

Mason City Municipal Airport



IOWA | DOT

Pavement Management Report

PREPARED BY

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MASON CITY MUNICIPAL AIRPORT PAVEMENT MANAGEMENT REPORT

Prepared For:



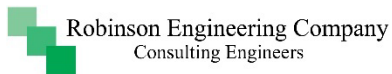
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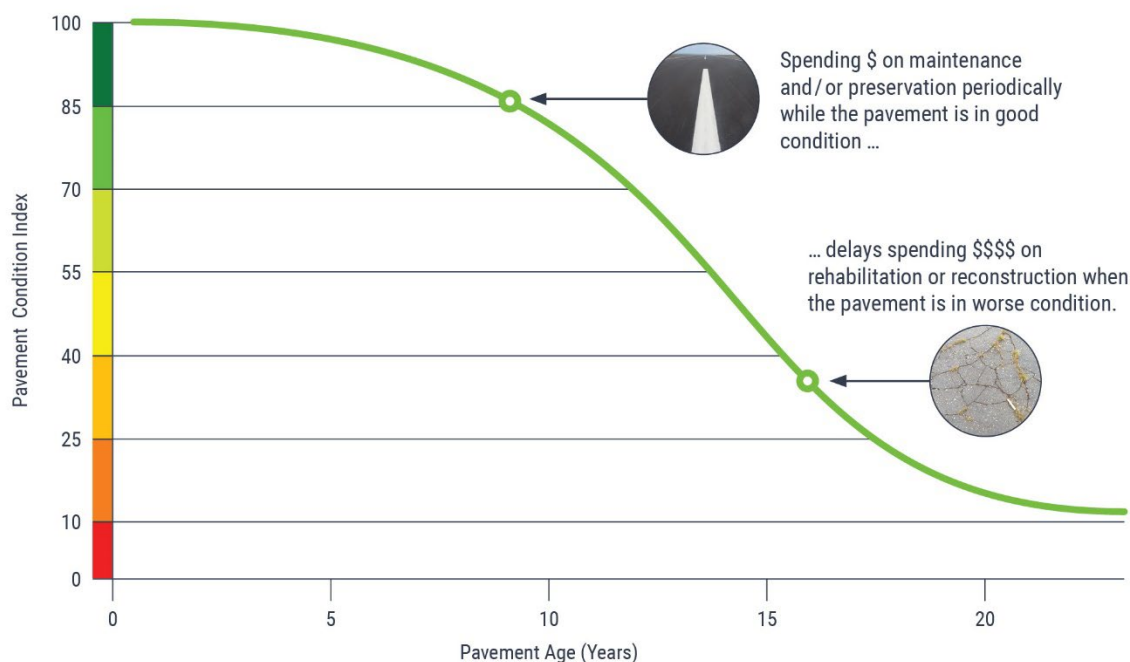
INTRODUCTION

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

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

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

Figure 1. Pavement condition versus cost of repair.



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

PAVEMENT INVENTORY

The project began with a review of the existing inventory information pertaining to the pavements at Mason City Municipal Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps, as necessary, to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2021.

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

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

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

Approximately 3,252,400 square feet of pavement were evaluated at Mason City Municipal Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Mason City Municipal Airport.

Figure 2. Pavement area by branch use at Mason City Municipal Airport.

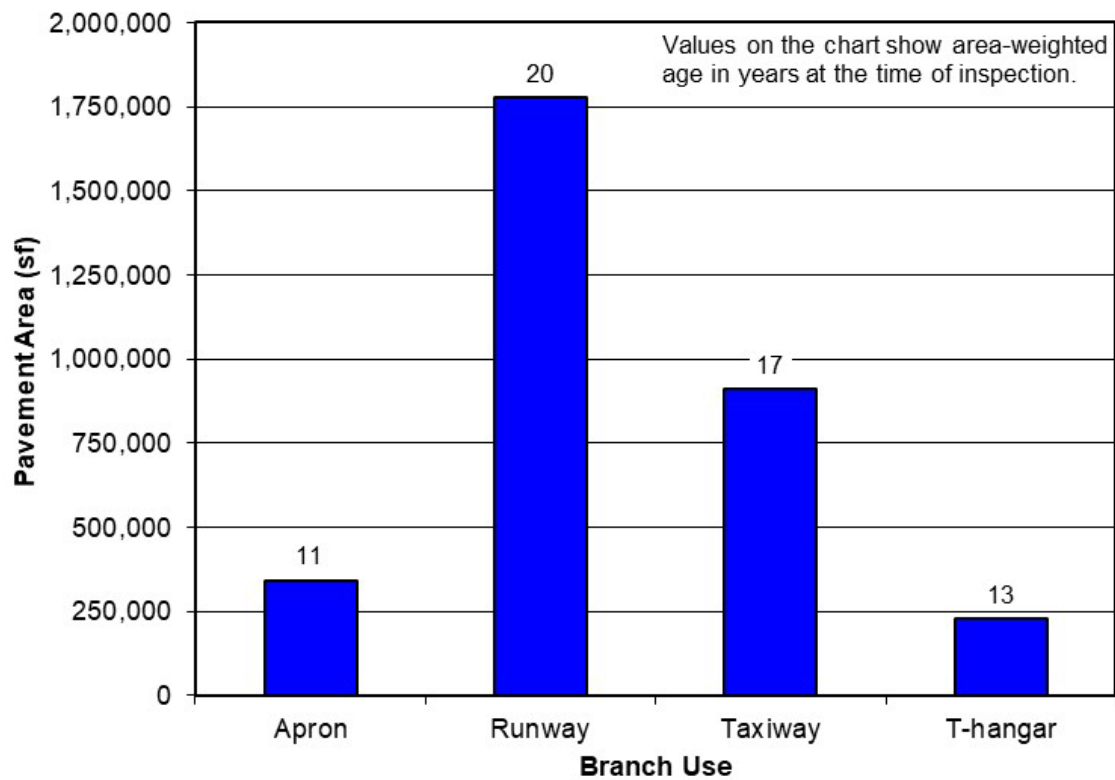
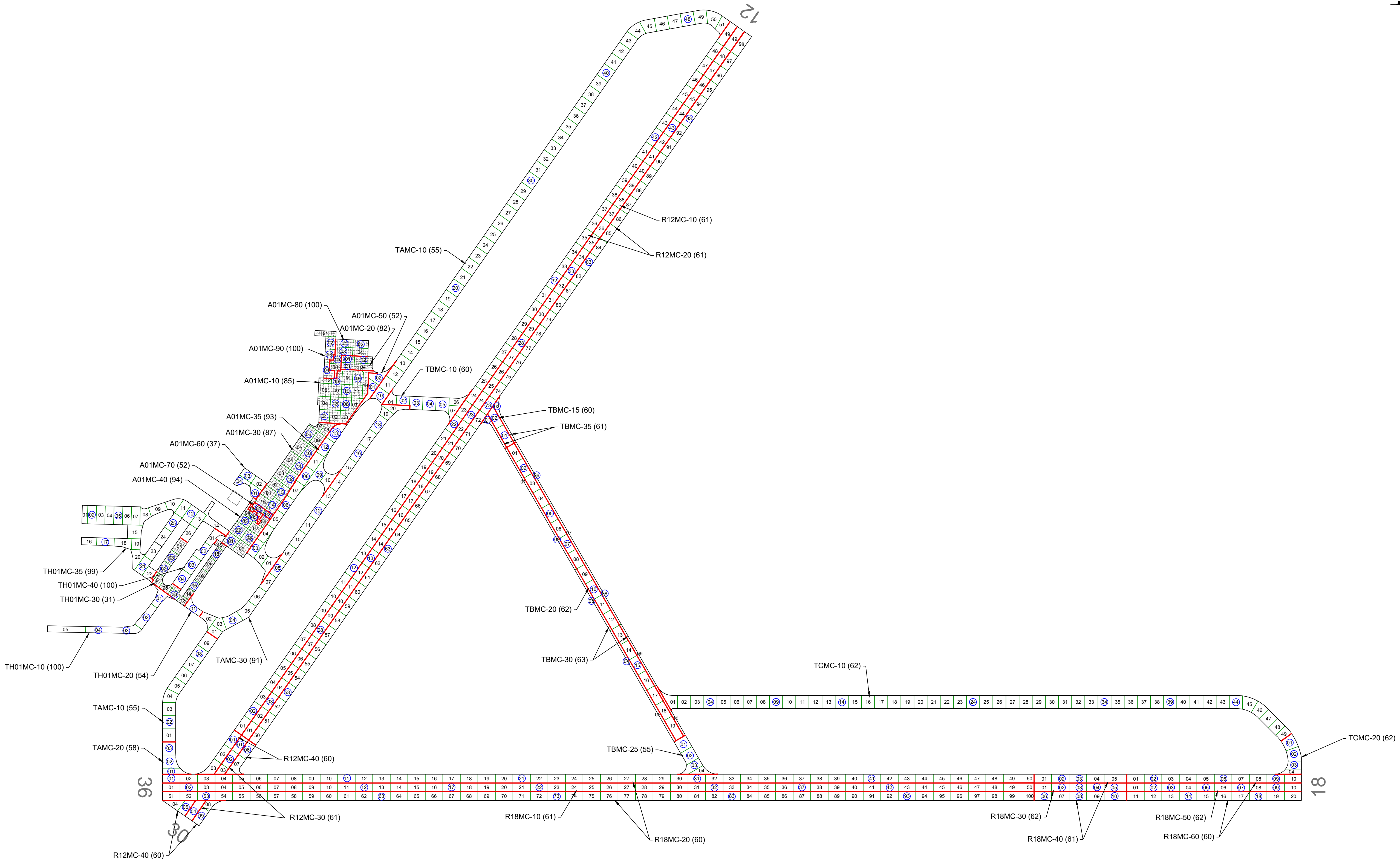
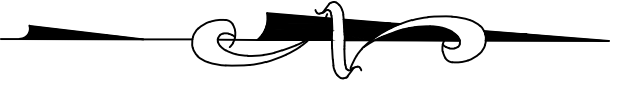


FIGURE 3. NETWORK DEFINITION MAP.



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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Modal Transportation Bureau - Aviation

LOCATION: Mason City Municipal Airport
Mason City, Iowa

PAGE TITLE: Network Definition Map

PROJECT DATE: NOV. 2024	CREATION DATE: NOV. 2024	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM03
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: JUN. 2025	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Mason City.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech visually inspected the pavements at Mason City Municipal Airport using the PCI procedure described in:

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

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

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



Note: Photographs shown are not specific to Mason City Municipal Airport.

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

Figure 5. PCI versus repair type.

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 Mason City Municipal Airport were inspected in March 2025. The 2025 area-weighted condition of Mason City Municipal Airport is 66, with conditions ranging from 31 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 66.

Figure 6 summarizes the overall condition of the pavements at Mason City Municipal Airport, and Figure 7 presents area-weighted condition (average PCI adjusted to account for the relative size of the pavement sections) by branch use. Figure 8 is a map that displays the condition of the evaluated pavements. Table 1 summarizes the results of the pavement evaluation.

Appendix B presents photographs taken during the PCI inspection, and Appendix C contains detailed information on the distress types observed during the visual survey. Appendix D includes detailed work history information that was collected during the record review process.

Figure 6. Pavement area by PCI range at Mason City Municipal Airport.

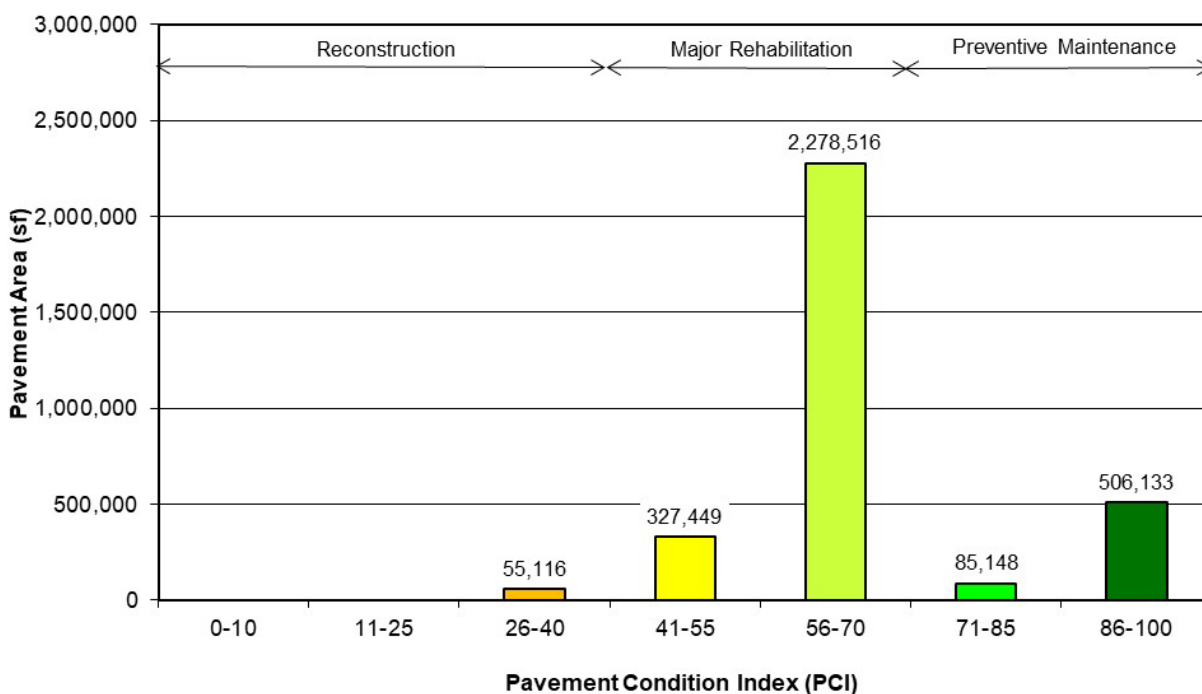


Figure 7. Area-weighted PCI by branch use at Mason City Municipal Airport.

(Values on chart are area weighted.)

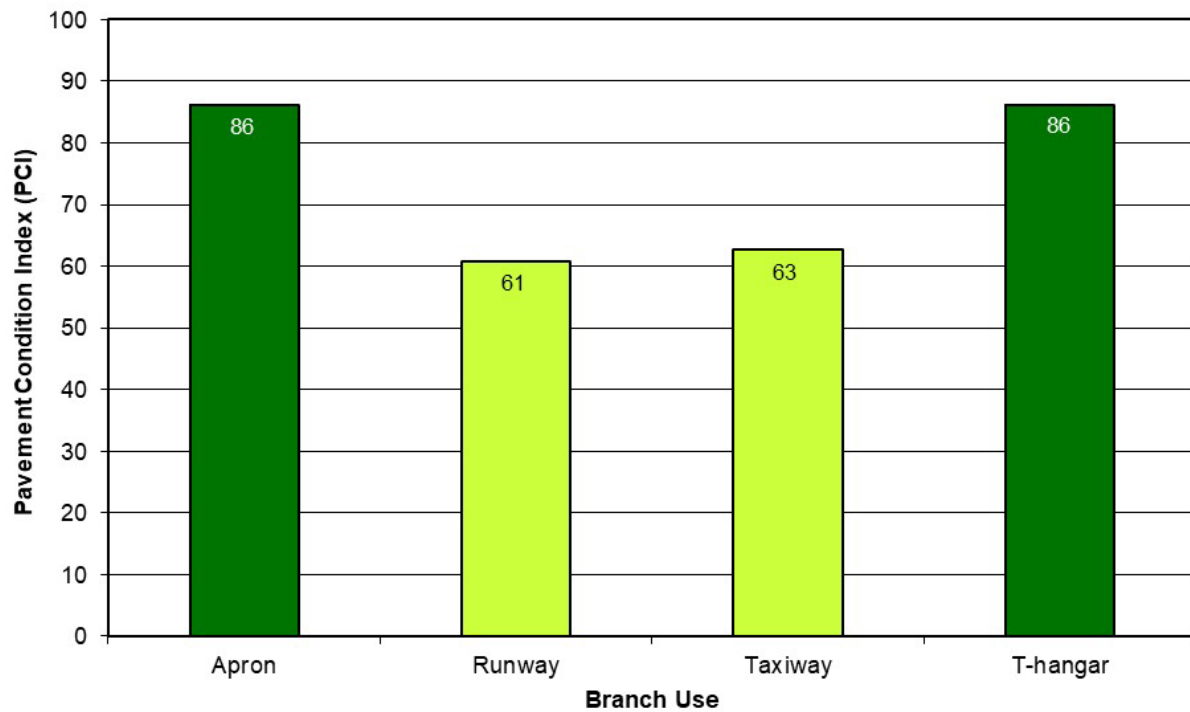
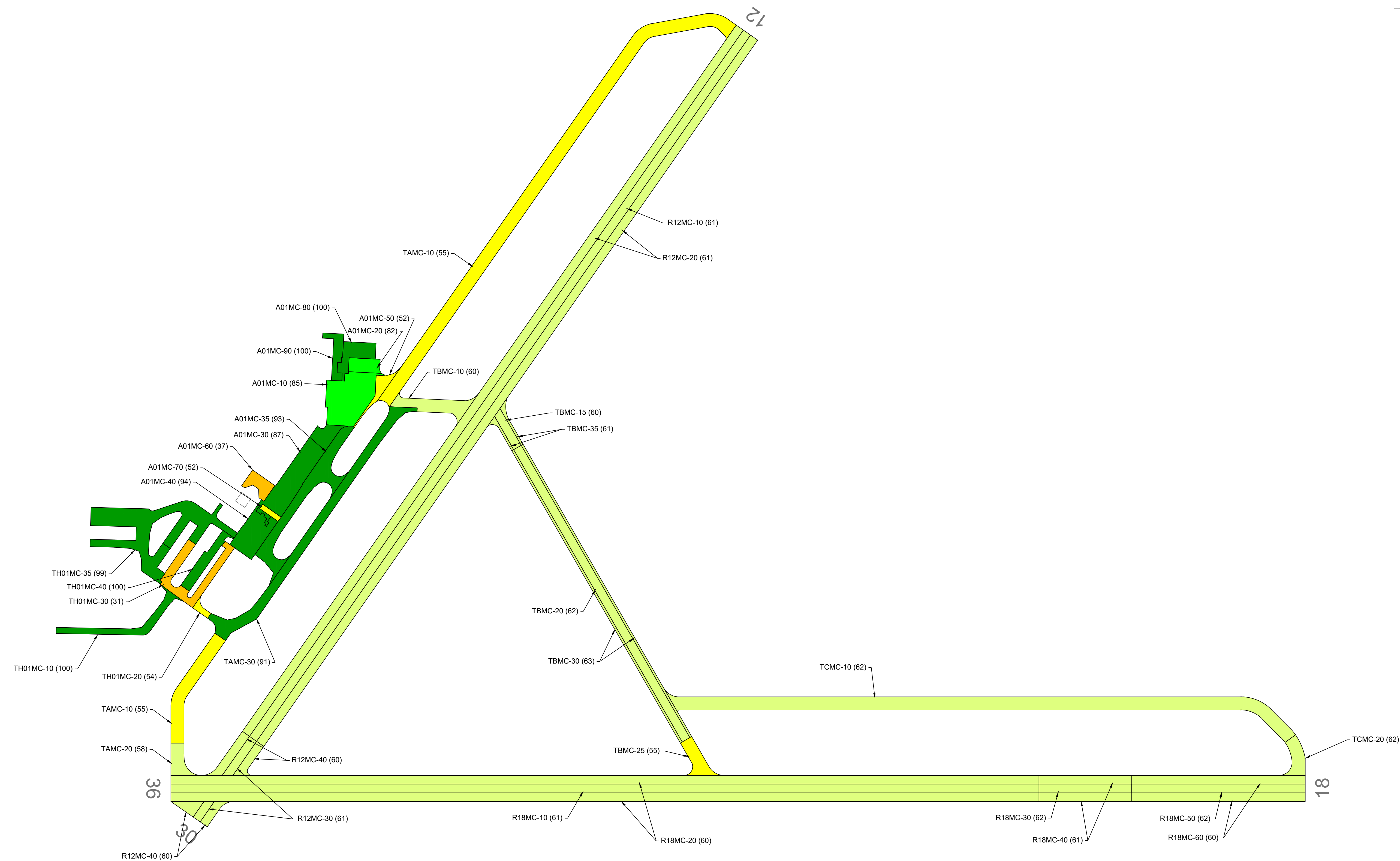


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE

R18AN-10 (78)

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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



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AGENCY: Iowa Department of Transportation
Modal Transportation Bureau - Aviation
LOCATION: Mason City Municipal Airport
Mason City, 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"=300'	LAST MODIFIED DATE: JUN. 2025	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Mason City.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
A01MC	10	PCC	70,816	6/2/2008	85	7	73	20	Corner Spalling, Faulting, Joint Seal Damage, LTD Cracking
A01MC	20	PCC	14,332	6/3/1972	82	35	47	18	Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking, Small Patch
A01MC	30	PCC	76,000	6/1/2017	87	48	12	40	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking
A01MC	35	AC	73,174	4/5/2021	93	0	100	0	L&T Cracking, Patching, Weathering
A01MC	40	PCC	38,255	6/1/2018	94	41	32	27	Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch
A01MC	50	AC	11,660	6/3/2006	52	0	100	0	L&T Cracking, Patching, Raveling, Weathering
A01MC	60	AC	14,360	6/2/2009	37	51	46	3	Alligator Cracking, L&T Cracking, Oil Spillage, Raveling, Rutting, Swelling, Weathering
A01MC	70	PCC	3,843	6/1/1999	52	72	14	14	Corner Break, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab
A01MC	80	PCC	22,940	8/3/2024	100	0	0	0	No Distress
A01MC	90	PCC	15,553	8/3/2024	100	0	0	0	No Distress
R12MC	10	AAC	245,643	5/3/2006	61	0	100	0	L&T Cracking, Raveling, Weathering
R12MC	20	AAC	493,057	5/3/2006	61	0	100	0	L&T Cracking, Raveling, Weathering
R12MC	30	AC	18,816	6/3/2005	61	0	100	0	L&T Cracking, Raveling, Weathering
R12MC	40	AC	43,342	6/3/2005	60	0	100	0	L&T Cracking, Patching, Raveling, Weathering
R18MC	10	AAC	248,664	6/4/2005	61	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	20	AAC	497,500	6/4/2005	60	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	30	AAC	26,450	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering

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
R18MC	40	AAC	52,887	6/2/2005	61	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	50	AAC	49,836	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	60	AAC	99,687	6/2/2005	60	0	100	0	L&T Cracking, Raveling, Weathering
TAMC	10	AAC	287,735	6/2/2006	55	0	100	0	L&T Cracking, Patching, Raveling, Weathering
TAMC	20	AAC	16,030	6/2/2005	58	0	100	0	L&T Cracking, Raveling, Weathering
TAMC	30	AC	98,795	4/5/2021	91	0	100	0	L&T Cracking, Weathering
TBMC	10	AAC	32,450	6/2/2006	60	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	15	APC	11,522	6/1/2006	60	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	20	APC	97,151	6/3/2008	62	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	25	APC	19,896	6/2/2005	55	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	30	AAC	47,702	6/3/2008	63	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	35	AAC	8,092	6/1/2006	61	0	100	0	L&T Cracking, Raveling, Weathering
TCMC	10	AAC	271,802	6/3/2008	62	0	100	0	L&T Cracking, Raveling, Weathering
TCMC	20	AAC	17,885	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
TH01MC	10	AC	31,494	7/4/2024	100	0	0	0	No Distress
TH01MC	20	AC	4,315	1/1/2000	54	39	61	0	Alligator Cracking, L&T Cracking, Weathering
TH01MC	30	PCC	40,756	1/1/1972	31	71	7	22	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Popouts, Shattered Slab
TH01MC	35	AC	128,421	9/3/2021	99	0	100	0	L&T Cracking
TH01MC	40	AC	21,501	7/4/2024	100	0	0	0	No Distress

Table 1. 2025 pavement evaluation results (continued).

- 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

Mason City Municipal Airport was inspected on March 12-13, 2025. There were 36 pavement sections defined during the inspection.

Runways

Runway 12/30 was defined by four sections. Sections 10, 20, 30, and 40 contained low- and medium-severity longitudinal and transverse (L&T) cracking and low-severity raveling and weathering. Section 40 also had medium-severity patching observed. On Runway 12/30, the low-severity L&T cracking was both sealed and unsealed, while the medium-severity L&T cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded 1/4 inch.

Runway 18/36 consisted of six sections that contained low- and medium-severity L&T cracking and low-severity raveling and weathering. Sections 40 and 60 also had high-severity L&T cracking observed where either secondary cracking was wider than 1 foot was noted or where the crack width was greater than 3 inches. Throughout Runway 18/36, the low-severity L&T cracking was both sealed and unsealed, while the medium-severity L&T cracking was recorded where crack sealant was unsatisfactory or unsealed crack widths were greater than 1/4 inch.

Taxiways

Taxiway A was comprised of three sections that contained low- and medium-severity L&T cracking and low-severity weathering. Section 10 also had high-severity L&T cracking, low- and medium-severity patching, low- and high-severity raveling, and medium-severity weathering. Section 20 additionally had low-severity raveling observed. On Taxiway A, the low-severity L&T cracking was both sealed and unsealed, while the medium-severity L&T cracking was due to either the development of secondary cracking, unsatisfactory crack sealant, or unsealed crack widths that exceeded 1/4 inch. The high-severity L&T cracking was recorded in areas where the crack width was greater than 3 inches.

Taxiway B was defined by six sections that contained low- and medium-severity L&T cracking and low-severity raveling and weathering. Areas of medium- and high-severity weathering were also observed in Section 10 where the surface had been abraded from paint removal, leaving the coarse aggregate exposed. In Section 25, high-severity L&T cracking was observed where either secondary cracking wider than 1 foot had developed or the crack width was greater than 3 inches. A small amount of medium-severity raveling was also recorded in Section 35. Throughout this taxiway, the low-severity L&T cracking was both sealed and unsealed, while the medium-severity L&T cracking was recorded where either crack sealant was unsatisfactory or unsealed crack widths exceeded 1/4 inch.

Taxiway C consisted of two sections. Section 10 contained all severities of L&T cracking and low-severity raveling and weathering. Medium- and high-severity L&T cracking and low-severity raveling and weathering were recorded in Section 20. On this taxiway, the low-severity L&T cracking was unsealed; the medium-severity L&T cracking was due to either unsatisfactory crack sealant or unsealed crack widths greater than 1/4 inch; and the high-severity L&T cracking was recorded where the crack width was greater than 3 inches.

Apron

The apron area was defined by ten sections. Section 10 contained high-severity joint seal damage and low-severity corner spalling, faulting, and longitudinal, transverse, and diagonal (LTD) cracking. In Section 20, medium-severity corner spalling and small patching, low- and high-severity joint seal damage, low- and medium-severity joint spalling and LTD cracking, and shrinkage cracking were observed. High-severity corner spalling; low-severity faulting, joint seal

damage, and large patching; medium-severity joint spalling; and low- and medium-severity LTD cracking were observed in Section 30. Low-severity L&T cracking and weathering were identified in Section 35. An atypical area of low-severity patching was observed and recorded as an additional sample unit in accordance with ASTM D5340. The low-severity L&T cracking was unsealed. Section 40 contained low-severity joint seal damage and small patching and medium-severity joint spalling and LTD cracking. Low- and medium-severity L&T cracking and weathering and low-severity patching and raveling were identified in Section 50. The low-severity L&T cracking was unsealed, while the medium-severity L&T cracking was recorded where either the crack sealant was in an unsatisfactory condition or where unsealed crack widths exceeded 1/4 inch. Section 60 was in *Poor* condition with low- and medium-severity alligator cracking, rutting, and L&T cracking; oil spillage; medium- and high-severity raveling; low-severity swelling; and medium-severity weathering observed. The low-severity L&T cracking was unsealed, while the medium-severity L&T cracking was recorded where either the crack sealant was unsatisfactory, secondary cracking had developed, or unsealed crack widths were greater than 1/4 inch. Section 70 had medium- and high-severity corner break, low-severity faulting, high-severity joint seal damage and shattered slab, and medium-severity joint spalling and LTD cracking recorded. Sections 80 and 90 were recently constructed and in *Excellent* condition with no distresses observed at the time of inspection.

T-Hangar

The T-hangar area contained five sections. Sections 10 and 40 were recently rehabilitated and in *Excellent* condition with no distresses observed. Section 20 contained medium-severity weathering and low- and medium-severity alligator cracking and L&T cracking. The alligator cracking was observed both along the edge of the pavement and in the wheel path. Section 30 was in *Poor* condition with medium- and high-severity corner break, low-severity corner spalling and large patching, low- and medium-severity faulting and LTD cracking, high-severity joint seal damage, medium-severity joint spalling, popouts, and all severities of shattered slab. Low-severity, unsealed L&T cracking was observed in Section 35.

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

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

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

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

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

Analysis Approach

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

Analysis Results

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

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2025	A01MC	10	PCC	Preventive Maintenance	\$29,477
2025	A01MC	20	PCC	Preventive Maintenance	\$3,273
2025	A01MC	30	PCC	Preventive Maintenance	\$1,208
2025	A01MC	40	PCC	Preventive Maintenance	\$889
2025	A01MC	50	AC	Major Rehabilitation	\$62,265
2025	A01MC	60	AC	Major Rehabilitation	\$162,118
2025	A01MC	70	PCC	Major Rehabilitation	\$34,278
2025	R12MC	10	AAC	Major Rehabilitation	\$1,311,750
2025	R12MC	20	AAC	Major Rehabilitation	\$2,632,957
2025	R12MC	30	AC	Major Rehabilitation	\$100,479
2025	R12MC	40	AC	Major Rehabilitation	\$231,449
2025	R18MC	10	AAC	Major Rehabilitation	\$1,327,882
2025	R18MC	20	AAC	Major Rehabilitation	\$2,656,683
2025	R18MC	30	AAC	Major Rehabilitation	\$141,245
2025	R18MC	40	AAC	Major Rehabilitation	\$282,420
2025	R18MC	50	AAC	Major Rehabilitation	\$266,128
2025	R18MC	60	AAC	Major Rehabilitation	\$532,335
2025	TAMC	10	AAC	Major Rehabilitation	\$1,536,524
2025	TAMC	20	AAC	Major Rehabilitation	\$85,601
2025	TAMC	30	AC	Preventive Maintenance	\$350
2025	TBMC	10	AAC	Major Rehabilitation	\$173,285
2025	TBMC	15	APC	Major Rehabilitation	\$61,528
2025	TBMC	25	APC	Major Rehabilitation	\$106,246
2025	TH01MC	20	AC	Major Rehabilitation	\$23,042
2025	TH01MC	30	PCC	Major Rehabilitation	\$768,668
2026	TBMC	20	APC	Major Rehabilitation	\$530,718
2026	TBMC	35	AAC	Major Rehabilitation	\$44,205
2026	TCMC	10	AAC	Major Rehabilitation	\$1,484,805
2026	TCMC	20	AAC	Major Rehabilitation	\$97,703
2027	TBMC	30	AAC	Major Rehabilitation	\$266,581

Total Estimated Cost: \$14,956,000

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

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 Mason City Municipal Airport.

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

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

General Maintenance Recommendations

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

1. Regularly inspect all safety areas of the airport and document all inspection activity. A sample form that can be used to perform these inspections is provided in Table 3 of this report.
2. 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 Mason City Municipal Airport is in the National Plan of Integrated Airport Systems (NPIAS), the airport sponsor is required to keep the airport in a viable operating condition. This includes maintaining airport pavements in accordance with Public Law 103-305. 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, Mason City Municipal Airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities.

FAA Advisory Circular 150/5380-7B 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 Mason City Municipal Airport. If any new pavements are constructed or any pavement areas are permanently closed, this map must be updated. Project plans should be submitted to the Iowa DOT after project completion.

- b. *Dimensions of pavement sections.*

The dimensions of all runways, taxiways, aprons, and T-hangars are stored in the PAVER database. Appendix C provides information on length, width, and area. In addition, the network definition map 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 Mason City Municipal Airport is listed in Table 1 of this report and is also stored in the PAVER database. Any changes to the pavement type (through an overlay or reconstruction) must be recorded.

d. *Year of construction and/or most recent major rehabilitation.*

Dates for pavement construction, rehabilitation, or reconstruction must be recorded. The current pavement history for Mason City Municipal 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
A01MC	10					
A01MC	20					
A01MC	30					
A01MC	35					
A01MC	40					
A01MC	50					

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
A01MC	60					
A01MC	70					
A01MC	80					
A01MC	90					
R12MC	10					
R12MC	20					

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
R12MC	30					
R12MC	40					
R18MC	10					
R18MC	20					
R18MC	30					
R18MC	40					

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
R18MC	50					
R18MC	60					
TAMC	10					
TAMC	20					
TAMC	30					
TBMC	10					

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
TBMC	15					
TBMC	20					
TBMC	25					
TBMC	30					
TBMC	35					
TCMC	10					

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
TCMC	20					
TH01MC	10					
TH01MC	20					
TH01MC	30					
TH01MC	35					
TH01MC	40					

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 Mason City Municipal Airport. A visual inspection of the pavements in 2025 found that the overall condition of the pavement network is a PCI of 66. A 5-year pavement repair program, shown in Table 2, was generated for Mason City Municipal Airport, which revealed that approximately \$14,956,000 needs to be expended on M&R. Mason City Municipal Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

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

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

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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

A01MC-10. Overview.



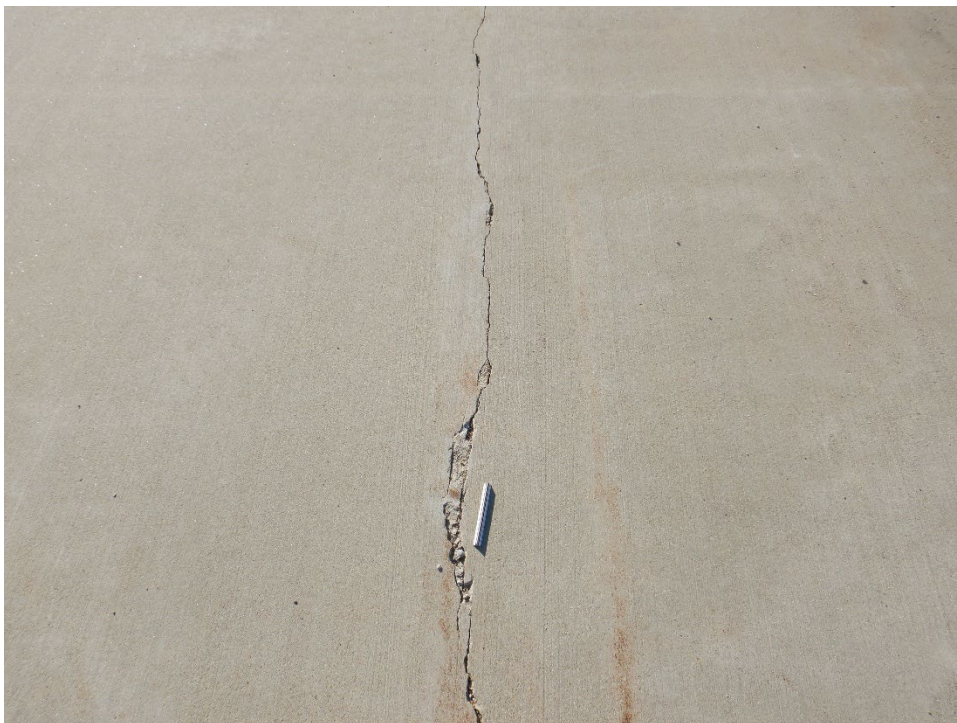
A01MC-10. Joint Seal Damage (Sample Unit No. 01).



A01MC-20. Overview.



A01MC-20. LTD Cracking (Sample Unit No. 02) (1).



A01MC-20. LTD Cracking (Sample Unit No. 02) (2).



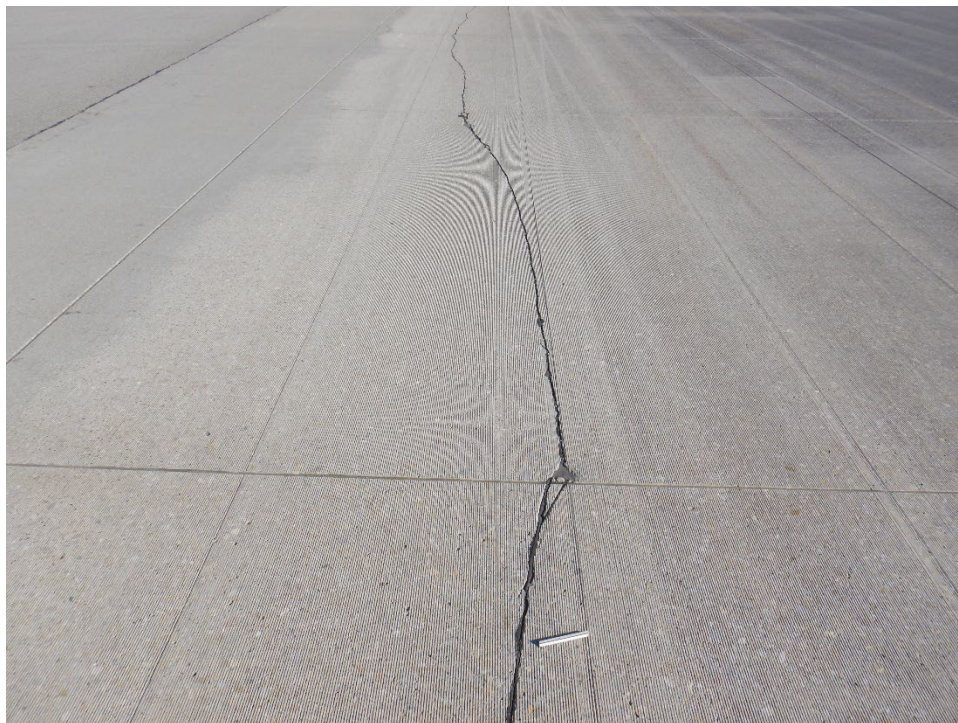
A01MC-20. Small Patching (Sample Unit No. 02).



A01MC-30. Overview.



A01MC-30. LTD Cracking (Sample Unit No. 12).



A01MC-35. Overview.



A01MC-35. L&T Cracking (Sample Unit No. 09).



A01MC-35. Patching (Additional Sample Unit No. 13).



A01MC-35. Weathering (Sample Unit No. 06).



A01MC-40. Overview.



A01MC-40. LTD Cracking (Sample Unit No. 02).



A01MC-50. Overview.



A01MC-50. L&T Cracking (Sample Unit No. 01).



A01MC-50. Patching (Sample Unit No. 01).



A01MC-50. Weathering (Sample Unit No. 01).



A01MC-60. Overview (1).



A01MC-60. Overview (2).



A01MC-60. L&T Cracking (Sample Unit No. 04).



A01MC-60. Oil-Fuel Damage (Sample Unit No. 03) (1).



A01MC-60. Oil-Fuel Damage (Sample Unit No. 03) (2).



A01MC-60. Rutting (Sample Unit No. 04).



A01MC-60. Swelling (Sample Unit No. 04).



A01MC-70. Overview.



A01MC-70. Shattered Slab (Sample Unit No. 02).



A01MC-80. Overview.



A01MC-90. Overview (1).



A01MC-90. Overview (2).



R12MC-10. Overview.



R12MC-10. L&T Cracking (Sample Unit No. 43).



R12MC-10. Raveling (Sample Unit No. 03).



R12MC-10. Weathering (Sample Unit No. 03).



R12MC-20. Overview.



R12MC-20. L&T Cracking (Sample Unit No. 32).



R12MC-20. L&T Cracking (Sample Unit No. 42).



R12MC-20. Raveling (Sample Unit No. 02).



R12MC-20. Weathering (Sample Unit No. 02).



R12MC-30. Overview.



R12MC-30. L&T Cracking (Sample Unit No. 01).



R12MC-40. Overview.



R12MC-40. L&T Cracking (Sample Unit No. 01).



R18MC-10. Overview.



R18MC-10. L&T Cracking (Sample Unit No. 42).



R18MC-20. Overview.



R18MC-20. L&T Cracking (Sample Unit No. 021).



R18MC-20. L&T Cracking (Sample Unit No. 093).



R18MC-30. Overview.



R18MC-30. L&T Cracking (Sample Unit No. 05).



R18MC-40. Overview.



R18MC-40. L&T Cracking (Sample Unit No. 08).



R18MC-40. L&T Cracking (Sample Unit No. 10) (1).



R18MC-40. L&T Cracking (Sample Unit No. 10) (2).



R18MC-50. Overview.



R18MC-50. L&T Cracking (Sample Unit No. 07).



R18MC-60. Overview.



R18MC-60. L&T Cracking (Sample Unit No. 06).



R18MC-60. L&T Cracking (Sample Unit No. 18).



TAMC-10. Overview.



TAMC-10. L&T Cracking (Sample Unit No. 40).



TAMC-10. L&T Cracking (Sample Unit No. 48).



TAMC-10. Patching (Sample Unit No. 10).



TAMC-10. Weathering (Sample Unit No. 10).



TAMC-20. Overview.



TAMC-20. L&T Cracking (Sample Unit No. 01) (1).



TAMC-20. L&T Cracking (Sample Unit No. 01) (2).



TAMC-20. Raveling (Sample Unit No. 01).



TAMC-30. Overview.



TAMC-30. L&T Cracking (Sample Unit No. 04).



TAMC-30. Weathering (Sample Unit No. 18).



TBMC-10. Overview.



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



TBMC-10. Weathering (Sample Unit No. 02).



TBMC-15. Overview.



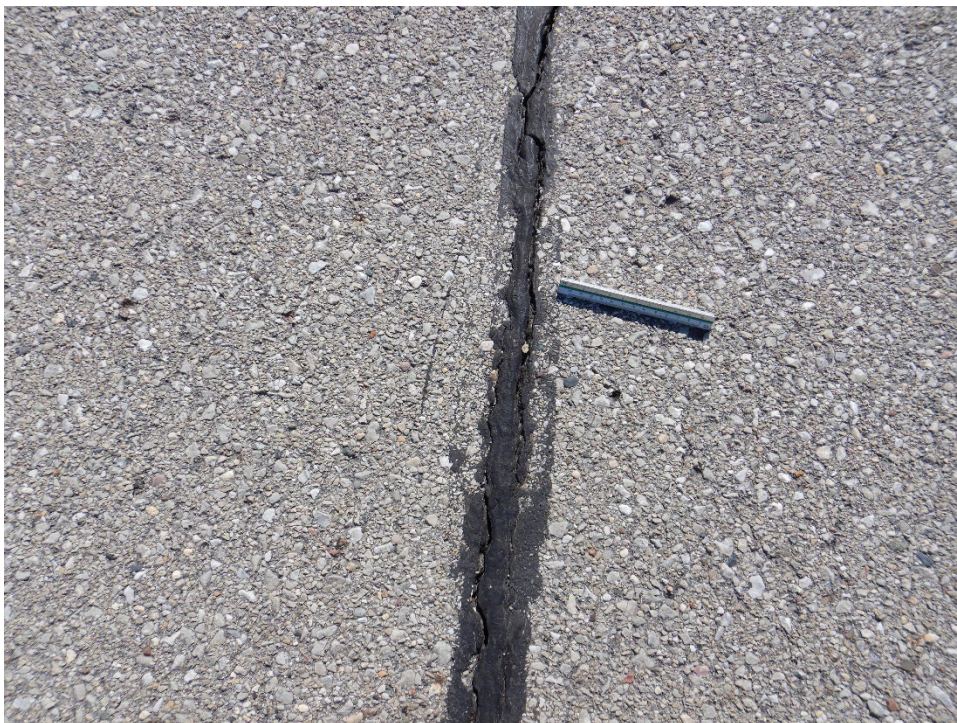
TBMC-15. L&T Cracking (Sample Unit No. 01).



TBMC-20. Overview.



TBMC-20. L&T Cracking (Sample Unit No. 15).



TBMC-25. Overview.



TBMC-25. L&T Cracking (Sample Unit No. 02).



TBMC-25. Raveling (Sample Unit No. 01).



TBMC-30. Overview.



TBMC-30. L&T Cracking (Sample Unit No. 04).



TBMC-30. Raveling (Sample Unit No. 04).



TBMC-35. Overview.



TBMC-35. L&T Cracking (Sample Unit No. 01).



TCMC-10. Overview.



TCMC-10. L&T Cracking (Sample Unit No. 14).



TCMC-10. L&T Cracking (Sample Unit No. 24).



TCMC-10. L&T Cracking (Sample Unit No. 39).



TCMC-20. Overview.



TCMC-20. L&T Cracking (Sample Unit No. 01) (1).



TCMC-20. L&T Cracking (Sample Unit No. 01) (2).



TH01MC-10. Overview.



TH01MC-20. Overview.



TH01MC-20. Alligator Cracking (Sample Unit No. 01).



TH01MC-20. L&T Cracking (Sample Unit No. 01).



TH01MC-30. Overview (1).



TH01MC-30. Overview (2).



TH01MC-30. Popouts (Sample Unit No. 18).



TH01MC-30. Shattered Slab (Sample Unit No. 18) (1).



TH01MC-30. Shattered Slab (Sample Unit No. 18) (2).



TH01MC-35. Overview.



TH01MC-35. L&T Cracking (Sample Unit No. 02).



TH01MC-40. Overview (1).



TH01MC-40. Overview (2).



APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 010

Branch Name: APRON 01

Use: APRON

LCD: 6/2/2008

Surface Type: PCC

Rank: P

Section Area (sf): 70,816.00

Length (ft): 236.00

Width (ft): 300.00

From: .

To: .

Slabs: 322

Slab Length (ft): 15.40

Slab Width (ft): 14.30

Joint Length (ft): 9,014.49

Last Insp Date: 3/12/2025

PCI: 85

Total Samples: 16

Surveyed: 6

PCI Family: IowaPCCAP_NE_CommGeneral

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 84

Sample Area (Slabs): 20.00

65 JT SEAL DMG

75 CORNER SPALL

H

L

20.00 Slabs

2.00 Slabs

Sample Comments:

Sample Number: 05

Sample Type: R

Sample PCI: 88

Sample Area (Slabs): 20.00

65 JT SEAL DMG

H

20.00 Slabs

Sample Comments:

Sample Number: 06

Sample Type: R

Sample PCI: 81

Sample Area (Slabs): 20.00

65 JT SEAL DMG

71 FAULTING

H

L

20.00 Slabs

3.00 Slabs

Sample Comments:

Sample Number: 10

Sample Type: R

Sample PCI: 88

Sample Area (Slabs): 20.00

65 JT SEAL DMG

H

20.00 Slabs

Sample Comments:

Sample Number: 13

Sample Type: R

Sample PCI: 88

Sample Area (Slabs): 14.00

65 JT SEAL DMG

H

14.00 Slabs

Sample Comments:

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
Network ID: MCW

Generate Date: 8/11/2025
Page 2

Sample Number: 15

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 22.00

Sample Comments:

63 LINEAR CR	L	1.00 Slabs
65 JT SEAL DMG	H	22.00 Slabs

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 020

Branch Name: APRON 01

Use: APRON

LCD: 6/3/1972

Surface Type: PCC

Rank: P

Section Area (sf): 14,332.00

Length (ft): 160.00

Width (ft): 90.00

From: .

To: .

Slabs: 105

Slab Length (ft): 11.90

Slab Width (ft): 11.50

Joint Length (ft): 2,201.81

Last Insp Date: 3/13/2025

PCI: 82

Total Samples: 4

Surveyed: 3

PCI Family: IowaPCCAP_NE_CommGeneral

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 92

Sample Area (Slabs): 24.00

65 JT SEAL DMG

74 JOINT SPALL

L

M

24.00 Slabs

2.00 Slabs

Sample Comments:

Sample Number: 02

Sample Type: R

Sample PCI: 73

Sample Area (Slabs): 28.00

63 LINEAR CR

63 LINEAR CR

65 JT SEAL DMG

66 SMALL PATCH

74 JOINT SPALL

75 CORNER SPALL

L

M

L

M

L

M

5.00 Slabs

1.00 Slabs

28.00 Slabs

1.00 Slabs

2.00 Slabs

1.00 Slabs

Sample Comments:

Sample Number: 03

Sample Type: R

Sample PCI: 83

Sample Area (Slabs): 24.00

63 LINEAR CR

65 JT SEAL DMG

73 SHRINKAGE CR

L

H

N

1.00 Slabs

24.00 Slabs

1.00 Slabs

Sample Comments:

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: MCW

Page 4

Branch - Section ID: A01MC - 030

Branch Name: APRON 01

Use: APRON

LCD: 6/1/2017

PCI Family: IowaPCCAP_NE_CommGeneral

Surface Type: PCC

Rank: P

Section Area (sf): 76,000.00

Length (ft): 608.00

Width (ft): 125.00

From: .

To: .

Slabs: 337

Section Comments:

Slab Length (ft): 20.30

Slab Width (ft): 11.10

Joint Length (ft): 9,857.69

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 87

Total Samples: 17

Surveyed: 6

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 91

Sample Area (Slabs): 24.00

63 LINEAR CR

L

2.00 Slabs

65 JT SEAL DMG

L

24.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 95

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

67 LARGE PATCH

L

1.00 Slabs

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 78

Sample Area (Slabs): 27.00

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

L

27.00 Slabs

67 LARGE PATCH

L

3.00 Slabs

74 JOINT SPALL

M

1.00 Slabs

75 CORNER SPALL

H

1.00 Slabs

Sample Number: 13

Sample Type: R

Sample Comments:

Sample PCI: 77

Sample Area (Slabs): 24.00

63 LINEAR CR

L

2.00 Slabs

63 LINEAR CR

M

2.00 Slabs

65 JT SEAL DMG

L

24.00 Slabs

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

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Sample Number: 14

Sample Type: R
Sample PCI: 85
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	L	24.00 Slabs
71 FAULTING	L	4.00 Slabs

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MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: A01MC - 035

Branch Name: APRON 01

Use: APRON

LCD: 4/5/2021

PCI Family: IowaACAP_NE&NCE

Surface Type: AC

Rank: P

Section Area (sf): 73,174.00

Length (ft): 1,464.00

Width (ft): 50.00

From: A01MC-30

To: TA-30

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 93

Total Samples: 13

Surveyed: 6

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (SF): 5,000.00

57 WEATHERING

L

5,000.00 SF

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (SF): 5,000.00

57 WEATHERING

L

5,000.00 SF

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (SF): 5,000.00

57 WEATHERING

L

5,000.00 SF

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 90

Sample Area (SF): 7,000.00

48 L & T CR

L

21.00 FT

lu

57 WEATHERING

L

7,000.00 SF

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (SF): 5,000.00

57 WEATHERING

L

5,000.00 SF

Sample Number: 13

Sample Type: A

Sample Comments:

Sample PCI: 89

Sample Area (SF): 6,325.00

50 PATCHING

L

100.00 SF

57 WEATHERING

L

6,225.00 SF

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: A01MC - 040

Branch Name: APRON 01

Use: APRON

LCD: 6/1/2018

PCI Family: IowaPCCAP_NE_CommGeneral

Surface Type: PCC

Rank: P

Section Area (sf): 38,255.00

Length (ft): 250.00

Width (ft): 152.00

From: .

To: .

Slabs: 170

Section Comments:

Slab Length (ft): 15.00

Slab Width (ft): 15.00

Joint Length (ft): 4,695.97

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 94

Total Samples: 9

Surveyed: 5

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 25.00

65 JT SEAL DMG

L

25.00 Slabs

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 89

Sample Area (Slabs): 25.00

63 LINEAR CR

M

1.00 Slabs

65 JT SEAL DMG

L

25.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 91

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

M

2.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 15.00

65 JT SEAL DMG

L

15.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (Slabs): 25.00

65 JT SEAL DMG

L

25.00 Slabs

66 SMALL PATCH

L

1.00 Slabs

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MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: A01MC - 050

Branch Name: APRON 01Use: APRON

LCD: 6/3/2006PCI Family: IowaACAP_NE&NCE
Surface Type: AC
Rank: P
Section Area (sf): 11,660.00
Length (ft): 460.00
Width (ft): 25.00
From: .
To: .

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

Last Insp Date: 3/12/2025
PCI: 52
Total Samples: 2
Surveyed: 2
Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 52
Sample Area (SF): 5,875.00
Sample Comments:

48 L & T CR	L	26.00 FT	lu
48 L & T CR	M	180.00 FT	fs w
50 PATCHING	L	2,750.00 SF	
50 PATCHING	L	2.00 SF	
52 RAVELING	L	3,123.00 SF	
57 WEATHERING	L	3,083.00 SF	
57 WEATHERING	M	40.00 SF	PR

Sample Number: 02

Sample Type: R
Sample PCI: 52
Sample Area (SF): 5,785.00
Sample Comments:

48 L & T CR	L	50.00 FT	lu
48 L & T CR	M	406.00 FT	fs
50 PATCHING	L	385.00 SF	
52 RAVELING	L	5,400.00 SF	
57 WEATHERING	L	5,400.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: A01MC - 060

Branch Name: APRON 01 Use: APRON

LCD: 6/2/2009 PCI Family: IowaACAP_NE&NCE
Surface Type: AC
Rank: P
Section Area (sf): 14,360.00
Length (ft): 110.00
Width (ft): 156.00
From: .
To: .
Slabs: Section Comments:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/12/2025 Inspection Comments:
PCI: 37
Total Samples: 4
Surveyed: 3

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 40
Sample Area (SF): 4,000.00
41 ALLIGATOR CR L 70.00 SF
48 L & T CR L 175.00 FT lu
48 L & T CR M 78.00 FT w
52 RAVELING H 20.00 SF
52 RAVELING M 100.00 SF
53 RUTTING L 120.00 SF
57 WEATHERING M 3,780.00 SF

Sample Number: 03

Sample Type: R Sample Comments:
Sample PCI: 37
Sample Area (SF): 3,520.00
41 ALLIGATOR CR M 50.00 SF
48 L & T CR M 315.00 FT w
49 OIL SPILLAGE N 20.00 SF
53 RUTTING L 20.00 SF
53 RUTTING M 24.00 SF
57 WEATHERING M 3,500.00 SF

Sample Number: 04

Sample Type: R Sample Comments:
Sample PCI: 33
Sample Area (SF): 3,040.00
41 ALLIGATOR CR L 40.00 SF
48 L & T CR L 143.00 FT lu
48 L & T CR M 70.00 FT w 2ndy
52 RAVELING H 20.00 SF
52 RAVELING M 40.00 SF
53 RUTTING L 60.00 SF
53 RUTTING M 20.00 SF
56 SWELLING L 50.00 SF
57 WEATHERING M 2,980.00 SF

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: A01MC - 080	
Branch Name: APRON 01	Use: APRON

LCD: 8/3/2024

Surface Type: PCC

Rank: P

Section Area (sf): 22,940.00

Length (ft): 229.00

Width (ft): 100.00

From: SEE MAP

To: SEE MAP

Slabs: 199

Slab Length (ft): 10.50

Slab Width (ft): 11.00

Joint Length (ft): 3,940.64

Last Insp Date: 3/12/2025

PCI: 100

Total Samples: 6

Surveyed: 4

PCI Family: IowaPCCAP_NE_CommGeneral

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 100

Sample Area (Slabs): 24.00

NO DISTRESS

Sample Comments:

Sample Number: 02

Sample Type: R

Sample PCI: 100

Sample Area (Slabs): 21.00

NO DISTRESS

Sample Comments:

Sample Number: 03

Sample Type: R

Sample PCI: 100

Sample Area (Slabs): 24.00

NO DISTRESS

Sample Comments:

Sample Number: 05

Sample Type: R

Sample PCI: 100

Sample Area (Slabs): 24.00

NO DISTRESS

Sample Comments:

RE-INSPECTION REPORT MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: A01MC - 090

Branch Name: APRON 01

Use: APRON

LCD: 8/3/2024

PCI Family: IowaPCCAP_NE_CommGeneral

Surface Type: PCC

Rank: P

Section Area (sf): 15,553.00

Length (ft): 676.00

Width (ft): 23.00

From: SEE MAP

To: SEE MAP

Slabs: 135

Section Comments:

Slab Length (ft): 10.50

Slab Width (ft): 11.00

Joint Length (ft): 2,195.92

Last Insp Date: 3/13/2025

Inspection Comments:

PCI: 100

Total Samples: 4

Surveyed: 3

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (Slabs): 20.00

NO DISTRESS

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (Slabs): 20.00

NO DISTRESS

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (Slabs): 18.00

NO DISTRESS

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MASON CITY MUNICIPAL AIRPORT

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Sample Number: 28

Sample Type: R		Sample Comments:		
Sample PCI: 60				
Sample Area (SF): 5,000.00				
48 L & T CR	L	60.00 FT	lu	
48 L & T CR	M	233.00 FT	fs w	
52 RAVELING	L	5,000.00 SF		
57 WEATHERING	L	5,000.00 SF		

Sample Number: 33

Sample Type: R		Sample Comments:		
Sample PCI: 59				
Sample Area (SF): 5,000.00				
48 L & T CR	L	42.00 FT	ls	
48 L & T CR	L	31.00 FT	lu	
48 L & T CR	M	266.00 FT	fs w	
52 RAVELING	L	5,000.00 SF		
57 WEATHERING	L	5,000.00 SF		

Sample Number: 43

Sample Type: R		Sample Comments:		
Sample PCI: 59				
Sample Area (SF): 5,000.00				
48 L & T CR	L	29.00 FT	lu	
48 L & T CR	L	13.00 FT	ls	
48 L & T CR	M	300.00 FT	fs w	
52 RAVELING	L	5,000.00 SF		
57 WEATHERING	L	5,000.00 SF		

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: R12MC - 020

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 5/3/2006 PCI Family: IowaAACRW_NE&NCE
Surface Type: AAC
Rank: S
Section Area (sf): 493,057.00
Length (ft): 4,938.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP
Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/12/2025
PCI: 61
Total Samples: 98
Surveyed: 10

Section Comments:

Inspection Comments:

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 61
Sample Area (SF): 5,000.00

48 L & T CR	L	14.00 FT	lu
48 L & T CR	M	260.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 12

Sample Type: R Sample Comments:
Sample PCI: 61
Sample Area (SF): 5,000.00

48 L & T CR	L	26.00 FT	ls
48 L & T CR	M	260.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 22

Sample Type: R Sample Comments:
Sample PCI: 61
Sample Area (SF): 5,000.00

48 L & T CR	L	15.00 FT	lu
48 L & T CR	M	275.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 32

Sample Type: R Sample Comments:
Sample PCI: 57
Sample Area (SF): 5,000.00

48 L & T CR	L	10.00 FT	ls
48 L & T CR	L	6.00 FT	lu
48 L & T CR	M	390.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

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Sample Number: 42

Sample Type: R	Sample Comments:		
Sample PCI: 60			
Sample Area (SF): 5,000.00			
48 L & T CR	L	18.00 FT	lu
48 L & T CR	L	11.00 FT	ls
48 L & T CR	M	270.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 53

Sample Type: R	Sample Comments:		
Sample PCI: 63			
Sample Area (SF): 5,000.00			
48 L & T CR	L	14.00 FT	lu
48 L & T CR	M	210.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 63

Sample Type: R	Sample Comments:		
Sample PCI: 64			
Sample Area (SF): 5,000.00			
48 L & T CR	L	28.00 FT	lu
48 L & T CR	M	160.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 73

Sample Type: R	Sample Comments:		
Sample PCI: 61			
Sample Area (SF): 5,000.00			
48 L & T CR	L	10.00 FT	ls
48 L & T CR	L	12.00 FT	lu
48 L & T CR	M	260.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 83

Sample Type: R	Sample Comments:		
Sample PCI: 62			
Sample Area (SF): 5,000.00			
48 L & T CR	L	12.00 FT	
48 L & T CR	L	24.00 FT	lu
48 L & T CR	M	210.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

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Sample Number: 93

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	11.00 FT	ls
48 L & T CR	L	9.00 FT	lu
48 L & T CR	M	213.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

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MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: R12MC - 040

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/3/2005 PCI Family: IowaACRW_NE
Surface Type: AC
Rank: S
Section Area (sf): 43,342.00
Length (ft): 380.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

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

Last Insp Date: 3/12/2025 Inspection Comments:
PCI: 60
Total Samples: 9
Surveyed: 4

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 55
Sample Area (SF): 5,000.00

48 L & T CR	L	43.00 FT	lu
48 L & T CR	M	243.00 FT	fs w
48 L & T CR	M	50.00 FT	at break fs
50 PATCHING	M	12.00 SF	
52 RAVELING	L	4,978.00 SF	
57 WEATHERING	L	4,978.00 SF	

Sample Number: 05

Sample Type: R Sample Comments:
Sample PCI: 64
Sample Area (SF): 4,525.00

48 L & T CR	L	35.00 FT	lu
48 L & T CR	M	150.00 FT	fs w
52 RAVELING	L	4,525.00 SF	
57 WEATHERING	L	4,525.00 SF	

Sample Number: 06

Sample Type: R Sample Comments:
Sample PCI: 58
Sample Area (SF): 5,000.00

48 L & T CR	L	26.00 FT	lu
48 L & T CR	M	187.00 FT	fs w
48 L & T CR	M	50.00 FT	at break fs
50 PATCHING	M	24.00 SF	
52 RAVELING	L	4,976.00 SF	
57 WEATHERING	L	4,976.00 SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

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Sample Number: 09

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	39.00 FT	lu
48 L & T CR	M	50.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

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Branch - Section ID: R18MC - 010

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/4/2005 PCI Family: IowaAACRW_NE&NCE

Surface Type: AAC

Rank: P

Section Area (sf): 248,664.00

Length (ft): 4,975.00

Width (ft): 50.00

From: SEE MAP

To: SEE MAP

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Section Comments:

Last Insp Date: 3/12/2025

PCI: 61

Total Samples: 50

Surveyed: 7

Inspection Comments:

Sample Number: 02

Sample Type: R Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,000.00

48 L & T CR L 58.00 FT lu

48 L & T CR M 235.00 FT fs w

52 RAVELING L 5,000.00 SF

57 WEATHERING L 5,000.00 SF

Sample Number: 12

Sample Type: R Sample Comments:

Sample PCI: 61

Sample Area (SF): 5,000.00

48 L & T CR L 40.00 FT ls

48 L & T CR L 25.00 FT lu

48 L & T CR M 210.00 FT fs

52 RAVELING L 5,000.00 SF

57 WEATHERING L 5,000.00 SF

Sample Number: 17

Sample Type: R Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,000.00

48 L & T CR L 66.00 FT lu

48 L & T CR M 250.00 FT fs

52 RAVELING L 5,000.00 SF

57 WEATHERING L 5,000.00 SF

Sample Number: 22

Sample Type: R Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,000.00

48 L & T CR L 35.00 FT lu

48 L & T CR M 215.00 FT fs w

52 RAVELING L 5,000.00 SF

57 WEATHERING L 5,000.00 SF

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MASON CITY MUNICIPAL AIRPORT

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Sample Number: 32

Sample Type: R	Sample Comments:		
Sample PCI: 62			
Sample Area (SF): 5,000.00			
48 L & T CR	M	250.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 37

Sample Type: R	Sample Comments:		
Sample PCI: 62			
Sample Area (SF): 5,000.00			
48 L & T CR	L	13.00 FT	lu
48 L & T CR	M	250.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 42

Sample Type: R	Sample Comments:		
Sample PCI: 62			
Sample Area (SF): 5,000.00			
48 L & T CR	L	12.00 FT	lu
48 L & T CR	M	250.00 FT	fs w 2ndy
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

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Sample Number: 041

Sample Type: R

Sample PCI: 59

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	M	350.00 FT	fs w 2ndy
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 053

Sample Type: R

Sample PCI: 64

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	43.00 FT	lu
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 063

Sample Type: R

Sample PCI: 59

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	6.00 FT	ls
48 L & T CR	L	82.00 FT	lu
48 L & T CR	M	150.00 FT	fs
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 073

Sample Type: R

Sample PCI: 61

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	47.00 FT	lu
48 L & T CR	M	230.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 083

Sample Type: R

Sample PCI: 59

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	72.00 FT	lu
48 L & T CR	M	250.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 093

Sample Type: R

Sample PCI: 59

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	5.00 FT	lu
48 L & T CR	M	327.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: R18MC - 030

Branch Name: RUNWAY 18/36

Use: RUNWAY

LCD: 6/2/2005

PCI Family: IowaAACRW_NE&NCE

Surface Type: AAC

Rank: P

Section Area (sf): 26,450.00

Length (ft): 529.00

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: 3/12/2025

Inspection Comments:

PCI: 62

Total Samples: 5

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR

L

30.00 FT

lu

48 L & T CR

M

172.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,000.00

48 L & T CR

L

27.00 FT

lu

48 L & T CR

M

220.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,000.00

48 L & T CR

L

25.00 FT

ls

48 L & T CR

L

20.00 FT

lu

48 L & T CR

M

260.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 6,450.00

48 L & T CR

M

313.00 FT

fs w

52 RAVELING

L

6,450.00 SF

57 WEATHERING

L

6,450.00 SF

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
Network ID: MCW

Generate Date: 8/11/2025
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Branch - Section ID: R18MC - 040

Branch Name: RUNWAY 18/36

Use: RUNWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 52,887.00
Length (ft): 529.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRW_NE&NCE

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

Section Comments:

Last Insp Date: 3/12/2025
PCI: 61
Total Samples: 10
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	28.00 FT	lu
48 L & T CR	M	250.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 03

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	22.00 FT	lu
48 L & T CR	M	250.00 FT	w fs
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 06

Sample Type: R
Sample PCI: 60
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	36.00 FT	lu
48 L & T CR	M	280.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 08

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

Sample Comments:

48 L & T CR	H	7.00 FT	3in
48 L & T CR	L	27.00 FT	lu
48 L & T CR	M	143.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 10

Sample Type: R	Sample Comments:		
Sample PCI: 64			
Sample Area (SF): 6,450.00			
48 L & T CR	M	240.00 FT	fs w
52 RAVELING	L	6,450.00 SF	
57 WEATHERING	L	6,450.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

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Branch - Section ID: R18MC - 050

Branch Name: RUNWAY 18/36

Use: RUNWAY

LCD: 6/2/2005

PCI Family: IowaAACRW_NE&NCE

Surface Type: AAC

Rank: P

Section Area (sf): 49,836.00

Length (ft): 997.00

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: 3/12/2025

Inspection Comments:

PCI: 62

Total Samples: 10

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 5,000.00

48 L & T CR

L

27.00 FT

lu

48 L & T CR

M

240.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,000.00

48 L & T CR

L

26.00 FT

lu

48 L & T CR

M

230.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR

L

20.00 FT

lu

48 L & T CR

M

168.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,000.00

48 L & T CR

L

60.00 FT

lu

48 L & T CR

M

250.00 FT

w fs

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 09

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	17.00 FT	lu
48 L & T CR	M	225.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: MCW

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Branch - Section ID: R18MC - 060

Branch Name: RUNWAY 18/36

Use: RUNWAY

LCD: 6/2/2005

PCI Family: IowaAACRW_NE&NCE

Surface Type: AAC

Rank: P

Section Area (sf): 99,687.00

Length (ft): 997.00

Width (ft): 100.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 60

Total Samples: 20

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,000.00

48 L & T CR	M	250.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 52

Sample Area (SF): 5,000.00

48 L & T CR	H	11.00 FT	3 in; 1 ft
48 L & T CR	L	60.00 FT	lu
48 L & T CR	M	199.00 FT	fs
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 5,000.00

48 L & T CR	L	20.00 FT	lu
48 L & T CR	M	265.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 14

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR	L	23.00 FT	lu
48 L & T CR	M	185.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 18

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	57.00 FT	lu
48 L & T CR	M	180.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

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Network ID: MCW

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Branch - Section ID: TAMC - 010

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/2/2006

PCI Family: IowaAACTW_NE

Surface Type: AAC

Rank: P

Section Area (sf): 287,735.00

Length (ft): 3,835.00

Width (ft): 75.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 55

Total Samples: 51

Surveyed: 7

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 51

Sample Area (SF): 5,625.00

48 L & T CR

L

85.00 FT

lu

48 L & T CR

M

400.00 FT

fs w

50 PATCHING

M

1.00 SF

52 RAVELING

L

5,624.00 SF

57 WEATHERING

L

5,624.00 SF

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 55

Sample Area (SF): 5,625.00

48 L & T CR

L

16.00 FT

ls

48 L & T CR

L

80.00 FT

lu

48 L & T CR

M

425.00 FT

fs

52 RAVELING

L

5,625.00 SF

57 WEATHERING

L

5,625.00 SF

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 42

Sample Area (SF): 5,200.00

48 L & T CR

L

99.00 FT

lu

48 L & T CR

L

69.00 FT

ls

48 L & T CR

M

400.00 FT

fs w

50 PATCHING

L

14.00 SF

52 RAVELING

H

1.00 SF

52 RAVELING

L

4,905.00 SF

57 WEATHERING

L

4,905.00 SF

57 WEATHERING

M

280.00 SF

PR

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 20

Sample Type: R	Sample Comments:		
Sample PCI: 59			
Sample Area (SF): 5,625.00			
48 L & T CR	L	68.00 FT	lu
48 L & T CR	M	296.00 FT	fs w
52 RAVELING	L	5,625.00 SF	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 30

Sample Type: R	Sample Comments:		
Sample PCI: 55			
Sample Area (SF): 5,625.00			
48 L & T CR	L	39.00 FT	ls
48 L & T CR	L	36.00 FT	lu
48 L & T CR	M	442.00 FT	fs w
52 RAVELING	L	5,625.00 SF	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 40

Sample Type: R	Sample Comments:		
Sample PCI: 59			
Sample Area (SF): 5,625.00			
48 L & T CR	L	19.00 FT	ls
48 L & T CR	L	25.00 FT	lu
48 L & T CR	M	338.00 FT	fs w
52 RAVELING	L	5,625.00 SF	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 48

Sample Type: R	Sample Comments:		
Sample PCI: 61			
Sample Area (SF): 5,625.00			
48 L & T CR	H	4.00 FT	3in
48 L & T CR	L	36.00 FT	lu
48 L & T CR	L	44.00 FT	ls
48 L & T CR	M	356.00 FT	fs w
57 WEATHERING	L	5,625.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
Network ID: MCW

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Branch - Section ID: TAMC - 020

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 6/2/2005 PCI Family: IowaAACTW_NE
Surface Type: AAC
Rank: P
Section Area (sf): 16,030.00
Length (ft): 185.00
Width (ft): 75.00
From: SEE MAP
To: SEE MAP
Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/12/2025
PCI: 58
Total Samples: 3
Surveyed: 3

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 60
Sample Area (SF): 4,204.00
48 L & T CR L 8.00 FT
48 L & T CR M 153.00 FT
48 L & T CR M 108.00 FT
52 RAVELING L 4,204.00 SF
57 WEATHERING L 4,204.00 SF

Sample Comments:
Is at break
at break fs 2ndy
fs 2ndy

Sample Number: 02

Sample Type: R
Sample PCI: 57
Sample Area (SF): 6,196.00
48 L & T CR L 30.00 FT
48 L & T CR L 50.00 FT
48 L & T CR M 422.00 FT
52 RAVELING L 6,196.00 SF
57 WEATHERING L 6,196.00 SF

Sample Comments:
lu
ls
fs 2ndy

Sample Number: 03

Sample Type: R
Sample PCI: 57
Sample Area (SF): 5,630.00
48 L & T CR L 44.00 FT
48 L & T CR M 390.00 FT
52 RAVELING L 5,630.00 SF
57 WEATHERING L 5,630.00 SF

Sample Comments:
lu
fs w

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Branch - Section ID: TAMC - 030

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 4/5/2021

Surface Type: AC

Rank: P

Section Area (sf): 98,795.00

Length (ft): 1,975.00

Width (ft): 50.00

From: A01MC-35

To: EDGE

PCI Family: IowaACTW_NE

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Section Comments:

Last Insp Date: 3/12/2025

PCI: 91

Total Samples: 20

Surveyed: 5

Inspection Comments:

Sample Number: 04

Sample Type: R

Sample PCI: 85

Sample Area (SF): 6,340.00

Sample Comments:

48 L & T CR

48 L & T CR

57 WEATHERING

L

M

L

14.00 FT

35.00 FT

6,340.00 SF

lu

w

Sample Number: 08

Sample Type: R

Sample PCI: 94

Sample Area (SF): 5,000.00

Sample Comments:

57 WEATHERING

L

5,000.00 SF

Sample Number: 12

Sample Type: R

Sample PCI: 94

Sample Area (SF): 5,000.00

Sample Comments:

57 WEATHERING

L

5,000.00 SF

Sample Number: 16

Sample Type: R

Sample PCI: 94

Sample Area (SF): 5,000.00

Sample Comments:

57 WEATHERING

L

5,000.00 SF

Sample Number: 18

Sample Type: R

Sample PCI: 90

Sample Area (SF): 5,500.00

Sample Comments:

48 L & T CR

57 WEATHERING

L

L

19.00 FT

5,500.00 SF

lu

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 05

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,860.00

Sample Comments:

48 L & T CR	L	29.00 FT	lu
48 L & T CR	M	275.00 FT	fs
52 RAVELING	L	5,860.00 SF	
57 WEATHERING	L	5,860.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

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Network ID: MCW

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Branch - Section ID: TBMC - 020

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2008

PCI Family: IowaAPCTW_Northern

Surface Type: APC

Rank: P

Section Area (sf): 97,151.00

Length (ft): 1,933.00

Width (ft): 50.00

From: TBMC-15

To: TBMC-25

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 62

Total Samples: 19

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,000.00

48 L & T CR

L

70.00 FT

lu

48 L & T CR

M

185.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR

L

26.00 FT

lu

48 L & T CR

M

175.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 59

Sample Area (SF): 5,000.00

48 L & T CR

L

7.00 FT

lu

48 L & T CR

M

322.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 63

Sample Area (SF): 5,000.00

48 L & T CR

L

51.00 FT

lu

48 L & T CR

M

175.00 FT

fs

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

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Sample Number: 15

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	11.00 FT	lu
48 L & T CR	M	213.00 FT	f w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: TBMC - 025

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/2/2005

PCI Family: IowaAPCTW_Northern

Surface Type: APC

Rank: P

Section Area (sf): 19,896.00

Length (ft): 228.00

Width (ft): 75.00

From: TBMC-20

To: RW18

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 55

Total Samples: 4

Surveyed: 3

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 58

Sample Area (SF): 5,625.00

48 L & T CR

L

31.00 FT

ls

48 L & T CR

L

48.00 FT

lu

48 L & T CR

M

320.00 FT

fs w

52 RAVELING

L

5,625.00 SF

57 WEATHERING

L

5,625.00 SF

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 52

Sample Area (SF): 5,671.00

48 L & T CR

H

19.00 FT

3in; 1 ft

48 L & T CR

L

10.00 FT

ls

48 L & T CR

L

30.00 FT

lu

48 L & T CR

M

300.00 FT

fs w

52 RAVELING

L

5,671.00 SF

57 WEATHERING

L

5,671.00 SF

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 55

Sample Area (SF): 5,263.00

48 L & T CR

L

101.00 FT

lu

48 L & T CR

M

60.00 FT

at break fs

48 L & T CR

M

323.00 FT

fs w

52 RAVELING

L

5,263.00 SF

57 WEATHERING

L

5,263.00 SF

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

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Branch - Section ID: TBMC - 030

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2008

PCI Family: IowaAACTW_NE

Surface Type: AAC

Rank: P

Section Area (sf): 47,702.00

Length (ft): 1,933.00

Width (ft): 25.00

From: TBMC-35

To: TBMC-25

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 63

Total Samples: 10

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 63

Sample Area (SF): 5,000.00

48 L & T CR

L

26.00 FT

ls

48 L & T CR

L

38.00 FT

lu

48 L & T CR

M

152.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 59

Sample Area (SF): 5,000.00

48 L & T CR

L

19.00 FT

lu

48 L & T CR

L

100.00 FT

ls

48 L & T CR

M

58.00 FT

fs

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR

L

23.00 FT

lu

48 L & T CR

M

100.00 FT

fs w

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

48 L & T CR

L

13.00 FT

lu

48 L & T CR

M

82.00 FT

fs

52 RAVELING

L

5,000.00 SF

57 WEATHERING

L

5,000.00 SF

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 08

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	4.00 FT	lu
48 L & T CR	M	78.00 FT	fs w
52 RAVELING	L	5,000.00 SF	
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

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Branch - Section ID: TCMC - 010

Branch Name: TAXIWAY C

Use: TAXIWAY

LCD: 6/3/2008

PCI Family: IowaAACTW_NE

Surface Type: AAC

Rank: P

Section Area (sf): 271,802.00

Length (ft): 3,625.00

Width (ft): 75.00

From: TB

To: RW18

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 62

Total Samples: 49

Surveyed: 7

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,625.00

48 L & T CR

L

67.00 FT

lu

48 L & T CR

M

70.00 FT

fs

52 RAVELING

L

5,625.00 SF

57 WEATHERING

L

5,625.00 SF

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 62

Sample Area (SF): 5,625.00

48 L & T CR

L

11.00 FT

lu

48 L & T CR

M

263.00 FT

fs

52 RAVELING

L

5,625.00 SF

57 WEATHERING

L

5,625.00 SF

Sample Number: 14

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,625.00

48 L & T CR

L

51.00 FT

lu

48 L & T CR

M

80.00 FT

fs w

52 RAVELING

L

5,625.00 SF

57 WEATHERING

L

5,625.00 SF

Sample Number: 24

Sample Type: R

Sample Comments:

Sample PCI: 59

Sample Area (SF): 5,625.00

48 L & T CR

H

2.00 FT

3in

48 L & T CR

L

17.00 FT

lu

48 L & T CR

M

131.00 FT

fs w

52 RAVELING

L

5,625.00 SF

57 WEATHERING

L

5,625.00 SF

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
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Sample Number: 34

Sample Type: R	Sample Comments:		
Sample PCI: 59			
Sample Area (SF): 5,625.00			
48 L & T CR	H	6.00 FT	3in
48 L & T CR	L	26.00 FT	lu
48 L & T CR	M	165.00 FT	w fs
52 RAVELING	L	5,625.00 SF	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 39

Sample Type: R	Sample Comments:		
Sample PCI: 64			
Sample Area (SF): 5,625.00			
48 L & T CR	L	10.00 FT	
48 L & T CR	M	139.00 FT	fs w
52 RAVELING	L	5,625.00 SF	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 44

Sample Type: R	Sample Comments:		
Sample PCI: 64			
Sample Area (SF): 5,638.00			
48 L & T CR	M	79.00 FT	fs
52 RAVELING	L	5,638.00 SF	
57 WEATHERING	L	5,638.00 SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TCMC - 020

Branch Name: TAXIWAY C

Use: TAXIWAY

LCD: 6/2/2005

Surface Type: AAC

Rank: P

Section Area (sf): 17,885.00

Length (ft): 230.00

Width (ft): 75.00

From: TCMC-10

To: RW18

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

PCI: 62

Total Samples: 4

Surveyed: 3

PCI Family: IowaAACTW_NE

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 64

Sample Area (SF): 5,445.00

Sample Comments:

48 L & T CR

48 L & T CR

52 RAVELING

57 WEATHERING

M

M

L

L

75.00 FT

114.00 FT

5,445.00 SF

5,445.00 SF

fs at break

fs w

Sample Number: 02

Sample Type: R

Sample PCI: 64

Sample Area (SF): 5,533.00

Sample Comments:

48 L & T CR

52 RAVELING

57 WEATHERING

M

L

L

222.00 FT

5,533.00 SF

5,533.00 SF

fs w

Sample Number: 03

Sample Type: R

Sample PCI: 57

Sample Area (SF): 4,098.00

Sample Comments:

48 L & T CR

48 L & T CR

52 RAVELING

57 WEATHERING

H

M

L

L

11.00 FT

231.00 FT

4,098.00 SF

4,098.00 SF

3in

fs w

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: MCW

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Branch - Section ID: TH01MC - 010

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 7/4/2024

PCI Family: IowaAsphaltTH_Northern

Surface Type: AC

Rank: P

Section Area (sf): 31,494.00

Length (ft): 900.00

Width (ft): 35.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

Inspection Comments:

PCI: 100

Total Samples: 5

Surveyed: 4

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,444.00

NO DISTRESS

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 6,922.00

NO DISTRESS

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 6,100.00

NO DISTRESS

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,223.00

NO DISTRESS

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024
Network ID: MCW

Generate Date: 8/11/2025
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Branch Name: T-HANGAR 01

Branch - Section ID: TH01MC - 020

Use: T-HANGAR

LCD: 1/1/2000

Surface Type: AC

Rank: P

Section Area (sf): 4,315.00

Length (ft): 105.00

Width (ft): 40.00

From: SEE MAP

To: SEE MAP

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/12/2025

PCI: 54

Total Samples: 1

Surveyed: 1

PCI Family: IowaAsphaltTH_Northern

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 54

Sample Area (SF): 4,315.00

Sample Comments:

41 ALLIGATOR CR	L	10.00 SF	
41 ALLIGATOR CR	M	20.00 SF	Edge
48 L & T CR	L	77.00 FT	lu
48 L & T CR	M	175.00 FT	fs w
57 WEATHERING	M	4,315.00 SF	

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: MCW

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Branch - Section ID: TH01MC - 030

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 1/1/1972

PCI Family: IowaPCCTH_NCE&NE

Surface Type: PCC

Rank: P

Section Area (sf): 40,756.00

Length (ft): 815.00

Width (ft): 50.00

From: SEE MAP

To: SEE MAP

Slabs: 261

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 12.50

Joint Length (ft): 5,655.83

Last Insp Date: 3/13/2025

Inspection Comments:

PCI: 31

Total Samples: 19

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 29

Sample Area (Slabs): 20.00

62 CORNER BREAK	M	2.00 Slabs
63 LINEAR CR	M	2.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
67 LARGE PATCH	L	1.00 Slabs
71 FAULTING	L	2.00 Slabs
71 FAULTING	M	3.00 Slabs
72 SHAT. SLAB	M	3.00 Slabs
75 CORNER SPALL	L	2.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 14

Sample Area (Slabs): 20.00

62 CORNER BREAK	M	1.00 Slabs
63 LINEAR CR	M	4.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
71 FAULTING	L	3.00 Slabs
71 FAULTING	M	1.00 Slabs
72 SHAT. SLAB	M	8.00 Slabs
74 JOINT SPALL	M	1.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 83

Sample Area (Slabs): 20.00

62 CORNER BREAK	M	1.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: MCW

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Sample Number: 15

Sample Type: R

Sample Comments:

Sample PCI: 8

Sample Area (Slabs): 16.00

62 CORNER BREAK	M	2.00 Slabs
63 LINEAR CR	M	4.00 Slabs
65 JT SEAL DMG	H	16.00 Slabs
68 POPOUTS	N	6.00 Slabs
71 FAULTING	L	1.00 Slabs
71 FAULTING	M	2.00 Slabs
72 SHAT. SLAB	H	4.00 Slabs
72 SHAT. SLAB	L	3.00 Slabs

Sample Number: 18

Sample Type: R

Sample Comments:

Sample PCI: 15

Sample Area (Slabs): 20.00

62 CORNER BREAK	H	1.00 Slabs
62 CORNER BREAK	M	1.00 Slabs
63 LINEAR CR	L	5.00 Slabs
63 LINEAR CR	M	3.00 Slabs
65 JT SEAL DMG	H	20.00 Slabs
68 POPOUTS	N	12.00 Slabs
71 FAULTING	L	6.00 Slabs
72 SHAT. SLAB	H	4.00 Slabs
74 JOINT SPALL	M	3.00 Slabs

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch Name: T-HANGAR 01

Branch - Section ID: TH01MC - 035

Use: T-HANGAR

LCD: 9/3/2021

Surface Type: AC

Rank: P

Section Area (sf): 128,421.00

Length (ft): 2,495.00

Width (ft): 50.00

From: TH01MC-30

To: END

PCI Family: IowaAsphaltTH_Northern

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Section Comments:

Last Insp Date: 3/12/2025

PCI: 99

Total Samples: 26

Surveyed: 6

Inspection Comments:

Sample Number: 02

Sample Type: R

Sample PCI: 96

Sample Area (SF): 5,250.00

48 L & T CR

L

17.00 FT

lu

Sample Comments:

Sample Number: 05

Sample Type: R

Sample PCI: 100

Sample Area (SF): 5,250.00

NO DISTRESS

Sample Comments:

Sample Number: 12

Sample Type: R

Sample PCI: 100

Sample Area (SF): 5,320.00

NO DISTRESS

Sample Comments:

Sample Number: 17

Sample Type: R

Sample PCI: 100

Sample Area (SF): 4,315.00

NO DISTRESS

Sample Comments:

Sample Number: 21

Sample Type: R

Sample PCI: 95

Sample Area (SF): 5,250.00

48 L & T CR

L

51.00 FT

lu

Sample Comments:

Sample Number: 25

Sample Type: R

Sample PCI: 100

Sample Area (SF): 5,250.00

NO DISTRESS

Sample Comments:

RE-INSPECTION REPORT

MASON CITY MUNICIPAL AIRPORT

Pavement Database: IA 2024

Generate Date: 8/11/2025

Network ID: MCW

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Branch - Section ID: TH01MC - 040

Branch Name: T-HANGAR 01

Use: T-HANGAR

LCD: 7/4/2024

PCI Family: IowaAsphaltTH_Northern

Surface Type: AC

Rank: P

Section Area (sf): 21,501.00

Length (ft): 396.00

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: 3/13/2025

Inspection Comments:

PCI: 100

Total Samples: 4

Surveyed: 3

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 4,945.00

NO DISTRESS

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 5,990.00

NO DISTRESS

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (SF): 6,014.00

NO DISTRESS

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

Page 1

Network: MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 010

LCD: 6/2/2008

Use: APRON

Rank: P

Surface: PCC

Length (ft): 236.00

Width (ft): 300.00

True Area (sf): 70,816.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2008	CR-PC	Complete Reconstruction - PCC	\$0.00	12.00	True	P501
06-01-2008	SB-AG	Subbase - Aggregate	\$0.00	8.00	False	P154
06-01-1968	OL-PF	Overlay - PCC Fully Bonded	\$0.00	6.00	True	-
06-02-1958	NC-PC	New Construction - PCC	\$0.00	8.00	True	-
06-01-1958	BA-AG	Base Course - Aggregate	\$0.00	7.00	False	-

Branch - Section ID: A01MC - 020

LCD: 6/3/1972

Use: APRON

Rank: P

Surface: PCC

Length (ft): 160.00

Width (ft): 90.00

True Area (sf): 14,332.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2020	SL-PC	Slab Replacement - PCC	\$0.00	0.00	False	EST
06-01-1999	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-03-1972	NC-PC	New Construction - PCC	\$0.00	10.00	True	P501
06-02-1972	SB-AG	Subbase - Aggregate	\$0.00	7.00	False	P154
06-01-1972	SG-CO	Subgrade - Compacted	\$0.00	6.00	False	P152

Branch - Section ID: A01MC - 030

LCD: 6/1/2017

Use: APRON

Rank: P

Surface: PCC

Length (ft): 608.00

Width (ft): 125.00

True Area (sf): 76,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CR-PC	Complete Reconstruction - PCC	\$0.00	0.00	True	FIELD EST
06-02-1999	PA-PF	Patching - PCC Full Depth	\$0.00	0.00	False	-
06-01-1999	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-1968	CR-PC	Complete Reconstruction - PCC	\$0.00	8.00	True	-
06-02-1958	NC-PC	New Construction - PCC	\$0.00	8.00	True	EXTENDED IN 1972; 6" P152, 6" 154, 6" P501
06-01-1958	BA-AG	Base Course - Aggregate	\$0.00	7.00	False	P208

Branch - Section ID: A01MC - 035

LCD: 4/5/2021

Use: APRON

Rank: P

Surface: AC

Length (ft): 1,464.00

Width (ft): 50.00

True Area (sf): 73,174.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-05-2021	NC-AC	New Construction - AC	\$0.00	5.00	True	5" P-401 HMA surface course
04-04-2021	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6" P-209 aggregate base course
04-03-2021	SB-AG	Subbase - Aggregate	\$0.00	20.00	False	20" P-154 aggregate subbase course
04-02-2021	SG-CO	Subgrade - Compacted	\$0.00	12.00	False	12" subgrade, 95% compaction

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: A01MC - 040

LCD: 6/1/2018
Use: APRON
Rank: P
Surface: PCC

Length (ft): 250.00
Width (ft): 152.00
True Area (sf): 38,255.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2018	CR-PC	Complete Reconstruction - PCC	\$0.00	0.00	True	FIELD EST
06-02-1999	PA-PP	Patching - PCC Partial Depth	\$0.00	0.00	False	-
06-01-1999	PA-PF	Patching - PCC Full Depth	\$0.00	0.00	False	-
06-03-1972	NC-PC	New Construction - PCC	\$0.00	6.00	True	P501
06-02-1972	SB-AG	Subbase - Aggregate	\$0.00	6.00	False	P154
06-01-1972	SG-CO	Subgrade - Compacted	\$0.00	6.00	False	P152

Branch - Section ID: A01MC - 050

LCD: 6/3/2006
Use: APRON
Rank: P
Surface: AC

Length (ft): 460.00
Width (ft): 25.00
True Area (sf): 11,660.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2006	CR-AC	Complete Reconstruction - AC	\$0.00	6.00	True	6" P-401 AC SURFACE
06-02-2006	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P-208 CABG
06-01-2006	SB-AG	Subbase - Aggregate	\$0.00	24.00	False	24" P-154 SUBBASE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	-
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	-
06-02-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	-
06-01-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	-

Branch - Section ID: A01MC - 060

LCD: 6/2/2009
Use: APRON
Rank: P
Surface: AC

Length (ft): 110.00
Width (ft): 156.00
True Area (sf): 14,360.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2009	CR-AC	Complete Reconstruction - AC	\$0.00	6.00	True	6" ASPHALT MAT
06-01-2009	SB-AG	Subbase - Aggregate	\$0.00	8.00	False	8" ROCK BASE

Branch - Section ID: A01MC - 070

LCD: 6/1/1999
Use: APRON
Rank: P
Surface: PCC

Length (ft): 130.00
Width (ft): 30.00
True Area (sf): 3,843.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1999	CR-PC	Complete Reconstruction - PCC	\$0.00	6.00	True	6" PCC
06-03-1960	NC-PC	New Construction - PCC	\$0.00	6.00	True	P501
06-02-1960	SB-AG	Subbase - Aggregate	\$0.00	6.00	False	P154
06-01-1960	SG-CO	Subgrade - Compacted	\$0.00	6.00	False	P152

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: A01MC - 080

LCD: 8/3/2024
Use: APRON
Rank: P
Surface: PCC

Length (ft): 229.00
Width (ft): 100.00
True Area (sf): 22,940.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2024	NC-PC	New Construction - PCC	\$7,984,008.00	11.50	True	11.5" P-501 PCC
08-02-2024	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6" P-219 RECYCLED CONCRETE AGGREGATE BASE COURSE
08-01-2024	SG-CO	Subgrade - Compacted	\$0.00	0.00	False	EXISTING SUBGRADE

Branch - Section ID: A01MC - 090

LCD: 8/3/2024
Use: APRON
Rank: P
Surface: PCC

Length (ft): 676.00
Width (ft): 23.00
True Area (sf): 15,553.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2024	NC-PC	New Construction - PCC	\$7,984,008.00	8.00	True	8" P.C. CONCRETE CLASS C4
08-02-2024	SB-ST	Subbase - Stabilized	\$0.00	6.00	False	6" MODIFIED SUBBASE
08-01-2024	SG-CO	Subgrade - Compacted	\$0.00	0.00	False	EXISTING SUBGRADE
03-05-2021	NC-IN	New Construction - Initial	\$0.00	0.00	True	-

Branch - Section ID: R12MC - 010

LCD: 5/3/2006
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 4,938.00
Width (ft): 50.00
True Area (sf): 245,643.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
05-03-2006	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 AC OVERLAY; 2005 CORE 10.7" P401/8" P208
05-02-2006	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	CRACK SEAL
05-01-2006	MI-CO	Cold Milling	\$0.00	-3.00	False	3" MILL AND REMOVE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1974	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P-208

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: R12MC - 020

LCD: 5/3/2006
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 4,938.00
Width (ft): 100.00
True Area (sf): 493,057.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
05-03-2006	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 AC OVERLAY; 2005 CORE 10.7" P401/ 8" P208
05-02-2006	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	CRACK SEAL
05-01-2006	MI-CO	Cold Milling	\$0.00	-3.00	False	3" MILL AND REMOVE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1974	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC

Branch - Section ID: R12MC - 030

LCD: 6/3/2005
Use: RUNWAY
Rank: S
Surface: AC

Length (ft): 380.00
Width (ft): 50.00
True Area (sf): 18,816.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2005	CR-AC	Complete Reconstruction - AC	\$0.00	6.00	True	6" P-401 AC SURFACE
06-02-2005	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P-208 CABG
06-01-2005	SB-AG	Subbase - Aggregate	\$0.00	24.00	False	24" P-154 SUBBASE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	\$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: R12MC - 040

LCD: 6/3/2005

Use: RUNWAY

Rank: S

Surface: AC

Length (ft): 380.00

Width (ft): 100.00

True Area (sf): 43,342.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2005	CR-AC	Complete Reconstruction - AC	\$0.00	6.00	True	6" P-401 AC SURFACE
06-02-2005	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P-208 CABG
06-01-2005	SB-AG	Subbase - Aggregate	\$0.00	24.00	False	24" P-154 SUBBASE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	\$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

Branch - Section ID: R18MC - 010

LCD: 6/4/2005

Use: RUNWAY

Rank: P

Surface: AAC

Length (ft): 4,975.00

Width (ft): 50.00

True Area (sf): 248,664.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY; 2005 CORE 14.1" P401/ 8" P208
06-04-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	NORTH RW 4347': 4-8" P-401 AC OV; SOUTH RW 628': 8" P-401 NEW
06-03-2005	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	SOUTH RW 628': 8" P-208 CABG
06-02-2005	SB-AG	Subbase - Aggregate	\$0.00	24.00	False	SOUTH RW 628': 24" P-154 SUBBASE
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	NORTH RW 4347': 4" MILL; SOUTH RW 628': FULL DEPTH REMOVAL
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	3.00	True	3" (MIN) P401 AC OVERLAY; MANY AREAS HAVE 4"
06-01-1962	ST-SC	Surface Treatment - Seal Coat	\$0.00	0.00	False	-
06-01-1962	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-03-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	\$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: R18MC - 020

LCD: 6/4/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 4,975.00
Width (ft): 100.00
True Area (sf): 497,500.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY; 2005 CORE 14.1" P401/8" P208
06-04-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	NORTH RW 4347': 4-8" P-401 AC OV; SOUTH RW 628': 8" P-401 NEW
06-03-2005	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	SOUTH RW 628': 8" P-208 CABG
06-02-2005	SB-AG	Subbase - Aggregate	\$0.00	24.00	False	SOUTH RW 628': 24" P-154 SUBBASE
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	NORTH RW 4347': 4" MILL; SOUTH RW 628': FULL DEPTH REMOVAL
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-01-1962	ST-SC	Surface Treatment - Seal Coat	\$0.00	0.00	False	-
06-01-1962	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-03-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	\$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

Branch - Section ID: R18MC - 030

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 529.00
Width (ft): 50.00
True Area (sf): 26,450.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY; 2005 CORE 14" P401/6" P209
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-03-1968	NC-AC	New Construction - AC	\$0.00	5.00	True	5" P401 AC
06-02-1968	BA-BI	Base Course - Bituminous	\$0.00	4.50	False	4.5" P201 AC BASE
06-01-1968	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6" P209 CABG

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: R18MC - 040

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 529.00
Width (ft): 100.00
True Area (sf): 52,887.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY; 2005 CORE: 14" P401/6" P209
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-03-1968	NC-AC	New Construction - AC	\$0.00	5.00	True	5" P401 AC
06-02-1968	BA-BI	Base Course - Bituminous	\$0.00	4.50	False	4.5" P201 AC BASE
06-01-1968	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6" P209 CABG

Branch - Section ID: R18MC - 050

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 997.00
Width (ft): 50.00
True Area (sf): 49,836.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY; 2005 CORE: 14" P401/SUBGRADE
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-04-1968	NC-AC	New Construction - AC	\$0.00	4.00	True	4" P401 AC
06-03-1968	BA-BI	Base Course - Bituminous	\$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SG-CO	Subgrade - Compacted	\$0.00	15.00	False	15" P152
06-01-1968	SG-CO	Subgrade - Compacted	\$0.00	5.00	False	5" P152

Branch - Section ID: R18MC - 060

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 997.00
Width (ft): 100.00
True Area (sf): 99,687.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY; 2005 CORE 14" P401/SUBGRADE
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-04-1968	NC-AC	New Construction - AC	\$0.00	4.00	True	4" P401 AC
06-03-1968	BA-BI	Base Course - Bituminous	\$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SG-CO	Subgrade - Compacted	\$0.00	15.00	False	15" P152
06-01-1968	SG-CO	Subgrade - Compacted	\$0.00	5.00	False	5" P152

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: TAMC - 010

LCD: 6/2/2006
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 3,835.00
Width (ft): 75.00
True Area (sf): 287,735.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2006	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 AC OVERLAY
06-01-2006	MI-CO	Cold Milling	\$0.00	-3.00	False	2-4" MILL AND REMOVE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" (MIN) P401 OVERLAY; WIDENED 25': 5"P154, 15"P154, 6"P201, 4"P401
06-02-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC
06-01-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC

Branch - Section ID: TAMC - 020

LCD: 6/2/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 185.00
Width (ft): 75.00
True Area (sf): 16,030.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-2005	OL-AS	Overlay - AC Structural	\$0.00	0.00	True	MILL/OVERLAY (CROSS SECTION UNKNOWN)
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	\$0.00	4.00	True	4" (MIN) P401 OVERLAY
06-03-1968	BA-BI	Base Course - Bituminous	\$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SB-AG	Subbase - Aggregate	\$0.00	20.00	False	20" P154
06-01-1968	SB-AG	Subbase - Aggregate	\$0.00	5.00	False	FROST PROTECTION P154

Branch - Section ID: TAMC - 030

LCD: 4/5/2021
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,975.00
Width (ft): 50.00
True Area (sf): 98,795.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-05-2021	NC-AC	New Construction - AC	\$0.00	5.00	True	5" P-401 HMA surface course
04-04-2021	BA-AG	Base Course - Aggregate	\$0.00	6.00	False	6" P-209 aggregate base course
04-03-2021	SB-AG	Subbase - Aggregate	\$0.00	20.00	False	20" P-154 aggregate subbase course
04-02-2021	SG-CO	Subgrade - Compacted	\$0.00	12.00	False	12" subgrade, 95% compaction

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: TBMC - 010

LCD: 6/2/2006
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 435.00
Width (ft): 75.00
True Area (sf): 32,450.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2006	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 AC OVERLAY
06-01-2006	MI-CO	Cold Milling	\$0.00	-3.00	False	2-4" MILL AND REMOVE
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P401 OVERLAY; WIDENED 25' IN 1968: 5"P154, 15"P154, 6"P201, 4"P401
06-02-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401
06-01-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208

Branch - Section ID: TBMC - 015

LCD: 6/1/2006
Use: TAXIWAY
Rank: P
Surface: APC

Length (ft): 234.00
Width (ft): 50.00
True Area (sf): 11,522.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-01-2006	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	MILL EXISTING AND 4" P401 OVERLAY; WITH RW12MC
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P401 OVERLAY
06-01-1949	NC-PC	New Construction - PCC	\$0.00	8.00	True	8" P501 ON SUBGRADE

Branch - Section ID: TBMC - 020

LCD: 6/3/2008
Use: TAXIWAY
Rank: P
Surface: APC

Length (ft): 1,933.00
Width (ft): 50.00
True Area (sf): 97,151.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2008	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 OVERLAY
06-02-2008	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	CRACK SEALING
06-01-2008	MI-CO	Cold Milling	\$0.00	-3.00	False	2-4" MILL AND REMOVE
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P401
06-01-1949	NC-PC	New Construction - PCC	\$0.00	8.00	True	8" P501 ON SUBGRADE

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: TBMC - 025

LCD: 6/2/2005
Use: TAXIWAY
Rank: P
Surface: APC

Length (ft): 228.00
Width (ft): 75.00
True Area (sf): 19,896.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-2005	OL-AS	Overlay - AC Structural	\$0.00	0.00	True	MILL EXISTING AND OVERLAY (THICKNESS UNKNOWN); WITH RW18MC
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	MIN 4" P401 OVERLAY; WIDENED 25': 5"P154, 15" P154, 6"P201, 4"P401
06-01-1949	NC-PC	New Construction - PCC	\$0.00	8.00	True	8" P501 ON SUBGRADE

Branch - Section ID: TBMC - 030

LCD: 6/3/2008
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 1,933.00
Width (ft): 25.00
True Area (sf): 47,702.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2008	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 AC OVERLAY
06-02-2008	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	CRACK SEALING
06-01-2008	MI-CO	Cold Milling	\$0.00	-3.00	False	2-4" MILL AND REMOVE
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	\$0.00	4.00	True	4" P401
06-03-1968	BA-BI	Base Course - Bituminous	\$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SB-AG	Subbase - Aggregate	\$0.00	15.00	False	15" P154
06-01-1968	SB-AG	Subbase - Aggregate	\$0.00	5.00	False	5" P154 FROST PROTECTION

Branch - Section ID: TBMC - 035

LCD: 6/1/2006
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 234.00
Width (ft): 25.00
True Area (sf): 8,092.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-01-2006	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	MILL EXISTING AND 4" P401 OVERLAY; WITH RW12MC
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	\$0.00	4.00	True	4" P401
06-03-1968	BA-BI	Base Course - Bituminous	\$0.00	6.00	False	6" P201 BIT BASE
06-02-1968	SB-AG	Subbase - Aggregate	\$0.00	15.00	False	15" P154
06-01-1968	SB-AG	Subbase - Aggregate	\$0.00	5.00	False	5" P154 FROST PROTECTION

WORK HISTORY

Pavement Database: IA 2024

Generate Date: 6/30/2025

Network ID: MCW

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Branch - Section ID: TCMC - 010

LCD: 6/3/2008
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 3,625.00
Width (ft): 75.00
True Area (sf): 271,802.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2008	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P-401 AC OVERLAY
06-02-2008	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	CRACK SEALING
06-01-2008	MI-CO	Cold Milling	\$0.00	-3.00	False	2-4" MILL AND REMOVE
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	\$0.00	4.00	True	4" P401 OVERLAY
06-02-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401
06-01-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208

Branch - Section ID: TCMC - 020

LCD: 6/2/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 230.00
Width (ft): 75.00
True Area (sf): 17,885.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	\$0.00	6.00	True	4-8" P-401 AC OVERLAY
06-01-2005	MI-CO	Cold Milling	\$0.00	-4.00	False	4" MILLING
06-01-2005	OL-AS	Overlay - AC Structural	\$0.00	0.00	True	MILL EXISTING AND OVERLAY (THICKNESS UNKNOWN) WITH RW18MC-60
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	\$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	\$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	\$0.00	1.50	True	1.5" P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	\$0.00	4.00	True	4" P401
06-03-1968	BA-BI	Base Course - Bituminous	\$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SB-AG	Subbase - Aggregate	\$0.00	15.00	False	15" P154
06-01-1968	SB-AG	Subbase - Aggregate	\$0.00	5.00	False	5" P154 FROST PROTECTION
06-02-1944	NC-AC	New Construction - AC	\$0.00	3.00	True	3" P401 AC SURFACE
06-01-1944	BA-AG	Base Course - Aggregate	\$0.00	8.00	False	8" P208 ABC

Branch - Section ID: TH01MC - 010

LCD: 7/4/2024
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 900.00
Width (ft): 35.00
True Area (sf): 31,494.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-04-2024	CR-AC	Complete Reconstruction - AC	\$139,165.00	2.00	True	2" SURFACE COURSE HMA PAVEMENT, STANDARD TRAFFIC (ST), 1/2" PG 58-28H
07-03-2024	BA-BI	Base Course - Bituminous	\$0.00	3.00	False	3" BASE COURSE HMA PAVEMENT, STANDARD TRAFFIC (ST), 1/2" PG 58-28H
07-02-2024	SB-AG	Subbase - Aggregate	\$0.00	10.00	False	10" IOWA DOT MODIFIED SUBBASE
07-01-2024	SG-CO	Subgrade - Compacted	\$0.00	12.00	False	12" SUBGRADE PREP
01-01-2000	NC-AC	New Construction - AC	\$0.00	0.00	True	EST. VIA GE

WORK HISTORY

Pavement Database: IA 2024
Network ID: MCW

Generate Date: 6/30/2025
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Branch - Section ID: TH01MC - 020

LCD: 1/1/2000
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 105.00
Width (ft): 40.00
True Area (sf): 4,315.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2000	NC-AC	New Construction - AC	\$0.00	0.00	True	EST. VIA GE

Branch - Section ID: TH01MC - 030

LCD: 1/1/1972
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 815.00
Width (ft): 50.00
True Area (sf): 40,756.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-1972	NC-PC	New Construction - PCC	\$0.00	0.00	True	DATE UNKNOWN; CONSTRUCTED PRIOR TO 1994

Branch - Section ID: TH01MC - 035

LCD: 9/3/2021
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 2,495.00
Width (ft): 50.00
True Area (sf): 128,421.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
09-03-2021	NC-AC	New Construction - AC	\$0.00	5.00	True	5" P-401 HMA pavement
09-02-2021	BA-AG	Base Course - Aggregate	\$0.00	12.00	False	12" P-208 aggregate base course
09-01-2021	SG-CO	Subgrade - Compacted	\$0.00	6.00	False	6" P-152 subgrade. 95% compaction

Branch - Section ID: TH01MC - 040

LCD: 7/4/2024
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 396.00
Width (ft): 50.00
True Area (sf): 21,501.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-04-2024	CR-AC	Complete Reconstruction - AC	\$294,270.00	2.00	True	2" SURFACE COURSE HMA PAVEMENT, STANDARD TRAFFIC (ST), 1/2", PG 58-28H
07-03-2024	BA-BI	Base Course - Bituminous	\$0.00	2.00	False	2" BASE COURSE HMA PAVEMENT, STANDARD TRAFFIC (ST), 1/2", PG 58-28H
07-02-2024	SB-AG	Subbase - Aggregate	\$0.00	8.00	False	8" IOWA DOT MODIFIED SUBBASE
07-01-2024	SG-CO	Subgrade - Compacted	\$0.00	12.00	False	12" SUBGRADE
01-01-1972	NC-PC	New Construction - PCC	\$0.00	0.00	True	DATE UNKNOWN; CONSTRUCTED PRIOR TO 1994

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
A01MC	10	Joint Seal Damage	High	322	Slabs	Joint Seal (Localized)	\$3.27	\$29,477
A01MC	20	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$40.74	\$151
A01MC	20	Joint Seal Damage	High	33	Slabs	Joint Seal (Localized)	\$3.27	\$2,274
A01MC	20	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	\$40.74	\$727
A01MC	20	LTD Cracking	Medium	1	Slabs	Crack Sealing - PCC	\$3.27	\$53
A01MC	20	Small Patch	Medium	1	Slabs	Patching - PCC Full Depth	\$18.19	\$68
A01MC	30	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$251
A01MC	30	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$40.74	\$603
A01MC	30	LTD Cracking	Medium	7	Slabs	Crack Sealing - PCC	\$3.27	\$353
A01MC	40	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	\$40.74	\$813
A01MC	40	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	\$3.27	\$76
TAMC	30	L&T Cracking	Medium	129	Ft	Crack Sealing - AC	\$2.72	\$350

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 Mason City Municipal Airport.



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AUGUST 2025