (Slabs): 21.00

65 JT SEAL DMG

H

21.00 Slabs

75 CORNER SPALL

H

1.00 Slabs

75 CORNER SPALL

L

2.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 84

Sample Area (Slabs): 21.00

65 JT SEAL DMG

H

21.00 Slabs

74 JOINT SPALL

M

1.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 71

Sample Area (Slabs): 27.00

62 CORNER BREAK

M

1.00 Slabs

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

H

27.00 Slabs

74 JOINT SPALL

M

2.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 23

Branch - Section ID: TBFD - 001

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2015

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 68,141.00

Length (ft): 1,230.00

Width (ft): 50.00

From: TERMINAL APRON

To: TBFD-04

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 61

Total Samples: 13

Surveyed: 5

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 6,104.00

48 L & T CR	L	255.00 FT	lu
48 L & T CR	M	88.00 FT	w
52 RAVELING	L	6,104.00 SF	
57 WEATHERING	L	6,104.00 SF	

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,624.00

48 L & T CR	L	277.00 FT	lu
48 L & T CR	M	76.00 FT	w
52 RAVELING	L	5,624.00 SF	
57 WEATHERING	L	5,624.00 SF	

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR	L	147.00 FT	lu
48 L & T CR	M	40.00 FT	w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR	L	60.00 FT	lu
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 24

Sample Number: 11

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	262.00 FT	lu
48 L & T CR	M	89.00 FT	w fs
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 25

Branch - Section ID: TBFD - 002

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/1/2007

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 162,730.00

Length (ft): 2,500.00

Width (ft): 50.00

From: TAXIWAY E

To: RUNWAY 12/30

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 61

Total Samples: 33

Surveyed: 7

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 60

Sample Area (SF): 6,050.00

48 L & T CR	L	275.00 FT	lu
48 L & T CR	M	396.00 FT	fs
57 WEATHERING	L	5,850.00 SF	
57 WEATHERING	M	200.00 SF	pr

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR	L	305.00 FT	lu
48 L & T CR	M	265.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 16

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 5,000.00

48 L & T CR	L	217.00 FT	lu
48 L & T CR	M	305.00 FT	fs
57 WEATHERING	L	5,000.00 SF	

Sample Number: 20

Sample Type: R

Sample Comments:

Sample PCI: 57

Sample Area (SF): 5,000.00

43 BLOCK CR	L	600.00 SF	lu 6x6
48 L & T CR	L	113.00 FT	lu
48 L & T CR	M	276.00 FT	fs
57 WEATHERING	L	3,500.00 SF	
57 WEATHERING	M	1,500.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 26

Sample Number: 24

Sample Type: R
Sample PCI: 69
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR
57 WEATHERING
57 WEATHERING

Sample Comments:

L	70.00 FT	lu
M	192.00 FT	fs
L	3,500.00 SF	
M	1,500.00 SF	

Sample Number: 28

Sample Type: R
Sample PCI: 53
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR
53 RUTTING
57 WEATHERING
57 WEATHERING

Sample Comments:

L	108.00 FT	lu
M	409.00 FT	fs
L	30.00 SF	
L	2,500.00 SF	
M	2,500.00 SF	

Sample Number: 30

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR
57 WEATHERING

Sample Comments:

L	78.00 FT	lu
M	345.00 FT	fs w 2ndy
M	5,000.00 SF	

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 27

Branch - Section ID: TBFD - 003

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2022

PCI Family: IowaACTW_NC_<>Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 111,503.00

Length (ft): 1,930.00

Width (ft): 50.00

From: TBFD-05

To: TAXIWAY E

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 97

Total Samples: 22

Surveyed: 6

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (SF): 5,000.00

57 WEATHERING

L

1,000.00 SF

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (SF): 5,000.00

57 WEATHERING

L

1,000.00 SF

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (SF): 5,000.00

57 WEATHERING

L

1,000.00 SF

Sample Number: 14

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (SF): 5,000.00

57 WEATHERING

L

1,000.00 SF

Sample Number: 17

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (SF): 5,000.00

57 WEATHERING

L

1,000.00 SF

Sample Number: 20

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (SF): 5,000.00

57 WEATHERING

L

1,000.00 SF

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 28

Branch - Section ID: TBFD - 004

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/1/2012

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 14,250.00

Length (ft): 250.00

Width (ft): 50.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 70

Total Samples: 3

Surveyed: 3

Sample Number: 001

Sample Type: R

Sample Comments:

Sample PCI: 75

Sample Area (SF): 5,500.00

48 L & T CR

L

241.00 FT

ls

48 L & T CR

L

52.00 FT

lu

48 L & T CR

M

26.00 FT

fs

57 WEATHERING

L

5,500.00 SF

Sample Number: 002

Sample Type: R

Sample Comments:

Sample PCI: 63

Sample Area (SF): 3,750.00

48 L & T CR

L

266.00 FT

ls

48 L & T CR

L

212.00 FT

lu

48 L & T CR

M

45.00 FT

fs

57 WEATHERING

L

3,750.00 SF

Sample Number: 003

Sample Type: R

Sample Comments:

Sample PCI: 69

Sample Area (SF): 5,000.00

48 L & T CR

L

208.00 FT

lu

48 L & T CR

L

217.00 FT

ls

48 L & T CR

M

16.00 FT

fs

57 WEATHERING

L

5,000.00 SF

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 29

Branch - Section ID: TBFD - 005

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/1/2015

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 17,528.00

Length (ft): 150.00

Width (ft): 65.00

From: 06 APPROACH

To: TBFD-03

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 67

Total Samples: 4

Surveyed: 3

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 67

Sample Area (SF): 3,695.00

48 L & T CR

L

139.00 FT

lu

48 L & T CR

M

150.00 FT

fs w

57 WEATHERING

L

3,695.00 SF

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 71

Sample Area (SF): 5,525.00

48 L & T CR

L

82.00 FT

lu

48 L & T CR

M

154.00 FT

fs w

57 WEATHERING

L

5,525.00 SF

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,678.00

48 L & T CR

H

1.00 FT

3in

48 L & T CR

L

191.00 FT

lu

48 L & T CR

M

200.00 FT

fs w

57 WEATHERING

L

5,678.00 SF

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 30

Branch - Section ID: TBFD - 006

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2019

PCI Family: IowaACTW_NC_<>Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 3,245.00

Length (ft): 125.00

Width (ft): 25.00

From: .

To: .

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 76

Total Samples: 1

Surveyed: 1

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 76

Sample Area (SF): 3,245.00

48 L & T CR

L

9.00 FT

lu

52 RAVELING

L

800.00 SF

57 WEATHERING

L

3,245.00 SF

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 31

Branch - Section ID: TCFD - 001

Branch Name: TAXIWAY C Use: TAXIWAY

LCD: 8/1/2001 PCI Family: IowaPCCTW_NC_Comm
Surface Type: PCC
Rank: P
Section Area (sf): 34,299.00
Length (ft): 752.00
Width (ft): 35.00
From: TERMINAL APRON
To: RUNWAY 12/30
Slabs: 313 Section Comments:
Slab Length (ft): 9.40
Slab Width (ft): 11.66
Joint Length (ft): 5,564.84
Last Insp Date: 3/3/2026 Inspection Comments:
PCI: 85
Total Samples: 15
Surveyed: 6

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 74
Sample Area (Slabs): 21.00
62 CORNER BREAK M 1.00 Slabs
65 JT SEAL DMG H 21.00 Slabs
71 FAULTING L 3.00 Slabs
73 SHRINKAGE CR N 1.00 Slabs
75 CORNER SPALL L 1.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 86
Sample Area (Slabs): 21.00
65 JT SEAL DMG H 21.00 Slabs
75 CORNER SPALL L 1.00 Slabs

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 88
Sample Area (Slabs): 21.00
65 JT SEAL DMG H 21.00 Slabs

Sample Number: 06

Sample Type: R Sample Comments:
Sample PCI: 88
Sample Area (Slabs): 21.00
65 JT SEAL DMG H 21.00 Slabs

Sample Number: 12

Sample Type: R Sample Comments:
Sample PCI: 88
Sample Area (Slabs): 21.00
65 JT SEAL DMG H 21.00 Slabs

**RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT**

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 32

Sample Number: 13

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 21.00
65 JT SEAL DMG

Sample Comments:

H 21.00 Slabs

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 33

Branch - Section ID: TDFD - 001

Branch Name: TAXIWAY D

Use: TAXIWAY

LCD: 6/3/2025

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 68,718.00

Length (ft): 1,718.00

Width (ft): 40.00

From: SEE MAP

To: RUNWAY 06/24

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 100

Total Samples: 14

Surveyed: 6

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,160.00

NO DISTRESS

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 13

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 4,000.00

NO DISTRESS

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 34

Branch - Section ID: TDFD - 002

Branch Name: TAXIWAY D

Use: TAXIWAY

LCD: 6/1/2015

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 30,086.00

Length (ft): 330.00

Width (ft): 65.00

From: TAXIWAY B

To: RUNWAY 06/24

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 61

Total Samples: 5

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 65

Sample Area (SF): 5,860.00

48 L & T CR

L

450.00 FT

lu

48 L & T CR

M

97.00 FT

fs w

52 RAVELING

L

1,500.00 SF

57 WEATHERING

L

5,860.00 SF

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 6,500.00

48 L & T CR

L

235.00 FT

lu

48 L & T CR

M

269.00 FT

fs w

52 RAVELING

L

1,500.00 SF

57 WEATHERING

L

6,500.00 SF

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 6,500.00

48 L & T CR

L

211.00 FT

lu

48 L & T CR

L

88.00 FT

ls

48 L & T CR

M

296.00 FT

fs w

52 RAVELING

L

1,500.00 SF

57 WEATHERING

L

6,500.00 SF

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 55

Sample Area (SF): 4,018.00

48 L & T CR

L

21.00 FT

ls

48 L & T CR

L

123.00 FT

lu

48 L & T CR

M

269.00 FT

fs w

52 RAVELING

L

500.00 SF

57 WEATHERING

L

4,018.00 SF

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 35

Branch - Section ID: TDFD - 003

Branch Name: TAXIWAY D

Use: TAXIWAY

LCD: 6/3/2007

PCI Family: IowaPCCTW_NC_Comm

Surface Type: PCC

Rank: P

Section Area (sf): 13,390.00

Length (ft): 330.00

Width (ft): 35.00

From: .

To: .

Slabs: 98

Section Comments:

Slab Length (ft): 11.70

Slab Width (ft): 11.66

Joint Length (ft): 1,869.67

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 74

Total Samples: 4

Surveyed: 3

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 21.00

63 LINEAR CR

L

1.00 Slabs

65 JT SEAL DMG

M

21.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 70

Sample Area (Slabs): 28.00

62 CORNER BREAK

L

1.00 Slabs

62 CORNER BREAK

M

1.00 Slabs

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

H

28.00 Slabs

71 FAULTING

L

1.00 Slabs

74 JOINT SPALL

M

1.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 67

Sample Area (Slabs): 24.00

62 CORNER BREAK

L

1.00 Slabs

65 JT SEAL DMG

H

24.00 Slabs

67 LARGE PATCH

L

1.00 Slabs

67 LARGE PATCH

M

2.00 Slabs

71 FAULTING

L

3.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 36

Branch - Section ID: TFFD - 001

Branch Name: TAXIWAY F

Use: TAXIWAY

LCD: 6/3/2025

PCI Family: IowaAACTW_NC&NCW_<>Enhanced

Surface Type: AAC

Rank: P

Section Area (sf): 39,481.00

Length (ft): 860.00

Width (ft): 40.00

From: TAXIWAY C

To: RUNWAY 12/30

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 100

Total Samples: 8

Surveyed: 4

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,000.00

NO DISTRESS

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,600.00

NO DISTRESS

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 37

Branch - Section ID: TFFD - 002

Branch Name: TAXIWAY F

Use: TAXIWAY

LCD: 6/3/2007

PCI Family: IowaPCCTW_NC_Comm

Surface Type: PCC

Rank: P

Section Area (sf): 38,600.00

Length (ft): 1,033.00

Width (ft): 35.00

From: .

To: .

Slabs: 283

Section Comments:

Slab Length (ft): 11.70

Slab Width (ft): 11.66

Joint Length (ft): 5,469.38

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 84

Total Samples: 14

Surveyed: 6

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 90

Sample Area (Slabs): 21.00

62 CORNER BREAK

L

1.00 Slabs

63 LINEAR CR

L

1.00 Slabs

66 SMALL PATCH

L

2.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 95

Sample Area (Slabs): 21.00

63 LINEAR CR

L

1.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 77

Sample Area (Slabs): 21.00

63 LINEAR CR

L

8.00 Slabs

66 SMALL PATCH

M

1.00 Slabs

73 SHRINKAGE CR

N

1.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 80

Sample Area (Slabs): 21.00

63 LINEAR CR

L

7.00 Slabs

66 SMALL PATCH

L

3.00 Slabs

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (Slabs): 21.00

62 CORNER BREAK

L

1.00 Slabs

63 LINEAR CR

L

7.00 Slabs

66 SMALL PATCH

M

2.00 Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 38

Sample Number: 12

Sample Type: R
Sample PCI: 85
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CR	L	4.00 Slabs
66 SMALL PATCH	L	2.00 Slabs

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 39

Branch - Section ID: TH01FD - 001

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 6/4/1995

PCI Family: IowaAsphaltTH_Northern

Surface Type: AC

Rank: P

Section Area (sf): 43,307.00

Length (ft): 1,760.00

Width (ft): 25.00

From: .

To: .

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 29

Total Samples: 9

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 30

Sample Area (SF): 5,250.00

41 ALLIGATOR CR	L	20.00 SF	
41 ALLIGATOR CR	M	175.00 SF	
48 L & T CR	H	22.00 FT	1ft
48 L & T CR	L	33.00 FT	lu
48 L & T CR	M	664.00 FT	fs w 2ndy
52 RAVELING	L	1,500.00 SF	
57 WEATHERING	M	5,250.00 SF	

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 27

Sample Area (SF): 3,750.00

41 ALLIGATOR CR	M	312.00 SF	
45 DEPRESSION	L	20.00 SF	
48 L & T CR	L	89.00 FT	lu
48 L & T CR	M	275.00 FT	fs w
52 RAVELING	L	1,000.00 SF	
56 SWELLING	L	18.00 SF	
57 WEATHERING	M	3,750.00 SF	

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 28

Sample Area (SF): 5,000.00

41 ALLIGATOR CR	M	240.00 SF	
45 DEPRESSION	L	20.00 SF	
48 L & T CR	H	20.00 FT	1 ft
48 L & T CR	L	101.00 FT	lu
48 L & T CR	M	439.00 FT	fs w 2ndy
52 RAVELING	L	1,000.00 SF	
57 WEATHERING	M	5,000.00 SF	

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 40

Sample Number: 09

Sample Type: R
Sample PCI: 28
Sample Area (SF): 4,950.00

Sample Comments:

41 ALLIGATOR CR	M	200.00 SF	
48 L & T CR	L	147.00 FT	lu
48 L & T CR	M	756.00 FT	fs w
52 RAVELING	L	1,500.00 SF	
57 WEATHERING	M	4,950.00 SF	

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 41

Branch - Section ID: TH01FD - 002

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 3/3/2018

PCI Family: IowaPCCTH_NC&NCW

Surface Type: PCC

Rank: P

Section Area (sf): 9,145.00

Length (ft): 80.00

Width (ft): 110.00

From: .

To: .

Slabs: 81

Section Comments:

Slab Length (ft): 10.70

Slab Width (ft): 10.50

Joint Length (ft): 1,528.18

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 93

Total Samples: 4

Surveyed: 1

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 17.00

65 JT SEAL DMG

M

17.00 Slabs

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 42

Branch - Section ID: TH01FD - 003

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 6/3/2021

PCI Family: IowaPCCTH_NC&NCW

Surface Type: PCC

Rank: P

Section Area (sf): 26,192.00

Length (ft): 516.00

Width (ft): 49.00

From: .

To: .

Slabs: 262

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 5,240.00

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 88

Total Samples: 12

Surveyed: 6

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 18.00

65 JT SEAL DMG

L

18.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (Slabs): 20.00

62 CORNER BREAK

L

1.00 Slabs

62 CORNER BREAK

M

1.00 Slabs

63 LINEAR CR

L

1.00 Slabs

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 77

Sample Area (Slabs): 20.00

62 CORNER BREAK

M

1.00 Slabs

63 LINEAR CR

L

2.00 Slabs

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 87

Sample Area (Slabs): 20.00

63 LINEAR CR

L

2.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 43

Sample Number: 10

Sample Type: R	Sample Comments:	
Sample PCI: 93		
Sample Area (Slabs): 20.00		
63 LINEAR CR	L	1.00 Slabs
65 JT SEAL DMG	L	20.00 Slabs

Sample Number: 12

Sample Type: R	Sample Comments:	
Sample PCI: 98		
Sample Area (Slabs): 25.00		
65 JT SEAL DMG	L	25.00 Slabs

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 44

Branch - Section ID: TH01FD - 004

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 10/3/2024
Surface Type: PCC
Rank: P
Section Area (sf): 10,937.00
Length (ft): 115.00
Width (ft): 75.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTH_NC&NCW

Slabs: 102
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 2,180.00

Section Comments:

Last Insp Date: 3/3/2026
PCI: 100
Total Samples: 4
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00
NO DISTRESS

Sample Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 28.00
NO DISTRESS

Sample Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 28.00
NO DISTRESS

Sample Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 21.00
NO DISTRESS

Sample Comments:

RE-INSPECTION REPORT FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: FOD

Page 45

Branch - Section ID: TH01FD - 005

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 6/3/2024

PCI Family: IowaPCCTH_NC&NCW

Surface Type: PCC

Rank: P

Section Area (sf): 7,177.00

Length (ft): 175.00

Width (ft): 13.00

From: SEE MAP

To: SEE MAP

Slabs: 58

Section Comments:

Slab Length (ft): 11.30

Slab Width (ft): 11.00

Joint Length (ft): 694.50

Last Insp Date: 3/3/2026

Inspection Comments:

PCI: 89

Total Samples: 3

Surveyed: 1

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 89

Sample Area (Slabs): 17.00

63 LINEAR CR

L

2.00 Slabs

73 SHRINKAGE CR

N

1.00 Slabs

RE-INSPECTION REPORT

FORT DODGE REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: FOD

Generate Date: 7/15/2026
Page 46

Branch - Section ID: THFD - 001

Branch Name: TAXIWAY H Use: TAXIWAY

LCD: 6/3/2025 PCI Family: IowaAACTW_NC&NCW_<>Enhanced
Surface Type: AAC
Rank: P
Section Area (sf): 19,337.00
Length (ft): 226.00
Width (ft): 86.00
From: SEE MAP
To: SEE MAP
Slabs: Section Comments:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/3/2026 Inspection Comments:
PCI: 100
Total Samples: 4
Surveyed: 3

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (SF): 4,556.00
NO DISTRESS

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (SF): 4,560.00
NO DISTRESS

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (SF): 5,356.00
NO DISTRESS

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 1

Network: FORT DODGE REGIONAL AIRPORT

Branch - Section ID: A01FD - 001

LCD: 6/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 390.00
Width (ft): 225.00
True Area (sf): 101,008.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	CR-PC	Complete Reconstruction - PCC	-	12.00	True	12" P-501
06-02-2019	BA-ST	Base Course - Stabilized (non-Bi.)	-	6.00	False	6" P-307 Cement Drainable Treated Base
06-01-2019	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-157 Cement Treated Subgrade
06-01-2007	SL-PC	Slab Replacement - PCC	-	-	False	-
06-01-2007	JS-LC	Joint Seal (Localized)	-	-	False	-
06-01-2007	CS-PC	Crack Sealing - PCC	-	-	False	-
06-01-2007	PA-PP	Patching - PCC Partial Depth	-	-	False	-
11-01-1994	CS-PC	Crack Sealing - PCC	-	-	False	-
06-01-1990	CS-PC	Crack Sealing - PCC	-	-	False	P-626
06-01-1972	OL-PF	Overlay - PCC Fully Bonded	-	6.00	True	6" P-501 PCC OVERLAY
06-02-1949	NC-PC	New Construction - PCC	-	8.00	True	8" P-501
06-01-1949	SB-AG	Subbase - Aggregate	-	6.00	False	6" P-154 Subbase

Branch - Section ID: A01FD - 002

LCD: 6/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 225.00
Width (ft): 250.00
True Area (sf): 53,202.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	CR-PC	Complete Reconstruction - PCC	-	8.00	True	8" P-501
06-02-2019	BA-AG	Base Course - Aggregate	-	6.00	False	6" P-219 Recycled Agg Base
06-01-2019	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-157 Cement Treated Base
06-01-1972	OL-PF	Overlay - PCC Fully Bonded	-	6.00	True	6" P-501 PCC OVERLAY
06-02-1949	NC-PC	New Construction - PCC	-	8.00	True	8" P-501
06-01-1949	SB-AG	Subbase - Aggregate	-	6.00	False	6" P-154 Subbase

Branch - Section ID: A02FD - 001

LCD: 6/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 500.00
Width (ft): 150.00
True Area (sf): 76,791.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" P-501
06-02-2019	BA-AG	Base Course - Aggregate	-	6.00	False	6" P-209
06-01-2019	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-158 Fly Ash Treated Subgrade
07-01-2001	PA-AD	Patching - AC Deep	-	-	False	MILLED AND AC OVERLAY SMALL AREA NEAR TAXIWAY
06-01-1990	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-01-1988	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P626 Slurry Seal
06-01-1974	OL-AS	Overlay - AC Structural	-	2.00	True	2" P-401
06-04-1972	NC-AC	New Construction - AC	-	2.00	True	2" P-401
06-03-1972	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-201
06-02-1972	SB-AG	Subbase - Aggregate	-	8.00	False	8" P-154
06-01-1972	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 Lime Treated Subgrade

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 2

Branch - Section ID: A02FD - 002

LCD: 7/3/2012
Use: APRON
Rank: P
Surface: PCC

Length (ft): 370.00
Width (ft): 62.50
True Area (sf): 21,688.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-03-2012	NC-PC	New Construction - PCC	-	7.00	True	7" PCC
07-02-2012	SB-AG	Subbase - Aggregate	-	6.00	False	6" GRANULAR SUBBASE (IDOT 2111)
07-01-2012	SG-ST	Subgrade - Stabilized	-	12.00	False	12" FLY-ASH TREATED SUBGRADE

Branch - Section ID: R06FD - 001

LCD: 6/3/2015
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 5,868.00
Width (ft): 150.00
True Area (sf): 877,200.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608 EMULSIFIED ASPHALT SEAL COAT
08-01-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
06-03-2015	OL-AS	Overlay - AC Structural	-	3.00	True	0-3" MILL/3" AC OVERLAY
06-02-2015	CS-AC	Crack Sealing - AC	-	-	False	PRE-OVERLAY CRACK SEAL
06-01-2015	PA-AD	Patching - AC Deep	-	-	False	PRE-OVERLAY FULL DEPTH PATCHING
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1999	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1994	CS-AC	Crack Sealing - AC	-	-	False	-
12-01-1993	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1991	OL-AS	Overlay - AC Structural	-	2.00	True	2" P-401
06-01-1988	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-01-1982	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-01-1977	CS-AC	Crack Sealing - AC	-	-	False	P-626
01-07-1972	NC-AC	New Construction - AC	-	4.00	True	4" P-401
01-06-1972	BA-BI	Base Course - Bituminous	-	6.00	False	6" P-201 BASE
01-05-1972	SB-AG	Subbase - Aggregate	-	15.00	False	15" P-154 SUBBASE
01-04-1972	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 SUBGRADE

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 3

Branch - Section ID: R06FD - 002

LCD: 6/1/2012
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 700.00
Width (ft): 150.00
True Area (sf): 105,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
08-02-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE
06-01-2015	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2012	OL-AS	Overlay - AC Structural	-	6.00	True	6" MILL & OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1999	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1994	CS-AC	Crack Sealing - AC	-	-	False	-
12-01-1993	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1991	OL-AS	Overlay - AC Structural	-	2.00	True	2" P-401
06-01-1988	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-01-1982	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-01-1977	CS-AC	Crack Sealing - AC	-	-	False	P-626
01-07-1972	NC-AC	New Construction - AC	-	4.00	True	4" P-401
01-06-1972	BA-BI	Base Course - Bituminous	-	6.00	False	6" P-201 BASE
01-05-1972	SB-AG	Subbase - Aggregate	-	15.00	False	15" P-154 SUBBASE
01-04-1972	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 SUBGRADE

Branch - Section ID: R12FD - 001

LCD: 6/1/2012
Use: RUNWAY
Rank: S
Surface: APC

Length (ft): 1,432.00
Width (ft): 100.00
True Area (sf): 147,855.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608 EMULSIFIED ASPHALT SEAL COAT, P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE AROUND RUNWAYS' INTERSECTION
08-01-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
06-01-2012	OL-AS	Overlay - AC Structural	-	6.00	True	6" MILL & OVERLAY
06-01-2005	CS-AC	Crack Sealing - AC	-	-	False	-
07-01-2001	PA-AD	Patching - AC Deep	-	-	False	-
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1999	CS-AC	Crack Sealing - AC	-	-	False	-
07-10-1996	CS-AC	Crack Sealing - AC	-	-	False	-
03-01-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1993	OL-AS	Overlay - AC Structural	-	3.00	True	3" P-401
06-01-1984	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626
06-01-1984	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-02-1972	OL-AS	Overlay - AC Structural	-	3.00	True	3" P-401
06-01-1972	BA-BI	Base Course - Bituminous	-	1.00	False	1" P-201 VARIABLE BASE
06-03-1949	NC-PC	New Construction - PCC	-	7.00	True	7" P-501
06-02-1949	SB-AG	Subbase - Aggregate	-	4.00	False	4" P-154 SUBBASE
06-01-1949	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 SUBGRADE

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 4

Branch - Section ID: R12FD - 002

LCD: 6/1/2012
Use: RUNWAY
Rank: S
Surface: APC

Length (ft): 2,890.00
Width (ft): 100.00
True Area (sf): 291,412.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608 EMULSIFIED ASPHALT SEAL COAT, P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE AROUND RUNWAYS' INTERSECTION
08-01-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
06-01-2012	OL-AS	Overlay - AC Structural	-	6.00	True	6" MILL & OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1999	CS-AC	Crack Sealing - AC	-	-	False	-
07-08-1996	CS-AC	Crack Sealing - AC	-	-	False	-
03-08-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1993	OL-AS	Overlay - AC Structural	-	3.00	True	3" P-401
06-01-1984	CS-AC	Crack Sealing - AC	-	-	False	P-626
06-01-1984	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626
06-02-1972	OL-AS	Overlay - AC Structural	-	3.00	True	3" P-401
06-01-1972	BA-BI	Base Course - Bituminous	-	1.00	False	1" VARIABLE P-201 BASE
06-03-1949	NC-PC	New Construction - PCC	-	7.00	True	7" P-501 PCC
06-02-1949	SB-AG	Subbase - Aggregate	-	4.00	False	4" P-154 SUBBASE
06-01-1949	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 SUBGRADE

Branch - Section ID: R12FD - 003

LCD: 5/3/2004
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 100.00
Width (ft): 100.00
True Area (sf): 10,869.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2020	SL-PC	Slab Replacement - PCC	-	-	False	SLAB REPLACEMENT
08-01-2020	CS-PC	Crack Sealing - PCC	-	-	False	CRACK SEAL
08-01-2020	JS-LC	Joint Seal (Localized)	-	-	False	JOINT RESEALING
05-03-2004	NC-PC	New Construction - PCC	-	8.00	True	8" P-501 PCC PAVEMENT (EMAIL FROM AIRPORT MANAGER)
05-02-2004	SB-AG	Subbase - Aggregate	-	6.00	False	6" P-208 GRANULAR SUBBASE (EMAIL FROM AIRPORT MANAGER)
05-01-2004	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-155 FLY ASH TREATED SUBGRADE (EMAIL FROM AIRPORT MANAGER)

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 5

Branch - Section ID: R12FD - 004

LCD: 5/3/2004
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 700.00
Width (ft): 100.00
True Area (sf): 70,952.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2020	JS-LC	Joint Seal (Localized)	-	-	False	JOINTS RESEALING
05-03-2004	NC-PC	New Construction - PCC	-	8.00	True	8" P-501 PCC PAVEMENT (EMAIL FROM AIRPORT MANAGER)
05-02-2004	SB-AG	Subbase - Aggregate	-	6.00	False	6" P-208 GRANULAR SUBBASE (EMAIL FROM AIRPORT MANAGER)
05-01-2004	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-155 FLY ASH TREATED SUBGRADE (EMAIL FROM AIRPORT MANAGER)

Branch - Section ID: TAFD - 001

LCD: 8/16/2001
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 690.00
Width (ft): 35.00
True Area (sf): 24,249.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2015	CS-PC	Crack Sealing - PCC	-	-	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
08-16-2001	CR-PC	Complete Reconstruction - PCC	-	11.00	True	11" P-501 PCC
11-07-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1972	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAFD - 002

LCD: 6/3/2024
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 665.00
Width (ft): 25.00
True Area (sf): 16,637.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2024	NC-PC	New Construction - PCC	-	11.00	True	11" P-505 PCC
06-02-2024	SB-AG	Subbase - Aggregate	-	6.00	False	6" IOWA DOT 2115 MODIFIED SUBBASE
06-01-2024	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 COMPACTED SUBGRADE

Branch - Section ID: TBFD - 001

LCD: 6/3/2015
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 1,230.00
Width (ft): 50.00
True Area (sf): 68,141.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2015	OL-AS	Overlay - AC Structural	-	3.00	True	3" MILL/3" AC OVERLAY
06-02-2015	PA-AD	Patching - AC Deep	-	-	False	PRE-OVERLAY FULL DEPTH PATCHING
06-01-2015	CS-AC	Crack Sealing - AC	-	-	False	PRE-OVERLAY CRACK SEAL
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
11-08-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1977	OL-AS	Overlay - AC Structural	-	-	True	14" TOTAL OF ASPHALT
06-02-1972	NC-AC	New Construction - AC	-	-	True	-
06-01-1972	BA-AG	Base Course - Aggregate	-	6.00	False	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 6

Branch - Section ID: TBFD - 002

LCD: 6/1/2007
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 2,500.00
Width (ft): 50.00
True Area (sf): 162,730.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2015	CS-AC	Crack Sealing - AC	-	-	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
06-01-2007	OL-AS	Overlay - AC Structural	-	-	True	ESTIMATED
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	ONLY ON A PORTION OF THE SECTION
11-08-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	-	-	False	-
06-30-1977	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TBFD - 003

LCD: 6/3/2022
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,930.00
Width (ft): 50.00
True Area (sf): 111,503.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2022	CR-AC	Complete Reconstruction - AC	-	8.00	True	8" P-401 AC RECONSTRUCTION
06-02-2022	BA-AG	Base Course - Aggregate	-	15.00	False	15" P-209 CAB
06-01-2022	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-156 CEMENT TREATED SUBGRADE
06-01-2015	PA-AD	Patching - AC Deep	-	-	False	-
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	-
10-01-1997	CS-AC	Crack Sealing - AC	-	-	False	-
06-05-1991	NC-AC	New Construction - AC	-	4.00	True	4" P-401 AC
06-04-1991	BA-BI	Base Course - Bituminous	-	6.00	False	6" P-401 Bit Base
06-03-1991	SB-AG	Subbase - Aggregate	-	9.00	False	9" P-154 Subbase
06-02-1991	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 Fly Ash Treated SG
06-01-1991	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TBFD - 004

LCD: 6/1/2012
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 250.00
Width (ft): 50.00
True Area (sf): 14,250.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE
08-02-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
06-01-2012	OL-AS	Overlay - AC Structural	-	6.00	True	6" MILL & OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
11-08-1994	CS-AC	Crack Sealing - AC	-	-	False	-
12-01-1993	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1977	OL-AS	Overlay - AC Structural	-	-	True	14" TOTAL OF ASPHALT
06-02-1972	NC-AC	New Construction - AC	-	-	True	-
06-01-1972	SB-AG	Subbase - Aggregate	-	6.00	False	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 7

Branch - Section ID: TBFD - 005

LCD: 6/1/2015
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 150.00
Width (ft): 65.00
True Area (sf): 17,528.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
08-02-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608 EMULSIFIED ASPHALT SEAL COAT; PARTIAL
06-01-2015	OL-AS	Overlay - AC Structural	-	3.00	True	0-3" MILL/3" AC OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2001	CS-AC	Crack Sealing - AC	-	-	False	-
10-01-1997	CS-AC	Crack Sealing - AC	-	-	False	-
06-05-1991	NC-AC	New Construction - AC	-	4.00	True	4" P-401 AC
06-04-1991	BA-BI	Base Course - Bituminous	-	6.00	False	6" P-401 Bit Base
06-03-1991	SB-AG	Subbase - Aggregate	-	9.00	False	9" P-154 Subbase
06-02-1991	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 Fly Ash Treated SG
06-01-1991	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TBFD - 006

LCD: 6/3/2019
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 125.00
Width (ft): 25.00
True Area (sf): 3,245.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	NC-AC	New Construction - AC	-	9.00	True	9" P-401
06-02-2019	BA-AG	Base Course - Aggregate	-	6.00	False	6" P-219 Recycled Agg Base
06-01-2019	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-157 Cement Treated Subgrade

Branch - Section ID: TCFD - 001

LCD: 8/1/2001
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 752.00
Width (ft): 35.00
True Area (sf): 34,299.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2001	CR-PC	Complete Reconstruction - PCC	-	7.00	True	-
06-01-1997	PA-AD	Patching - AC Deep	-	-	False	-
06-30-1977	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 8

Branch - Section ID: TDFD - 001

LCD: 6/3/2025
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 1,718.00
Width (ft): 40.00
True Area (sf): 68,718.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2025	OL-AC	Overlay - AC	-	3.00	True	3" (2 LIFTS) IOWA DOT 2303 TYPE A HMA WITH TACK COAT
06-02-2025	PA-AD	Patching - AC Deep	-	-	False	-
06-02-2025	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2025	MI-CO	Cold Milling	-	-	False	0-3" COLD MILLING
06-01-2015	CS-AC	Crack Sealing - AC	-	-	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
06-01-2007	OL-AS	Overlay - AC Structural	-	-	True	-
11-01-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	-	-	False	-
06-30-1982	NC-AC	New Construction - AC	-	4.00	True	4" P-401 AC
06-29-1982	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-201 Bit Base
06-28-1982	SB-AG	Subbase - Aggregate	-	9.00	False	9" P-154 Subbase
06-27-1982	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 Fly Ash Treated SG
06-26-1982	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TDFD - 002

LCD: 6/1/2015
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 330.00
Width (ft): 65.00
True Area (sf): 30,086.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	-	-	False	P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE
08-01-2020	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL
06-01-2015	OL-AS	Overlay - AC Structural	-	3.00	True	0-3" MILL/3" AC OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1972	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1965	NC-AC	New Construction - AC	-	-	True	ESTIMATED

Branch - Section ID: TDFD - 003

LCD: 6/3/2007
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 330.00
Width (ft): 35.00
True Area (sf): 13,390.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2007	NC-PC	New Construction - PCC	-	7.00	True	-
06-02-2007	BA-AG	Base Course - Aggregate	-	4.00	False	-
06-01-2007	SB-AG	Subbase - Aggregate	-	12.00	False	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 9

Branch - Section ID: TFFD - 001

LCD: 6/3/2025
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 860.00
Width (ft): 40.00
True Area (sf): 39,481.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2025	OL-AC	Overlay - AC	-	3.00	True	3" (2 LIFTS) IOWA DOT 2303 BITUMINOUS SURFACE AND BASE COURSE
06-02-2025	PA-AD	Patching - AC Deep	-	-	False	-
06-02-2025	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2025	MI-CO	Cold Milling	-	-	False	0-4" COLD MILLING
06-01-2019	CS-AC	Crack Sealing - AC	-	-	False	-
03-01-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-05-1991	NC-AC	New Construction - AC	-	4.00	True	4" P-401 AC
06-04-1991	BA-BI	Base Course - Bituminous	-	6.00	False	6" P-401 Bit Base
06-03-1991	SB-AG	Subbase - Aggregate	-	9.00	False	9" P-154 Subbase
06-02-1991	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 Flyash Treated SG
06-01-1991	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TFFD - 002

LCD: 6/3/2007
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,033.00
Width (ft): 35.00
True Area (sf): 38,600.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2025	CS-PC	Crack Sealing - PCC	-	-	False	field estimate
06-01-2025	JS-LC	Joint Seal (Localized)	-	-	False	field estimate
06-01-2019	CS-PC	Crack Sealing - PCC	-	-	False	-
06-03-2007	NC-PC	New Construction - PCC	-	7.00	True	-
06-02-2007	BA-BI	Base Course - Bituminous	-	4.00	False	-
06-01-2007	SB-AG	Subbase - Aggregate	-	21.00	False	-

Branch - Section ID: TH01FD - 001

LCD: 6/4/1995
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 1,760.00
Width (ft): 25.00
True Area (sf): 43,307.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-04-1995	NC-IN	New Construction - Initial	-	4.00	True	4" P401
06-03-1995	BA-AG	Base Course - Aggregate	-	6.00	False	6" P209 AGG BASE
06-02-1995	SG-ST	Subgrade - Stabilized	-	6.00	False	6" FLY ASH SUBGRADE
06-01-1995	SG-CO	Subgrade - Compacted	-	6.00	False	6" COMPACTED SUBGRADE

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 10

Branch - Section ID: TH01FD - 002

LCD: 3/3/2018
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 80.00
Width (ft): 110.00
True Area (sf): 9,145.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
03-03-2018	NC-IN	New Construction - Initial	-	7.00	True	7" P-501
03-02-2018	BA-AG	Base Course - Aggregate	-	6.00	False	6" P-219 AGG BASE
03-01-2018	SG-CO	Subgrade - Compacted	-	12.00	False	12" COMPACTED SUBGRADE

Branch - Section ID: TH01FD - 003

LCD: 6/3/2021
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 516.00
Width (ft): 49.00
True Area (sf): 26,192.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" P-505 PCC PAVEMENT
06-02-2021	BA-AG	Base Course - Aggregate	-	6.00	False	6" IDOT 2115 BASE COURSE
06-01-2021	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 COMPACTED SUBGRADE
06-05-1995	NC-AC	New Construction - AC	-	4.00	True	4" P401
06-03-1995	BA-AG	Base Course - Aggregate	-	6.00	False	6" P209 AGG BASE
06-02-1995	SG-ST	Subgrade - Stabilized	-	6.00	False	6" FLY ASH SUBGRADE
06-01-1995	SG-CO	Subgrade - Compacted	-	6.00	False	6" COMPACTED SUBGRADE

Branch - Section ID: TH01FD - 004

LCD: 10/3/2024
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 115.00
Width (ft): 75.00
True Area (sf): 10,937.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-03-2024	NC-PC	New Construction - PCC	-	7.00	True	7" PCC
10-02-2024	SB-AG	Subbase - Aggregate	-	6.00	False	6" P-219
10-01-2024	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 SUBGRADE COMPACTED

Branch - Section ID: TH01FD - 005

LCD: 6/3/2024
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 175.00
Width (ft): 13.00
True Area (sf): 7,177.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2024	NC-PC	New Construction - PCC	-	6.00	True	6" PCC SLAB WITH #4 REBAR
06-02-2024	SB-AG	Subbase - Aggregate	-	6.00	False	6" MODIFIED SUBBASE
06-01-2024	SG-CO	Subgrade - Compacted	-	12.00	False	12" P-152 SUBGRADE COMPACTED

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: FOD

Page 11

Branch - Section ID: THFD - 001

LCD: 6/3/2025

Use: TAXIWAY

Rank: P

Surface: AAC

Length (ft): 226.00

Width (ft): 86.00

True Area (sf): 19,337.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2025	OL-AC	Overlay - AC	-	3.00	True	3" (2 LIFTS) IOWA DOT 2303 BITUMINOUS SURFACE AND BASE COURSE
06-02-2025	PA-AD	Patching - AC Deep	-	-	False	-
06-02-2025	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2025	MI-CO	Cold Milling	-	-	False	0-4" COLD MILLING
06-01-2015	CS-AC	Crack Sealing - AC	-	-	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
06-01-2007	OL-AS	Overlay - AC Structural	-	-	True	-
11-01-1994	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	-	-	False	-
06-30-1982	NC-AC	New Construction - AC	-	4.00	True	4" P-401 AC
06-29-1982	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-201 Bit Base
06-28-1982	SB-AG	Subbase - Aggregate	-	9.00	False	9" P-154 Subbase
06-27-1982	SG-ST	Subgrade - Stabilized	-	6.00	False	6" P-155 Fly Ash Treated SG
06-26-1982	SG-CO	Subgrade - Compacted	-	6.00	False	6" P-152 Compacted SG

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

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

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

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

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

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

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

Table E-4. 2026 unit costs (per square foot) based on pavement type and PCI ranges.

Pavement Type	PCI Range 0–40	PCI Range 40–50	PCI Range 50–60	PCI Range 60–70	PCI Range 70–80	PCI Range 80–90	PCI Range 90–100
Asphalt-Surfaced	\$11.55	\$5.46	\$5.46	\$5.46	\$0.00	\$0.00	\$0.00
Concrete	\$19.30	\$9.13	\$9.13	\$9.13	\$0.00	\$0.00	\$0.00

Table notes:

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

APPENDIX F

YEAR 2026 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2026 Estimated Cost
A01FD	01	Joint Seal Damage	Medium	315	Slabs	Joint Seal (Localized)	\$3.35	\$30,001
A02FD	01	Joint Seal Damage	Medium	491	Slabs	Joint Seal (Localized)	\$3.35	\$38,930
A02FD	02	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$182
A02FD	02	Joint Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	\$41.68	\$1,308
R06FD	01	L&T Cracking	Medium	24,477	Ft	Crack Sealing - AC	\$2.78	\$68,046
R06FD	02	L&T Cracking	Medium	3,326	Ft	Crack Sealing - AC	\$2.78	\$9,247
R12FD	03	Corner Break	Low	1	Slabs	Crack Sealing - PCC	\$3.35	\$31
R12FD	03	Joint Seal Damage	Medium	37	Slabs	Joint Seal (Localized)	\$3.35	\$2,621
R12FD	03	Joint Seal Damage	High	37	Slabs	Joint Seal (Localized)	\$3.35	\$2,621
R12FD	03	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	\$3.35	\$140
R12FD	03	Small Patch	High	1	Slabs	Patching - PCC Full Depth	\$18.61	\$57
R12FD	04	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	\$41.68	\$894
R12FD	04	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	\$3.35	\$137
R12FD	04	Scaling	Medium	3	Slabs	Patching - PCC Partial Depth	\$41.68	\$1,490
TAFD	01	Corner Break	Medium	2	Slabs	Patching - PCC Full Depth	\$18.61	\$1,138
TAFD	01	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$212
TAFD	01	Joint Seal Damage	High	214	Slabs	Joint Seal (Localized)	\$3.35	\$12,879
TAFD	01	Joint Spalling	Medium	6	Slabs	Patching - PCC Partial Depth	\$41.68	\$1,529
TAFD	01	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	\$3.35	\$68
TAFD	02	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$269
TBFD	04	L&T Cracking	Medium	87	Ft	Crack Sealing - AC	\$2.78	\$242
TBFD	05	L&T Cracking	Medium	593	Ft	Crack Sealing - AC	\$2.78	\$1,648

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2026 Estimated Cost
TBFD	05	L&T Cracking	High	1	Ft	Crack Sealing - AC	\$2.78	\$3
TCFD	01	Corner Break	Medium	2	Slabs	Patching - PCC Full Depth	\$18.61	\$1,493
TCFD	01	Joint Seal Damage	High	313	Slabs	Joint Seal (Localized)	\$3.35	\$18,642
TDFD	03	Corner Break	Low	3	Slabs	Crack Sealing - PCC	\$3.35	\$74
TDFD	03	Corner Break	Medium	1	Slabs	Patching - PCC Full Depth	\$18.61	\$807
TDFD	03	Joint Seal Damage	Medium	28	Slabs	Joint Seal (Localized)	\$3.35	\$1,802
TDFD	03	Joint Seal Damage	High	70	Slabs	Joint Seal (Localized)	\$3.35	\$4,462
TDFD	03	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$361
TDFD	03	Large Patch	Medium	3	Slabs	Patching - PCC Full Depth	\$18.61	\$2,867
TDFD	03	LTD Cracking	Medium	1	Slabs	Crack Sealing - PCC	\$3.35	\$53
TFFD	02	Corner Break	Low	4	Slabs	Crack Sealing - PCC	\$3.35	\$123
TFFD	02	Small Patch	Medium	7	Slabs	Patching - PCC Full Depth	\$18.61	\$337
TH01FD	02	Joint Seal Damage	Medium	81	Slabs	Joint Seal (Localized)	\$3.35	\$5,119
TH01FD	03	Corner Break	Low	2	Slabs	Crack Sealing - PCC	\$3.35	\$59
TH01FD	03	Corner Break	Medium	4	Slabs	Patching - PCC Full Depth	\$18.61	\$2,560
TH01FD	03	LTD Cracking	Medium	4	Slabs	Crack Sealing - PCC	\$3.35	\$143

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 Fort Dodge Regional Airport.



PREPARED FOR

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

AUGUST 2026