

Grinnell Regional Airport

The logo for Iowa DOT, featuring the word "IOWA" in blue with a yellow sun icon over the "O", followed by a vertical line and the letters "DOT" in blue. The logo is enclosed in a green circular frame that is part of a larger green graphic element resembling a road or path curving from the bottom left towards the top right.

IOWA | DOT

Pavement Management Report

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GRINNELL REGIONAL AIRPORT PAVEMENT MANAGEMENT REPORT

Prepared For:



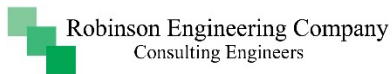
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TABLE OF CONTENTS

INTRODUCTION.....	1
PAVEMENT INVENTORY.....	3
PAVEMENT EVALUATION.....	6
Pavement Evaluation Procedure	6
Pavement Evaluation Results.....	8
Inspection Comments.....	13
Runway	13
Taxiways	13
Apron	13
T-Hangar.....	13
PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM	14
Analysis Parameters.....	14
Critical PCIs	14
Localized Preventive Maintenance Policies and Unit Costs	14
Major Rehabilitation Unit Costs.....	14
Budget and Inflation Rate.....	14
Analysis Approach.....	14
Analysis Results	15
General Maintenance Recommendations.....	16
FAA Requirements (Public Law 103-305).....	16
FAA Advisory Circular 150/5830-7B, Appendix A. Pavement Management Program	17
SUMMARY	22
REFERENCES.....	23

LIST OF FIGURES

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

LIST OF TABLES

Table 1. 2025 pavement evaluation results.....	11
Table 2. 5-year M&R program under an unlimited funding analysis scenario.	15
Table 3. Pavement inspection report.....	19

APPENDIXES

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 2025 Localized Preventive Maintenance Details F-1

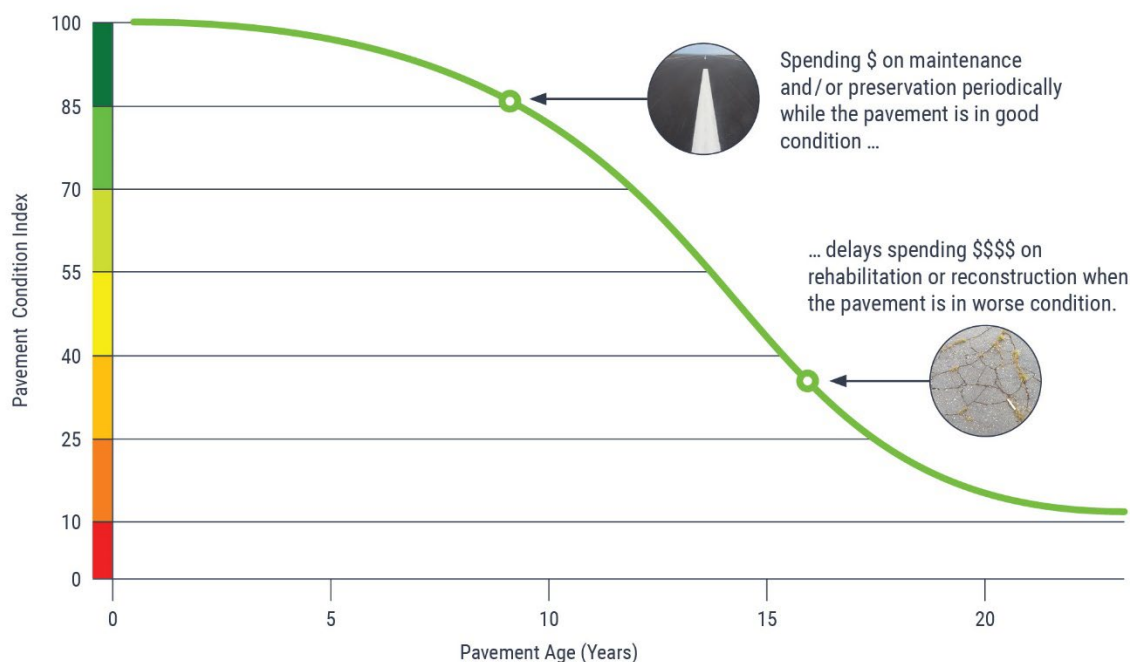
INTRODUCTION

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

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

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

Figure 1. Pavement condition versus cost of repair.



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

The pavement network at Grinnell 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 654,700 square feet of pavement were evaluated at Grinnell Regional Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Grinnell Regional Airport.

Figure 2. Pavement area by branch use at Grinnell Regional Airport.

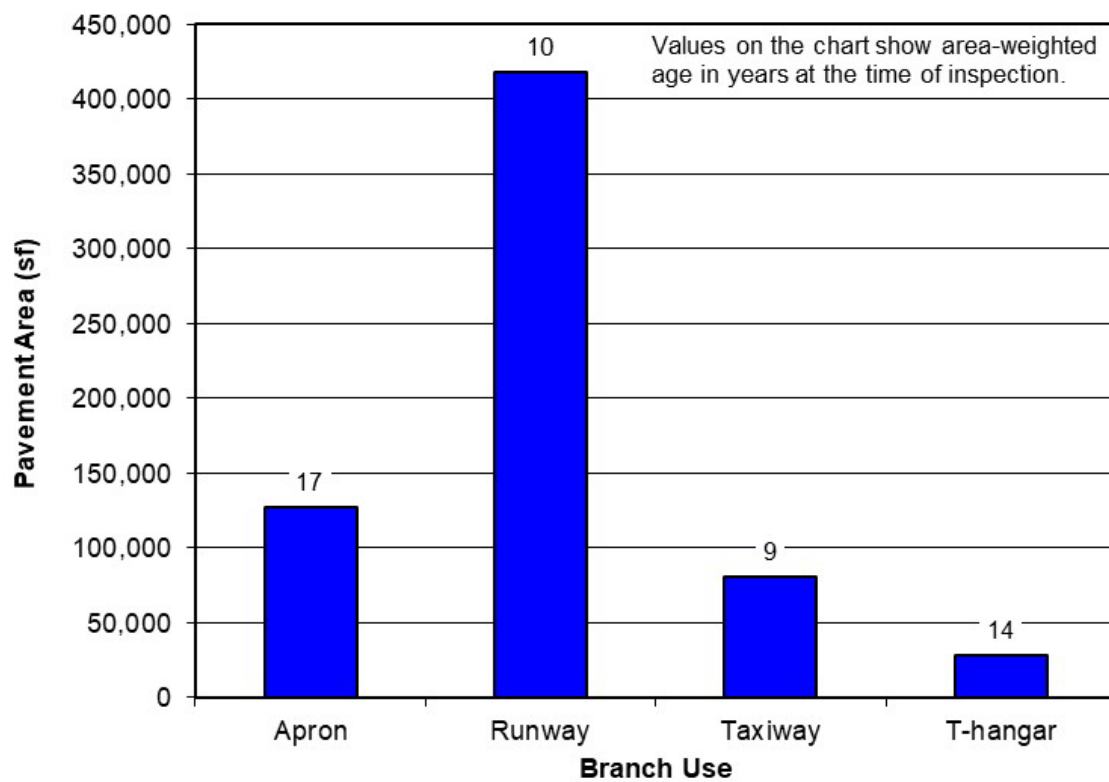
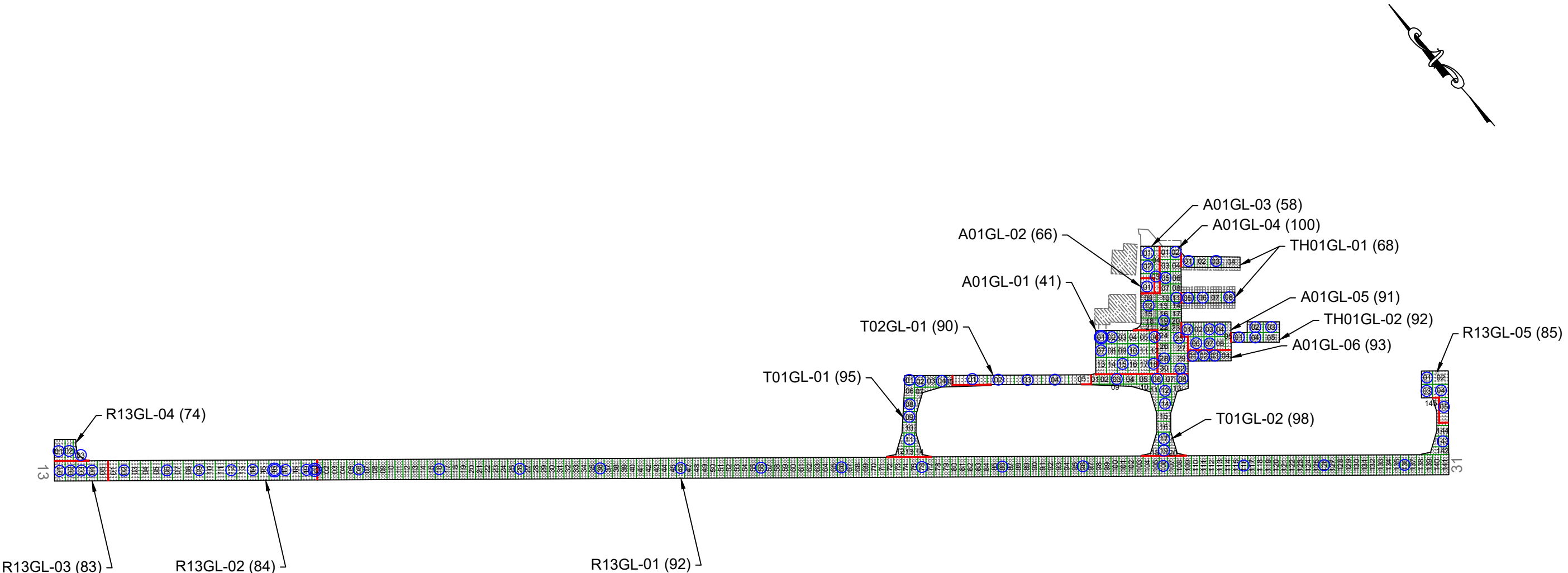


FIGURE 3. NETWORK DEFINITION MAP.



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

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AGENCY: Iowa Department of Transportation Modal Transportation Bureau - Aviation			
LOCATION: Grinnell Regional Airport Grinnell, Iowa			
PAGE TITLE: Network Definition Map			
PROJECT DATE: NOV. 2024	CREATION DATE: NOV. 2024	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM03
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: JUN. 2025	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Grinnell.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

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

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

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

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



Note: Photographs shown are not specific to Grinnell Regional Airport.

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

Figure 5. PCI versus repair type.

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

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

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

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

Pavement Evaluation Results

The pavements at Grinnell Regional Airport were inspected in March 2025. The 2025 area-weighted condition of Grinnell Regional Airport is 88, with conditions ranging from 41 to 100 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2021, the area-weighted PCI of the airport was 87.

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

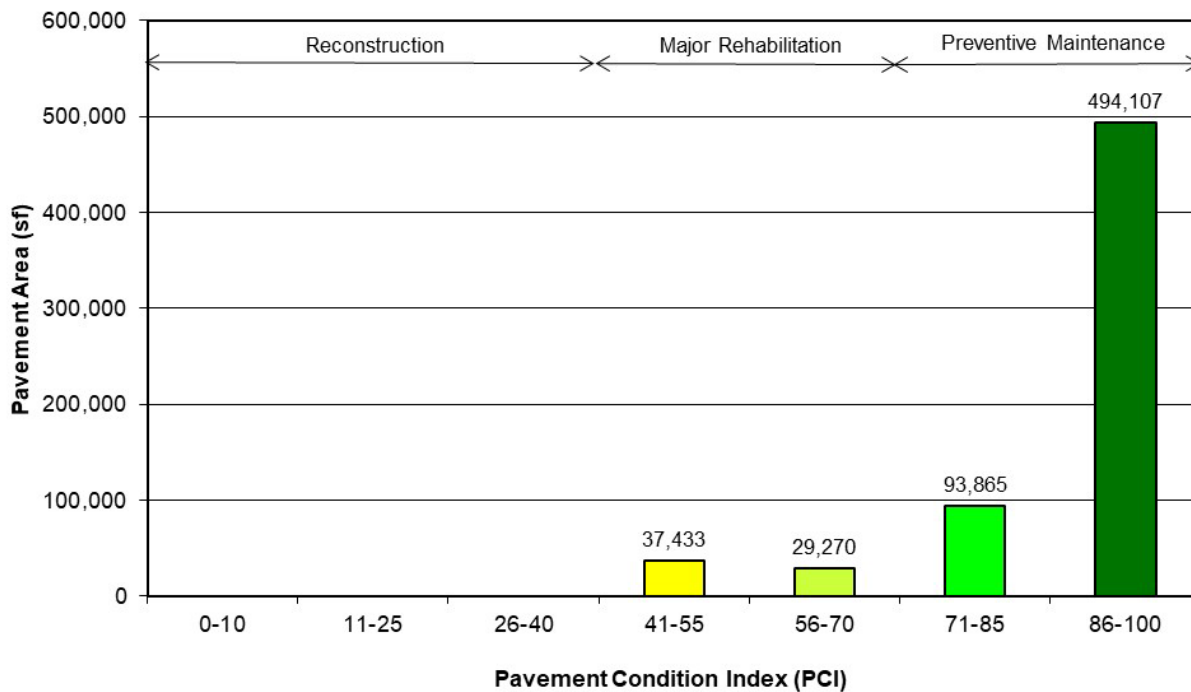


Figure 7. Area-weighted PCI by branch use at Grinnell Regional Airport.

(Values on chart are area weighted.)

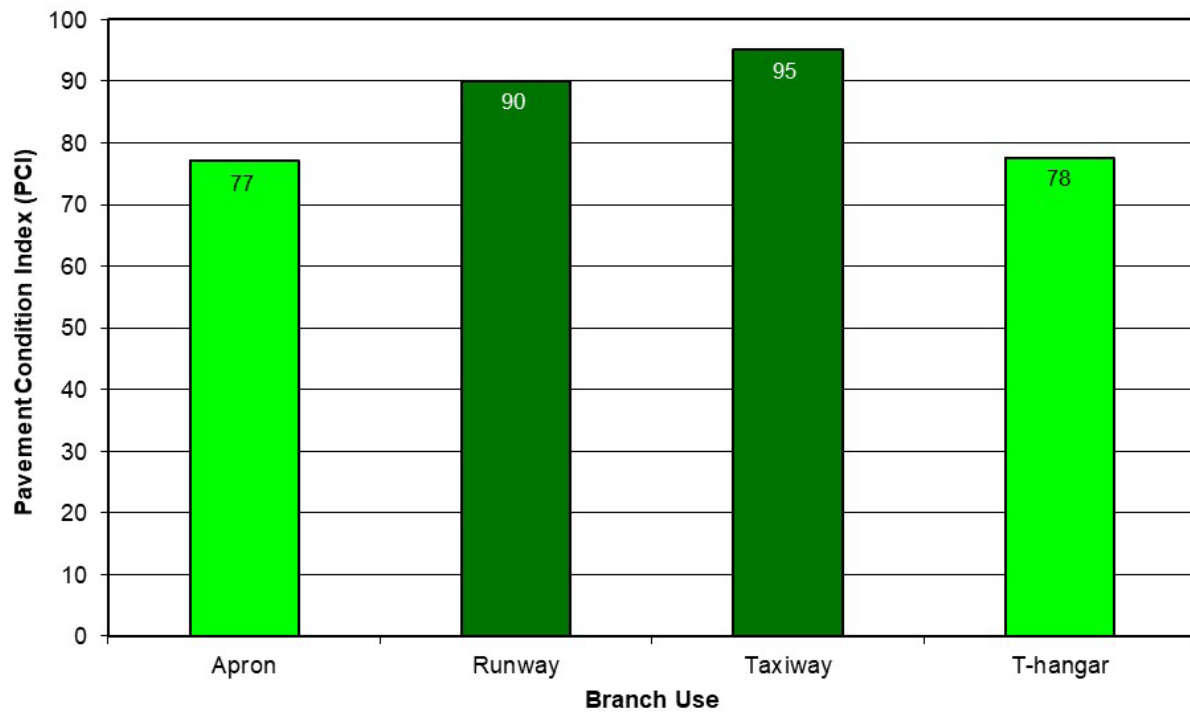
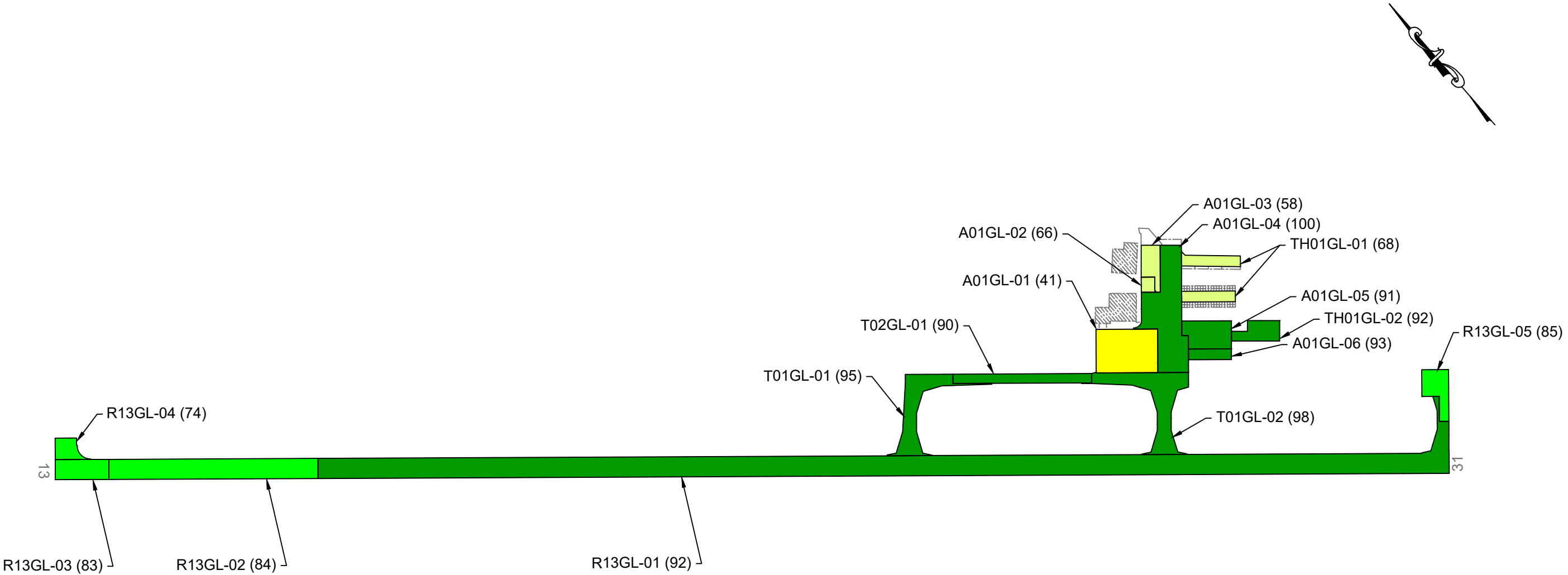


FIGURE 8. PCI MAP.



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

applied pavement TECHNOLOGY

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AGENCY: **Iowa Department of Transportation**

Modal Transportation Bureau - Aviation

LOCATION: **Grinnell Regional Airport**

Grinnell, Iowa

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

PROJECT DATE: NOV. 2024	CREATION DATE: NOV. 2024	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM03
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: JUN. 2025	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Grinnell.dwg		LAYOUT NAME/NUMBER: PCI	PAGE NUMBER: 10

Table 1. 2025 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2025 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
A01GL	01	PCC	37,433	6/30/1990	41	14	10	76	ASR, Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Shattered Slab, Shrinkage Cracking, Small Patch
A01GL	02	PCC	2,838	6/30/1987	66	31	16	53	ASR, Joint Seal Damage, LTD Cracking, Small Patch
A01GL	03	PCC	9,527	6/30/1987	58	48	11	41	ASR, Corner Break, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking, Small Patch
A01GL	04	PCC	52,890	8/3/2023	100	0	0	0	No Distress
A01GL	05	PCC	18,205	7/2/2011	91	12	75	13	ASR, Joint Seal Damage, LTD Cracking
A01GL	06	PCC	6,446	6/3/2018	93	0	100	0	Joint Seal Damage
R13GL	01	PCC	324,321	10/3/2019	92	9	79	12	Corner Spalling, Faulting, Joint Seal Damage, LTD Cracking
R13GL	02	PCC	58,500	6/1/2000	84	11	31	58	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch
R13GL	03	PCC	15,000	6/1/2000	83	31	37	32	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking
R13GL	04	PCC	7,100	6/1/2000	74	46	23	31	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking
R13GL	05	PCC	13,265	6/3/2012	85	0	62	38	Faulting, Joint Spalling, Joint Seal Damage, Shrinkage Cracking
T01GL	01	PCC	26,156	3/3/2020	95	0	92	8	Joint Spalling, Joint Seal Damage
T01GL	02	PCC	36,684	3/3/2020	98	0	100	0	Joint Seal Damage
T02GL	01	PCC	18,125	6/3/2003	90	0	63	37	ASR, Joint Spalling, Joint Seal Damage, Shrinkage Cracking

Table 1. 2025 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2025 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
TH01GL	01	PCC	16,905	5/2/2006	68	53	24	23	ASR, Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Scaling, Shattered Slab, Shrinkage Cracking
TH01GL	02	PCC	11,280	6/3/2018	92	0	89	11	Joint Spalling, Joint Seal Damage

Table Notes:

1. See Figure 3 for the location of the branch and section.
2. Surface Type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.
3. LCD = last construction date.
4. Distress due to load includes distress types that are attributed to a structural deficiency in the pavement, such as alligator cracking or rutting on asphalt-surfaced pavements or shattered slabs on PCC pavements.
5. Distress due to climate or durability includes distress types that are attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking on asphalt-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] on PCC pavements). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.
6. Distress due to other refers to distress types that are not attributed to one factor but rather may be caused by a combination of factors.
7. Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking; LTD cracking = longitudinal, transverse, and diagonal cracking; ASR = alkali-silica reaction.

Inspection Comments

Grinnell Regional Airport was inspected on March 10, 2025. There were 16 pavement sections defined during the inspection. Alkali-silica reaction (ASR) was recorded at this airport according to the PCI procedure. The ASR was recorded where evidence of a precipitate was observed within some of the cracking in the PCC surface. It should be noted that laboratory testing in the form of petrographic analysis is the only definitive way to validate the presence of ASR; however, the formation of a precipitate is evidence of a reaction consistent with this type of materials-related distress.

Runway

Runway 13/31 was defined by five sections. Section 01 contained areas of low- and medium-severity joint seal damage and low-severity corner spalling; faulting; and longitudinal, transverse, and diagonal (LTD) cracking. All severities of corner spalling and joint spalling, low- and medium-severity faulting, medium-severity joint seal damage, and high-severity small patching were identified in Section 02. An atypical area of medium-severity LTD cracking was observed and recorded as an additional sample unit in accordance with ASTM D5340. In Section 03, low-severity corner break and large patching; medium- and high-severity corner spalling; and medium-severity joint seal damage, joint spalling, and LTD cracking were recorded. Low-severity faulting; medium-severity corner spalling, joint seal damage, and joint spalling; and low- and medium-severity LTD cracking were recorded in Section 04. Section 05 contained low-severity faulting, high-severity joint seal damage, medium-severity joint spalling, and shrinkage cracking.

Taxiways

Taxiway 01 consisted of two sections that were in *Excellent* condition. Section 01 contained low- and medium-severity joint seal damage and medium-severity joint spalling. Only low-severity joint seal damage was recorded throughout Section 02.

Taxiway 02 contained one section that had areas of low-severity ASR, medium-severity joint seal damage, low- and medium-severity joint spalling, and shrinkage cracking noted during the inspection.

Apron

Apron was defined by six sections. Section 01 contained all severities of ASR and corner spalling; low- and medium-severity corner break and joint spalling; low-severity faulting, large patching, small patching, and LTD cracking; high-severity joint seal damage and shattered slab; and shrinkage cracking. Low- and medium-severity ASR, medium-severity joint seal damage, and low-severity LTD cracking and small patching were recorded in Section 02. In Section 03, low- and medium-severity ASR and LTD cracking, low-severity corner break and small patching, medium-severity joint seal damage and joint spalling, and shrinkage cracking were identified. Section 04 was recently rehabilitated and was in *Excellent* condition. No distresses were observed during the inspection. Section 05 contained medium-severity joint seal damage and low-severity ASR and LTD cracking. Only medium-severity joint seal damage was recorded throughout Section 06.

T-Hangar

The T-hangar area consisted of two sections. Section 01 contained areas of low-severity ASR, large patching, and corner break; all severities of corner spalling; high-severity joint seal damage and shattered slab; medium-severity joint spalling and scaling; low- and medium-severity LTD cracking; and shrinkage cracking. Medium-severity joint seal damage and joint spalling were recorded in Section 02.

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

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

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

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

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

Analysis Approach

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

Analysis Results

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

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2025	A01GL	01	PCC	Major Rehabilitation	\$682,925
2025	A01GL	02	PCC	Preventive Maintenance	\$30,641
2025	A01GL	03	PCC	Preventive Maintenance	\$12,231
2025	A01GL	05	PCC	Preventive Maintenance	\$11,546
2025	A01GL	06	PCC	Preventive Maintenance	\$4,084
2025	R13GL	01	PCC	Preventive Maintenance	\$191,669
2025	R13GL	02	PCC	Preventive Maintenance	\$36,201
2025	R13GL	03	PCC	Preventive Maintenance	\$9,645
2025	R13GL	04	PCC	Preventive Maintenance	\$4,071
2025	R13GL	05	PCC	Preventive Maintenance	\$5,444
2025	T01GL	01	PCC	Preventive Maintenance	\$8,833
2025	T02GL	01	PCC	Preventive Maintenance	\$7,526
2025	TH01GL	01	PCC	Preventive Maintenance	\$14,604
2025	TH01GL	02	PCC	Preventive Maintenance	\$7,021
2028	A01GL	03	PCC	Major Rehabilitation	\$90,980
Total Estimated Cost:					\$1,117,000

Table Notes:

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

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

General Maintenance Recommendations

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

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

FAA Requirements (Public Law 103-305)

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

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

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

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

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

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

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

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

- b. *Dimensions of pavement sections.*

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

- c. *Type of pavement surface.*

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

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

Funding sources for all pavement projects should be recorded.

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

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

A-1.3. Record Keeping. *The airport must record and keep on file complete information about all detailed inspections and maintenance performed until the pavement system is replaced. The*

types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information recorded includes:

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

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

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01GL	01					
A01GL	02					
A01GL	03					
A01GL	04					
A01GL	05					
A01GL	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
R13GL	01					
R13GL	02					
R13GL	03					
R13GL	04					
R13GL	05					
T01GL	01					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
T01GL	02					
T02GL	01					
TH01GL	01					
TH01GL	02					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Grinnell Regional Airport. A visual inspection of the pavements in 2025 found that the overall condition of the pavement network is a PCI of 88. A 5-year pavement repair program, shown in Table 2, was generated for Grinnell Regional Airport, which revealed that approximately \$1,117,000 needs to be expended on M&R. Grinnell Regional Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

REFERENCES

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APPENDIX A

CAUSE OF DISTRESS TABLES

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

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

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

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

APPENDIX B

INSPECTION PHOTOGRAPHS

A01GL-01. Overview.



A01GL-01. ASR (Additional Sample Unit No. 01) (1).



A01GL-01 ASR. (Additional Sample Unit No. 01) (2).



A01GL-01 ASR. (Sample Unit No. 02).



A01GL-01. ASR (Sample Unit No. 06).



A01GL-01. Small Patching (Sample Unit No. 06).



A01GL-02. Overview.



A01GL-02. ASR (Sample Unit No. 01).



A01GL-03. Overview.



A01GL-03. LTD Cracking (Sample Unit No. 02).



A01GL-03. Small Patching (Sample Unit No. 02).



A01GL-04. Overview.



A01GL-05. Overview.



A01GL-05. LTD Cracking (Sample Unit No. 01).



A01GL-06. Overview.



A01GL-06. Joint Seal Damage (Sample Unit No. 01).



R13GL-01. Overview.



R13GL-01. Joint Seal Damage (Sample Unit No. 135).



R13GL-01. LTD Cracking (Sample Unit No. 45).



R13GL-02. Overview.



R13GL-02 Corner Spalling. (Additional Sample Unit No. 20).



R13GL-02 LTD Cracking. (Additional Sample Unit No. 16).



R13GL-03. Overview.



R13GL-03. LTD Cracking (Sample Unit No. 03).



R13GL-04. Overview.



R13GL-04. LTD Cracking (Sample Unit No. 01).



R13GL-05. Overview.



R13GL-05. Joint Seal Damage (Sample Unit No. 03).



R13GL-05. Joint Spalling (Sample Unit No. 05).



T01GL-01. Overview.



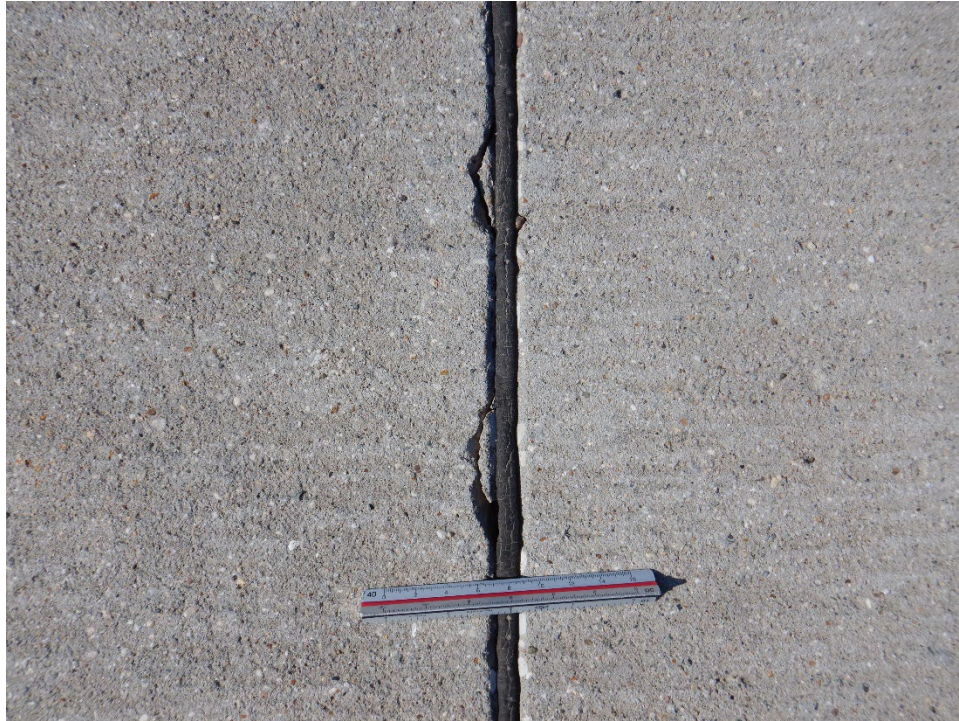
T01GL-01. Joint Spalling (Sample Unit No. 09).



T01GL-02. Overview.



T01GL-02. Joint Seal Damage (Sample Unit No. 19).



T02GL-01. Overview.



T02GL-01. ASR (Sample Unit No. 04).



T02GL-01. Joint Seal Damage (Sample Unit No. 01).



T02GL-01. Shrinkage Cracking (Sample Unit No. 01).



TH01GL-01. Overview (1).



TH01GL-01. Overview (2).



TH01GL-01. Corner Break (Sample Unit No. 08).



TH01GL-01. Large Patching (Sample Unit No. 01).



TH01GL-01. Large Patching (Sample Unit No. 05).



TH01GL-01. Shattered Slab (Sample Unit No. 08).



TH01GL-02. Overview.



TH01GL-02. Joint Spalling (Sample Unit No. 02).



APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 1

Branch - Section ID: A01GL - 001

Branch Name: APRON Use: APRON

LCD: 6/30/1990 PCI Family: IowaPCCAP_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 37,433.00
Length (ft): 160.00
Width (ft): 230.00
From: SW END OF APRON
To: 200' TO THE NE
Slabs: 299 Section Comments:
Slab Length (ft): 12.50
Slab Width (ft): 10.00
Joint Length (ft): 6,341.23
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 41
Total Samples: 18
Surveyed: 7

Sample Number: 01

Sample Type: A Sample Comments:
Sample PCI: 12
Sample Area (Slabs): 16.00

65 JT SEAL DMG	H	16.00 Slabs
66 SMALL PATCH	L	6.00 Slabs
67 LARGE PATCH	L	1.00 Slabs
74 JOINT SPALL	M	2.00 Slabs
76 ASR	H	6.00 Slabs
76 ASR	L	1.00 Slabs
76 ASR	M	3.00 Slabs

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 11
Sample Area (Slabs): 16.00

62 CORNER BREAK	L	1.00 Slabs
65 JT SEAL DMG	H	16.00 Slabs
66 SMALL PATCH	L	8.00 Slabs
67 LARGE PATCH	L	1.00 Slabs
67 LARGE PATCH	L	4.00 Slabs
71 FAULTING	L	2.00 Slabs
74 JOINT SPALL	L	1.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
76 ASR	H	4.00 Slabs
76 ASR	L	1.00 Slabs
76 ASR	M	4.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: GGI

Page 2

Sample Number: 06

Sample Type: R

Sample PCI: 48

Sample Area (Slabs): 12.00

Sample Comments:

62 CORNER BREAK	L	1.00 Slabs
63 LINEAR CR	L	1.00 Slabs
66 SMALL PATCH	L	5.00 Slabs
73 SHRINKAGE CR	N	1.00 Slabs
75 CORNER SPALL	H	1.00 Slabs
75 CORNER SPALL	L	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs
76 ASR	L	1.00 Slabs
76 ASR	M	1.00 Slabs

Sample Number: 07

Sample Type: R

Sample PCI: 6

Sample Area (Slabs): 16.00

Sample Comments:

62 CORNER BREAK	M	2.00 Slabs
66 SMALL PATCH	L	12.00 Slabs
72 SHAT. SLAB	H	1.00 Slabs
76 ASR	H	3.00 Slabs
76 ASR	M	7.00 Slabs

Sample Number: 10

Sample Type: R

Sample PCI: 44

Sample Area (Slabs): 16.00

Sample Comments:

65 JT SEAL DMG	H	16.00 Slabs
66 SMALL PATCH	L	4.00 Slabs
67 LARGE PATCH	L	2.00 Slabs
76 ASR	L	2.00 Slabs
76 ASR	M	6.00 Slabs

Sample Number: 15

Sample Type: R

Sample PCI: 73

Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	H	20.00 Slabs
67 LARGE PATCH	L	4.00 Slabs
76 ASR	M	1.00 Slabs

Sample Number: 18

Sample Type: R

Sample PCI: 71

Sample Area (Slabs): 15.00

Sample Comments:

65 JT SEAL DMG	H	15.00 Slabs
66 SMALL PATCH	L	6.00 Slabs
67 LARGE PATCH	L	3.00 Slabs
74 JOINT SPALL	L	1.00 Slabs
75 CORNER SPALL	M	2.00 Slabs

RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 3

Branch - Section ID: A01GL - 002

Branch Name: APRONUse: APRON

LCD: 6/30/1987

Surface Type: PCC

Rank: P

Section Area (sf): 2,838.00

Length (ft): 56.00

Width (ft): 50.00

From: 200' NE OF SW EDGE

To: 137.5' ON TO THE NE

Slabs: 20

Slab Length (ft): 12.10

Slab Width (ft): 12.00

Joint Length (ft): 363.61

Last Insp Date: 3/10/2025

PCI: 66

Total Samples: 1

Surveyed: 1

PCI Family: IowaPCCAP_SE_General

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 66

Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR	L	4.00 Slabs
65 JT SEAL DMG	M	20.00 Slabs
66 SMALL PATCH	L	5.00 Slabs
76 ASR	L	1.00 Slabs
76 ASR	M	1.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 4

Branch - Section ID: A01GL - 003

Branch Name: APRON Use: APRON

LCD: 6/30/1987 PCI Family: IowaPCCAP_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 9,527.00
Length (ft): 175.00
Width (ft): 70.00
From: 337.5' FROM THE SW EDGE
To: NE EDGE
Slabs: 76 Section Comments:
Slab Length (ft): 12.50
Slab Width (ft): 10.00
Joint Length (ft): 1,524.32
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 58
Total Samples: 4
Surveyed: 3

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 58
Sample Area (Slabs): 15.00
62 CORNER BREAK L 1.00 Slabs
63 LINEAR CR L 2.00 Slabs
63 LINEAR CR M 2.00 Slabs
74 JOINT SPALL M 1.00 Slabs
76 ASR L 3.00 Slabs

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 69
Sample Area (Slabs): 15.00
63 LINEAR CR L 2.00 Slabs
63 LINEAR CR M 1.00 Slabs
65 JT SEAL DMG M 15.00 Slabs
66 SMALL PATCH L 2.00 Slabs
74 JOINT SPALL M 1.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 48
Sample Area (Slabs): 15.00
62 CORNER BREAK L 1.00 Slabs
63 LINEAR CR L 1.00 Slabs
63 LINEAR CR M 1.00 Slabs
65 JT SEAL DMG M 15.00 Slabs
66 SMALL PATCH L 4.00 Slabs
73 SHRINKAGE CR N 1.00 Slabs
76 ASR M 2.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 5

Branch - Section ID: A01GL - 004

Branch Name: APRON Use: APRON

LCD: 8/3/2023 PCI Family: IowaPCCAP_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 52,890.00
Length (ft): 475.00
Width (ft): 111.00
From: SEE MAP
To: SEE MAP
Slabs: 423 Section Comments:
Slab Length (ft): 12.50
Slab Width (ft): 10.00
Joint Length (ft): 8,932.37
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 100
Total Samples: 32
Surveyed: 8

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (Slabs): 16.00
NO DISTRESS

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (Slabs): 12.00
NO DISTRESS

Sample Number: 11

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (Slabs): 16.00
NO DISTRESS

Sample Number: 12

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

Sample Number: 19

Sample Type: R Sample Comments:
Sample PCI: 100
Sample Area (Slabs): 15.00
NO DISTRESS

Sample Number: 25

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

**RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT**

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 6

Sample Number: 28

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

Sample Comments:

Sample Number: 32

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 24.00
NO DISTRESS

Sample Comments:

RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 7

Branch - Section ID: A01GL - 005

Branch Name: APRON Use: APRON

LCD: 7/2/2011

Surface Type: PCC

Rank: P

Section Area (sf): 18,205.00

Length (ft): 185.00

Width (ft): 105.00

From: SEE MAP

To: SEE MAP

Slabs: 191

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 3,530.97

Last Insp Date: 3/10/2025

PCI: 91

Total Samples: 8

Surveyed: 5

PCI Family: IowaPCCAP_SE_General

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 84

Sample Area (Slabs): 21.00

63 LINEAR CR

65 JT SEAL DMG

76 ASR

L

M

L

1.00 Slabs

21.00 Slabs

1.00 Slabs

at crack

Sample Comments:

Sample Number: 03

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Comments:

Sample Number: 04

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Comments:

Sample Number: 06

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Comments:

Sample Number: 07

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 16.00

65 JT SEAL DMG

M

16.00 Slabs

Sample Comments:

RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 8

Branch - Section ID: A01GL - 006

Branch Name: APRON Use: APRON

LCD: 6/3/2018

Surface Type: PCC

Rank: P

Section Area (sf): 6,446.00

Length (ft): 160.00

Width (ft): 40.00

From: SEE MAP

To: SEE MAP

Slabs: 81

Slab Length (ft): 10.00

Slab Width (ft): 8.00

Joint Length (ft): 1,248.91

Last Insp Date: 3/10/2025

PCI: 93

Total Samples: 4

Surveyed: 3

PCI Family: IowaPCCAP_SE_General

Section Comments: avg

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Comments:

Sample Number: 02

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Comments:

Sample Number: 03

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Comments:

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 9

Branch - Section ID: R13GL - 001

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 10/3/2019 PCI Family: IowaPCCRW_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 324,321.00
Length (ft): 4,325.00
Width (ft): 75.00
From: NW END (13) OF RWY
To: SE END (31) OF RWY
Slabs: 3,459 Section Comments:
Slab Length (ft): 10.00
Slab Width (ft): 9.37
Joint Length (ft): 62,627.07
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 92
Total Samples: 145
Surveyed: 15

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: 106

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

Sample Number: 116

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

Sample Number: 126

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

Sample Number: 136

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

Sample Number: 143

Sample Type: R Sample Comments:
Sample PCI: 94
Sample Area (Slabs): 23.00
63 LINEAR CR L 1.00 Slabs
65 JT SEAL DMG L 23.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 10

Sample Number: 16

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

Sample Number: 26

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

Sample Number: 36

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

Sample Number: 46

Sample Type: R	Sample Comments:	
Sample PCI: 87		
Sample Area (Slabs): 24.00		
63 LINEAR CR	L	1.00 Slabs
65 JT SEAL DMG	M	24.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

Sample Number: 56

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

Sample Number: 66

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

Sample Number: 76

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

Sample Number: 86

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

Sample Number: 96

Sample Type: R	Sample Comments:	
Sample PCI: 89		
Sample Area (Slabs): 24.00		
65 JT SEAL DMG	M	24.00 Slabs
71 FAULTING	L	1.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 11

Branch - Section ID: R13GL - 002

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/2000 PCI Family: IowaPCCRW_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 58,500.00
Length (ft): 780.00
Width (ft): 75.00
From: R13GL-01
To: R13GL-03
Slabs: 468
Slab Length (ft): 10.00
Slab Width (ft): 12.50
Joint Length (ft): 9,675.00
Last Insp Date: 3/10/2025
PCI: 84
Total Samples: 20
Surveyed: 9

Section Comments:

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 66
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	M	24.00 Slabs
66 SMALL PATCH	H	1.00 Slabs
74 JOINT SPALL	H	2.00 Slabs
75 CORNER SPALL	H	2.00 Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	M	24.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 09

Sample Type: R
Sample PCI: 87
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	M	24.00 Slabs
75 CORNER SPALL	H	1.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	M	24.00 Slabs
71 FAULTING	M	1.00 Slabs
75 CORNER SPALL	M	2.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 12

Sample Number: 14

Sample Type: R	Sample Comments:	
Sample PCI: 91		
Sample Area (Slabs): 24.00		
65 JT SEAL DMG	M	24.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

Sample Number: 16

Sample Type: A	Sample Comments:	
Sample PCI: 65		
Sample Area (Slabs): 24.00		
63 LINEAR CR	M	4.00 Slabs
65 JT SEAL DMG	M	24.00 Slabs
74 JOINT SPALL	L	1.00 Slabs
75 CORNER SPALL	M	1.00 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

Sample Number: 19

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

Sample Number: 20

Sample Type: A	Sample Comments:	
Sample PCI: 66		
Sample Area (Slabs): 12.00		
65 JT SEAL DMG	M	12.00 Slabs
71 FAULTING	L	4.00 Slabs
75 CORNER SPALL	L	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 13

Branch - Section ID: R13GL - 003

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/2000 PCI Family: IowaPCCRW_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 15,000.00
Length (ft): 200.00
Width (ft): 75.00
From: R13GL-02
To: R13GL-04
Slabs: 120
Slab Length (ft): 10.00
Slab Width (ft): 12.50
Joint Length (ft): 2,425.00
Last Insp Date: 3/10/2025
PCI: 83
Total Samples: 5
Surveyed: 4

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	M	24.00 Slabs
67 LARGE PATCH	L	1.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 24.00

Sample Comments:

62 CORNER BREAK	L	1.00 Slabs
65 JT SEAL DMG	M	24.00 Slabs
74 JOINT SPALL	M	1.00 Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 74
Sample Area (Slabs): 24.00

Sample Comments:

63 LINEAR CR	M	2.00 Slabs
65 JT SEAL DMG	M	24.00 Slabs
74 JOINT SPALL	M	2.00 Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 89
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	M	24.00 Slabs
75 CORNER SPALL	H	1.00 Slabs

RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 14

Branch - Section ID: R13GL - 004

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/2000 PCI Family: IowaPCCRW_SE_General

Surface Type: PCC

Rank: P

Section Area (sf): 7,100.00

Length (ft): 100.00

Width (ft): 80.00

From: R13GL-03

To: ..

Slabs: 55 Section Comments: avg slab

Slab Length (ft): 13.00

Slab Width (ft): 10.00

Joint Length (ft): 1,096.40

Last Insp Date: 3/10/2025 Inspection Comments:

PCI: 74

Total Samples: 3

Surveyed: 3

Sample Number: 01

Sample Type: R Sample Comments:

Sample PCI: 68

Sample Area (Slabs): 24.00

63 LINEAR CR	L	1.00 Slabs
63 LINEAR CR	M	2.00 Slabs
65 JT SEAL DMG	M	24.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 02

Sample Type: R Sample Comments:

Sample PCI: 82

Sample Area (Slabs): 18.00

65 JT SEAL DMG	M	18.00 Slabs
71 FAULTING	L	3.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:

Sample PCI: 75

Sample Area (Slabs): 13.00

63 LINEAR CR	M	1.00 Slabs
65 JT SEAL DMG	M	13.00 Slabs
71 FAULTING	L	1.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 15

Branch - Section ID: R13GL - 005

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/3/2012 PCI Family: IowaPCCRW_SE_General

Surface Type: PCC

Rank: P

Section Area (sf): 13,265.00

Length (ft): 180.00

Width (ft): 105.00

From: SEE MAP

To: SEE MAP

Slabs: 91

Section Comments: SLAB SIZE VARIES

Slab Length (ft): 12.50

Slab Width (ft): 11.67

Joint Length (ft): 1,997.85

Last Insp Date: 3/10/2025

Inspection Comments:

PCI: 85

Total Samples: 5

Surveyed: 4

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 16.00

65 JT SEAL DMG	H	16.00 Slabs
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Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 83

Sample Area (Slabs): 16.00

65 JT SEAL DMG	H	16.00 Slabs
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74 JOINT SPALL	M	1.00 Slabs
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Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 90

Sample Area (Slabs): 20.00

71 FAULTING	L	2.00 Slabs
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73 SHRINKAGE CR	N	1.00 Slabs
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Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 80

Sample Area (Slabs): 24.00

65 JT SEAL DMG	H	24.00 Slabs
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71 FAULTING	L	2.00 Slabs
-------------	---	------------

74 JOINT SPALL	M	1.00 Slabs
----------------	---	------------

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 16

Branch - Section ID: T01GL - 001

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 3/3/2020 PCI Family: IowaPCCTW_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 26,156.00
Length (ft): 435.00
Width (ft): 60.00
From: APRON
To: RUNWAY
Slabs: 262 Section Comments: slab width varies
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 4,735.14
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 95
Total Samples: 14
Surveyed: 6

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 98
Sample Area (Slabs): 16.00
65 JT SEAL DMG L 16.00 Slabs

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 98
Sample Area (Slabs): 20.00
65 JT SEAL DMG L 20.00 Slabs

Sample Number: 04

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

Sample Number: 08

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

Sample Number: 09

Sample Type: R Sample Comments:
Sample PCI: 90
Sample Area (Slabs): 24.00
65 JT SEAL DMG M 24.00 Slabs
74 JOINT SPALL M 1.00 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
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 17

Branch - Section ID: T01GL - 002

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 3/3/2020

Surface Type: PCC

Rank: P

Section Area (sf): 36,684.00

Length (ft): 611.00

Width (ft): 60.00

From: cc:APRON

To: cc:RUNWAY

Slabs: 367

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 6,665.36

Last Insp Date: 3/10/2025

PCI: 98

Total Samples: 20

Surveyed: 7

PCI Family: IowaPCCTW_SE_General

Section Comments: slab width varies

Inspection Comments:

Sample Number: 03

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Comments:

Sample Number: 06

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Comments:

Sample Number: 08

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 16.00

65 JT SEAL DMG

L

16.00 Slabs

Sample Comments:

Sample Number: 12

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 25.00

65 JT SEAL DMG

L

25.00 Slabs

Sample Comments:

Sample Number: 14

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 25.00

65 JT SEAL DMG

L

25.00 Slabs

Sample Comments:

Sample Number: 17

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Comments:

RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 18

Sample Number: 19

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 16.00
65 JT SEAL DMG

Sample Comments:

L 16.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 19

Branch - Section ID: T02GL - 001

Branch Name: TAXIWAY 02 Use: TAXIWAY

LCD: 6/3/2003 PCI Family: IowaPCCTW_SE_General
Surface Type: PCC
Rank: P
Section Area (sf): 18,125.00
Length (ft): 518.00
Width (ft): 35.00
From: R13GL-01
To: A01GL-01
Slabs: 104 Section Comments:
Slab Length (ft): 15.00
Slab Width (ft): 11.67
Joint Length (ft): 2,208.61
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 90
Total Samples: 5
Surveyed: 4

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 92
Sample Area (Slabs): 27.00
65 JT SEAL DMG M 27.00 Slabs
73 SHRINKAGE CR N 1.00 Slabs

Sample Number: 02

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

Sample Number: 03

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

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 83
Sample Area (Slabs): 21.00
65 JT SEAL DMG M 21.00 Slabs
74 JOINT SPALL M 1.00 Slabs
76 ASR L 2.00 Slabs

RE-INSPECTION REPORT

GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 20

Branch - Section ID: TH01GL - 001

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

LCD: 5/2/2006 PCI Family: IowaPCCTH_SE
Surface Type: PCC
Rank: P
Section Area (sf): 16,905.00
Length (ft): 425.00
Width (ft): 40.00
From: SEE MAP
To: SEE MAP
Slabs: 169 Section Comments:
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 2,918.60
Last Insp Date: 3/10/2025 Inspection Comments:
PCI: 68
Total Samples: 8
Surveyed: 5

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 55
Sample Area (Slabs): 22.00
62 CORNER BREAK L 1.00 Slabs
63 LINEAR CR L 2.00 Slabs
63 LINEAR CR M 1.00 Slabs
65 JT SEAL DMG H 22.00 Slabs
67 LARGE PATCH L 5.00 Slabs
70 SCALING M 1.00 Slabs
74 JOINT SPALL M 1.00 Slabs
75 CORNER SPALL H 1.00 Slabs
75 CORNER SPALL L 1.00 Slabs

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 77
Sample Area (Slabs): 20.00
63 LINEAR CR L 1.00 Slabs
63 LINEAR CR M 1.00 Slabs
65 JT SEAL DMG H 20.00 Slabs

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 68
Sample Area (Slabs): 20.00
62 CORNER BREAK L 1.00 Slabs
63 LINEAR CR L 1.00 Slabs
63 LINEAR CR M 1.00 Slabs
67 LARGE PATCH L 5.00 Slabs
73 SHRINKAGE CR N 1.00 Slabs
76 ASR L 1.00 Slabs

RE-INSPECTION REPORT
GRINNELL REGIONAL AIRPORT

Pavement Database: IA 2024
Network ID: GGI

Generate Date: 8/11/2025
Page 21

Sample Number: 06

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

Sample Number: 08

Sample Type: R	Sample Comments:	
Sample PCI: 52		
Sample Area (Slabs): 20.00		
62 CORNER BREAK	L	1.00 Slabs
63 LINEAR CR	M	1.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
72 SHAT. SLAB	H	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: GGI

Page 1

Network: GRINNELL REGIONAL AIRPORT

Branch - Section ID: A01GL - 001

LCD: 6/30/1990

Use: APRON

Rank: P

Surface: PCC

Length (ft): 160.00

Width (ft): 230.00

True Area (sf): 37,433.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	PA-PF	Patching - PCC Full Depth	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2009	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	State Funding - \$9,940
06-30-1990	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

Branch - Section ID: A01GL - 002

LCD: 6/30/1987

Use: APRON

Rank: P

Surface: PCC

Length (ft): 56.00

Width (ft): 50.00

True Area (sf): 2,838.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-30-1987	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

Branch - Section ID: A01GL - 003

LCD: 6/30/1987

Use: APRON

Rank: P

Surface: PCC

Length (ft): 175.00

Width (ft): 70.00

True Area (sf): 9,527.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-30-1987	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

Branch - Section ID: A01GL - 004

LCD: 8/3/2023

Use: APRON

Rank: P

Surface: PCC

Length (ft): 475.00

Width (ft): 111.00

True Area (sf): 52,890.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2023	CR-PC	Complete Reconstruction - PCC	\$231,900.00	6.00	True	6" P-501 CONCRETE PAVEMENT
08-02-2023	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6" P-219 RECYCLED CONCRETE AGGREGATE BASE COURSE
08-01-2023	SG-ST	Subgrade - Stabilized	\$0.00	12.00	False	12" P-156 CEMENT TREATED SUBGRADE
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-30-1987	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: GGI

Page 2

Branch - Section ID: A01GL - 005

LCD: 7/2/2011
Use: APRON
Rank: P
Surface: PCC

Length (ft): 185.00
Width (ft): 105.00
True Area (sf): 18,205.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-02-2011	CR-PC	Complete Reconstruction - PCC	\$0.00	5.00	True	5" P-505 PCC
07-01-2011	SB-AG	Subbase - Aggregate	\$0.00	4.00	False	4" P-154 SUBBASE

Branch - Section ID: A01GL - 006

LCD: 6/3/2018
Use: APRON
Rank: P
Surface: PCC

Length (ft): 160.00
Width (ft): 40.00
True Area (sf): 6,446.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2020	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	est.
06-03-2018	CR-PC	Complete Reconstruction - PCC	\$64,460.00	6.00	True	6" PCC SURFACE COURSE
06-02-2018	SB-AG	Subbase - Aggregate	\$0.00	6.00	False	6" MODIFIED SUBBASE
06-01-2018	SG-ST	Subgrade - Stabilized	\$0.00	18.00	False	18" SUBGRADE PREPARATION TREATED W/ FLY ASH

Branch - Section ID: R13GL - 001

LCD: 10/3/2019
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 4,325.00
Width (ft): 75.00
True Area (sf): 324,321.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-03-2019	CR-PC	Complete Reconstruction - PCC	\$0.00	6.00	True	6" P501
10-02-2019	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6' P208 AGG BASE
10-01-2019	SG-ST	Subgrade - Stabilized	\$0.00	12.00	False	12" CEMENT TREATED SUBGRADE
06-01-2016	PA-PF	Patching - PCC Full Depth	\$0.00	0.00	False	FIELD EST
06-01-2012	PA-PF	Patching - PCC Full Depth	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-30-1990	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

Branch - Section ID: R13GL - 002

LCD: 6/1/2000
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 780.00
Width (ft): 75.00
True Area (sf): 58,500.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2000	NC-IN	New Construction - Initial	\$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: GGI

Page 3

Branch - Section ID: R13GL - 003

LCD: 6/1/2000
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 200.00
Width (ft): 75.00
True Area (sf): 15,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	PA-PF	Patching - PCC Full Depth	\$0.00	0.00	False	FIELD EST
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-01-2000	NC-IN	New Construction - Initial	\$0.00	0.00	True	-

Branch - Section ID: R13GL - 004

LCD: 6/1/2000
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 100.00
Width (ft): 80.00
True Area (sf): 7,100.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-01-2000	NC-IN	New Construction - Initial	\$0.00	0.00	True	-

Branch - Section ID: R13GL - 005

LCD: 6/3/2012
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 180.00
Width (ft): 105.00
True Area (sf): 13,265.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2012	NC-PC	New Construction - PCC	\$0.00	6.00	True	6" PCC (ASSUMED MAT. CODE)
06-02-2012	SB-AG	Subbase - Aggregate	\$0.00	4.00	False	4" MODIFIED SUBBASE
06-01-2012	SG-CO	Subgrade - Compacted	\$0.00	8.00	False	8" SUBGRADE PREPARATION

Branch - Section ID: T01GL - 001

LCD: 3/3/2020
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 435.00
Width (ft): 60.00
True Area (sf): 26,156.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
03-03-2020	CR-PC	Complete Reconstruction - PCC	\$0.00	6.00	True	6" P501
03-02-2020	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6' P208 AGG BASE
03-01-2020	SG-ST	Subgrade - Stabilized	\$0.00	12.00	False	12" CEMENT TREATED SUBGRADE
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-30-1990	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: GGI

Page 4

Branch - Section ID: T01GL - 002

LCD: 3/3/2020
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 611.00
Width (ft): 60.00
True Area (sf): 36,684.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
03-03-2020	CR-PC	Complete Reconstruction - PCC	\$0.00	6.00	True	6" P501
03-02-2020	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6' P208 AGG BASE
03-01-2020	SG-ST	Subgrade - Stabilized	\$0.00	12.00	False	12" CEMENT TREATED SUBGRADE
06-01-2012	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-2012	CS-PC	Crack Sealing - PCC	\$0.00	0.00	False	-
06-01-2012	JS-LC	Joint Seal (Localized)	\$0.00	0.00	False	-
06-30-1990	NC-PC	New Construction - PCC	\$0.00	0.00	True	-

Branch - Section ID: T02GL - 001

LCD: 6/3/2003
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 518.00
Width (ft): 35.00
True Area (sf): 18,125.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2003	NC-PC	New Construction - PCC	\$0.00	6.00	True	6" P501 PCC
06-02-2003	SB-AG	Subbase - Aggregate	\$0.00	4.00	False	4" P154 SUBBASE
06-01-2003	SG-CO	Subgrade - Compacted	\$0.00	12.00	False	12" P152 COMPACTED SUBGRADE

Branch - Section ID: TH01GL - 001

LCD: 5/2/2006
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 425.00
Width (ft): 40.00
True Area (sf): 16,905.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2023	SL-PC	Slab Replacement - PCC	\$0.00	0.00	False	-
05-02-2006	NC-PC	New Construction - PCC	\$0.00	5.00	True	5" P-505 PCC
05-01-2006	SB-AG	Subbase - Aggregate	\$0.00	4.00	False	4" P-154 SUBBASE

Branch - Section ID: TH01GL - 002

LCD: 6/3/2018
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 180.00
Width (ft): 80.00
True Area (sf): 11,280.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2018	NC-PC	New Construction - PCC	\$0.00	6.00	True	6" PCC SURFACE COURSE
06-02-2018	SB-AG	Subbase - Aggregate	\$0.00	6.00	False	6" MODIFIED SUBBASE
06-01-2018	SG-ST	Subgrade - Stabilized	\$0.00	18.00	False	18" SUBGRADE PREPARATION TREATED W/ FLY ASH

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

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

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

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

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

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

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

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

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

Table Notes:

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

APPENDIX F

YEAR 2025 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
A01GL	02	ASR	Medium	8	Slabs	Slab Replacement - PCC	\$18.19	\$21,130
A01GL	02	Joint Seal Damage	Medium	160	Slabs	Joint Seal (Localized)	\$3.27	\$9,512
A01GL	03	ASR	Medium	3	Slabs	Slab Replacement - PCC	\$18.19	\$7,680
A01GL	03	Corner Break	Low	3	Slabs	Crack Sealing - PCC	\$3.27	\$91
A01GL	03	Joint Seal Damage	Medium	51	Slabs	Joint Seal (Localized)	\$3.27	\$3,323
A01GL	03	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	\$40.74	\$889
A01GL	03	LTD Cracking	Medium	7	Slabs	Crack Sealing - PCC	\$3.27	\$249
A01GL	05	Joint Seal Damage	Medium	191	Slabs	Joint Seal (Localized)	\$3.27	\$11,546
A01GL	06	Joint Seal Damage	Medium	81	Slabs	Joint Seal (Localized)	\$3.27	\$4,084
R13GL	01	Joint Seal Damage	Medium	3,237	Slabs	Joint Seal (Localized)	\$3.27	\$191,669
R13GL	02	Corner Spalling	Medium	10	Slabs	Patching - PCC Partial Depth	\$40.74	\$1,065
R13GL	02	Corner Spalling	High	8	Slabs	Patching - PCC Partial Depth	\$40.74	\$846
R13GL	02	Faulting	Medium	3	Slabs	Grinding (Localized)	\$0.39	\$13
R13GL	02	Joint Seal Damage	Medium	468	Slabs	Joint Seal (Localized)	\$3.27	\$31,637
R13GL	02	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	\$40.74	\$677
R13GL	02	Joint Spalling	High	5	Slabs	Patching - PCC Partial Depth	\$40.74	\$1,691
R13GL	02	LTD Cracking	Medium	4	Slabs	Crack Sealing - PCC	\$3.27	\$147
R13GL	02	Small Patch	High	3	Slabs	Patching - PCC Full Depth	\$18.19	\$126
R13GL	03	Corner Break	Low	1	Slabs	Crack Sealing - PCC	\$3.27	\$34
R13GL	03	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$137
R13GL	03	Corner Spalling	High	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$137
R13GL	03	Joint Seal Damage	Medium	120	Slabs	Joint Seal (Localized)	\$3.27	\$7,930
R13GL	03	Joint Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	\$40.74	\$1,316
R13GL	03	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	\$3.27	\$92

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
R13GL	04	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$110
R13GL	04	Joint Seal Damage	Medium	55	Slabs	Joint Seal (Localized)	\$3.27	\$3,585
R13GL	04	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$263
R13GL	04	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	\$3.27	\$113
R13GL	05	Joint Seal Damage	High	67	Slabs	Joint Seal (Localized)	\$3.27	\$4,814
R13GL	05	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$630
T01GL	01	Joint Seal Damage	Medium	140	Slabs	Joint Seal (Localized)	\$3.27	\$8,258
T01GL	01	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$574
T02GL	01	Joint Seal Damage	Medium	104	Slabs	Joint Seal (Localized)	\$3.27	\$7,222
T02GL	01	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$304
TH01GL	01	Corner Break	Low	5	Slabs	Crack Sealing - PCC	\$3.27	\$133
TH01GL	01	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$182
TH01GL	01	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$182
TH01GL	01	Joint Seal Damage	High	136	Slabs	Joint Seal (Localized)	\$3.27	\$7,672
TH01GL	01	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$436
TH01GL	01	LTD Cracking	Medium	7	Slabs	Crack Sealing - PCC	\$3.27	\$217
TH01GL	01	Scaling	Medium	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$2,768
TH01GL	01	Shattered Slab	High	2	Slabs	Slab Replacement - PCC	\$18.19	\$3,014
TH01GL	02	Joint Seal Damage	Medium	113	Slabs	Joint Seal (Localized)	\$3.27	\$6,711
TH01GL	02	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$310

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 Grinnell Regional Airport.



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AUGUST 2025