Oskaloosa Municipal Airport

Pavement Management Report

PREPARED BY

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OSKALOOSA MUNICIPAL AIRPORT
PAVEMENT MANAGEMENT REPORT

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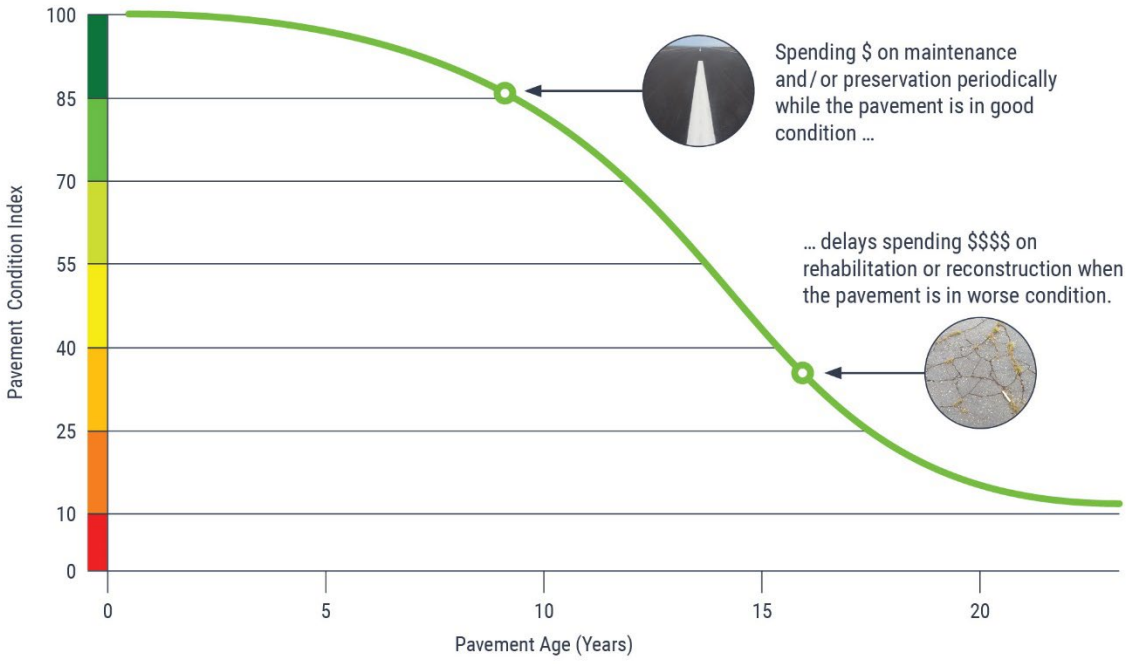
INTRODUCTION

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

As part of this project, pavement conditions at Oskaloosa 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 Oskaloosa Municipal Airport are presented within this report and can be used by Oskaloosa 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 Oskaloosa 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 Oskaloosa 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 980,800 square feet of pavement were evaluated at Oskaloosa 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 Oskaloosa Municipal Airport.

Figure 2. Pavement area by branch use at Oskaloosa Municipal Airport.

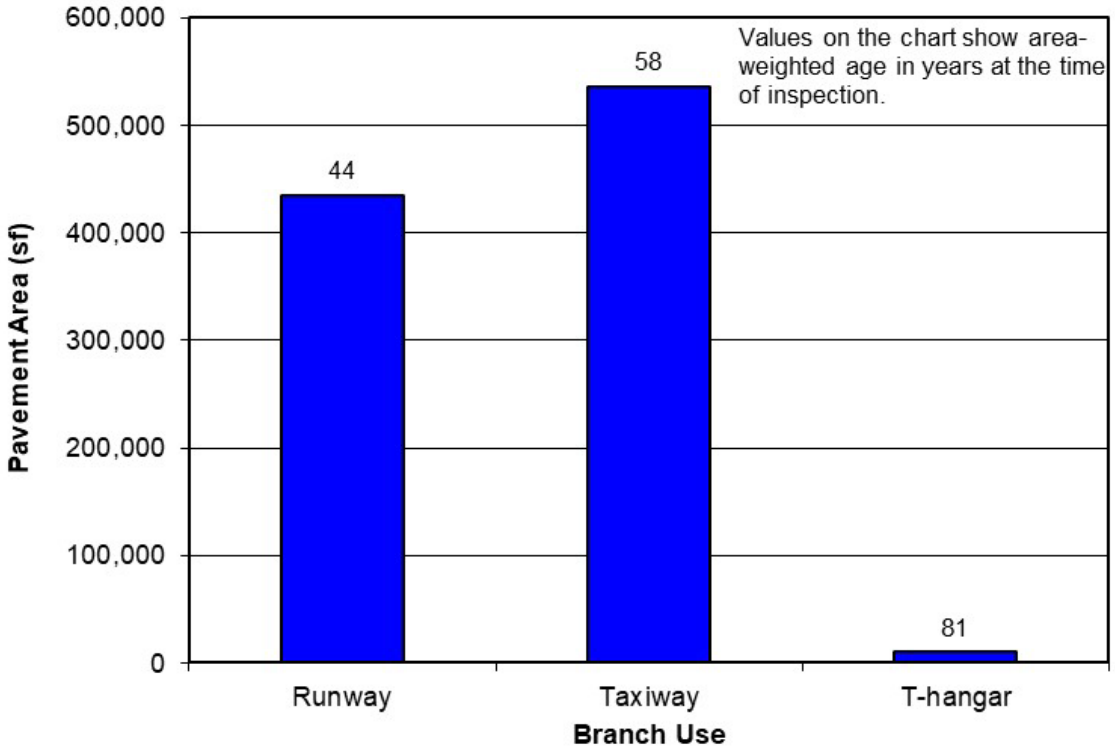
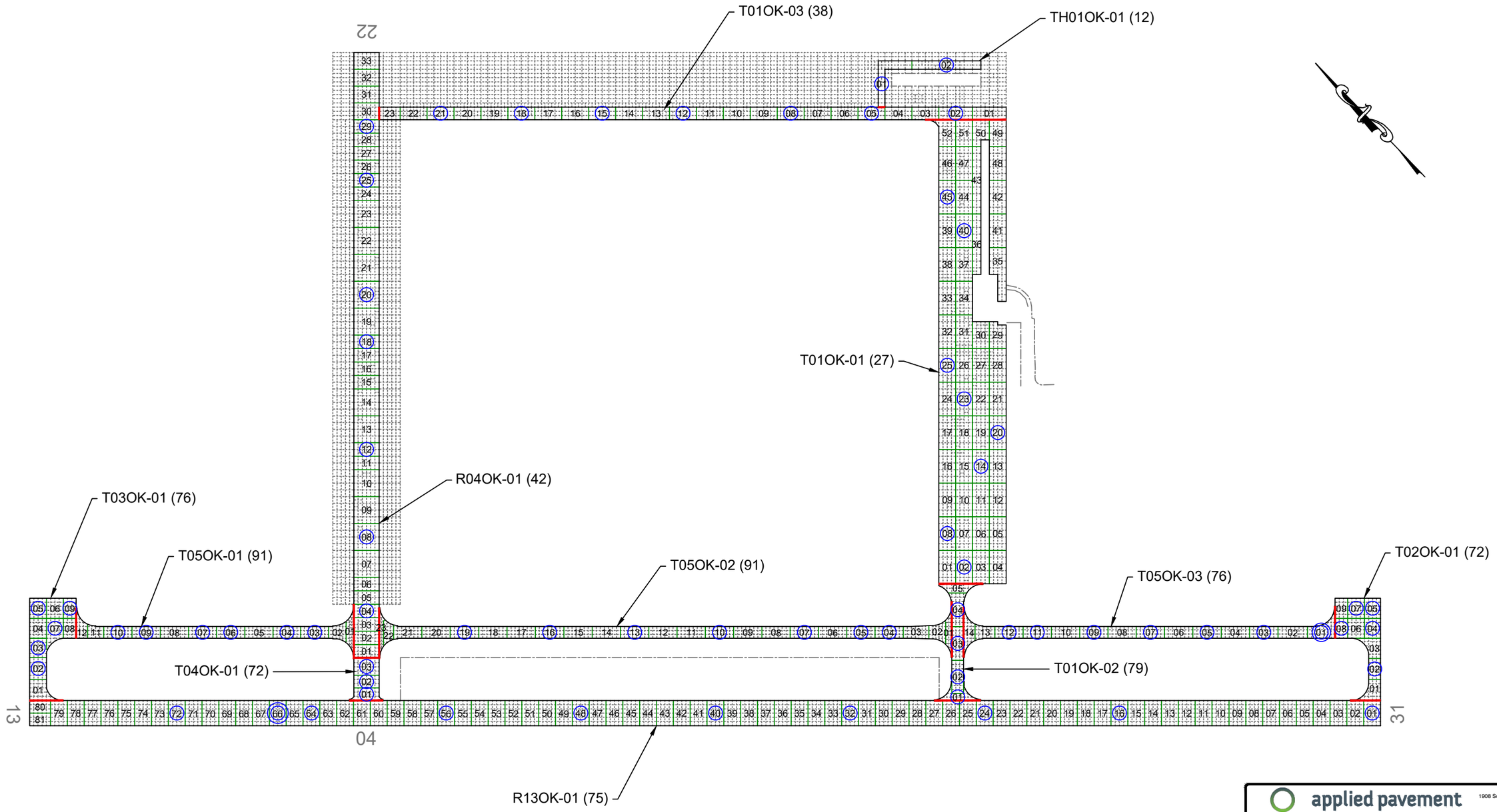


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE

R18AL-01 (71)

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

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AGENCY:	Iowa Department of Transportation Modal Transportation Bureau - Aviation
LOCATION:	Oskaloosa Municipal Airport Oskaloosa, Iowa
PAGE TITLE:	Network Definition Map

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
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PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech visually inspected the pavements at Oskaloosa 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*.

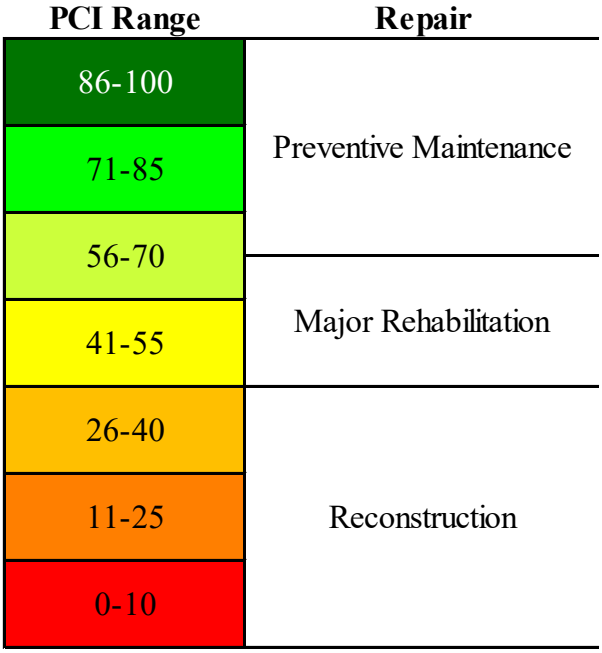
During the PCI inspection, a cursory inspection of the entirety of a pavement section was performed. Sample units identified for more detailed inspection were verified, and adjustments to the selected sample units for inspection were made as needed to ensure an accurate assessment of the pavement's condition. 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 Oskaloosa Municipal Airport.

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

Figure 5. PCI versus repair type.



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

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

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

Pavement Evaluation Results

The pavements at Oskaloosa Municipal Airport were inspected in March 2025. The 2025 area-weighted condition of Oskaloosa Municipal Airport is 56, with conditions ranging from 12 to 91 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2021, the area-weighted PCI of the airport was 61.

Figure 6 summarizes the overall condition of the pavements at Oskaloosa 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 Oskaloosa Municipal Airport.

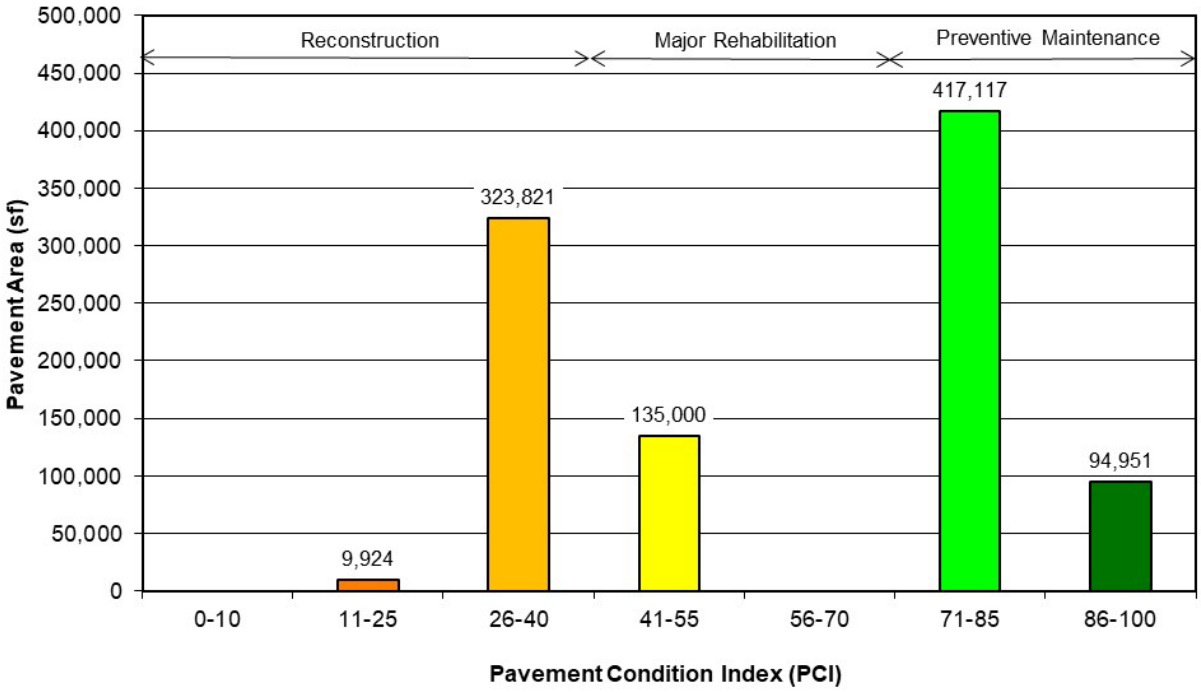


Figure 7. Area-weighted PCI by branch use at Oskaloosa Municipal Airport.

(Values on chart are area weighted.)

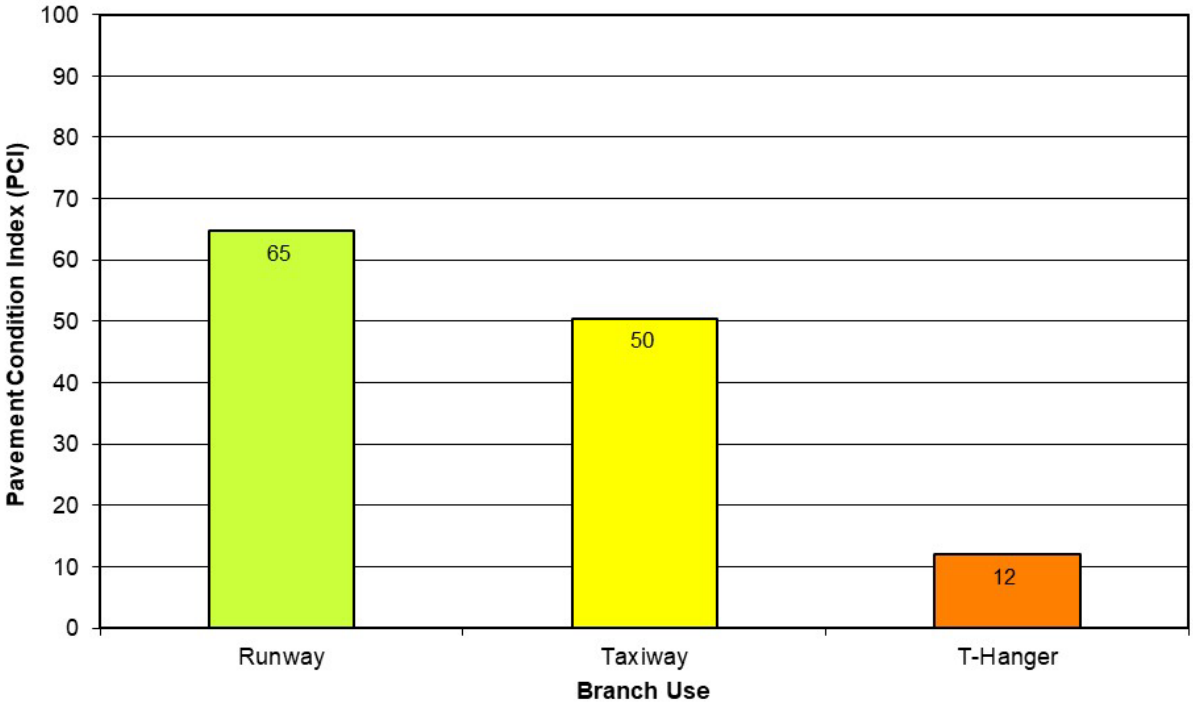
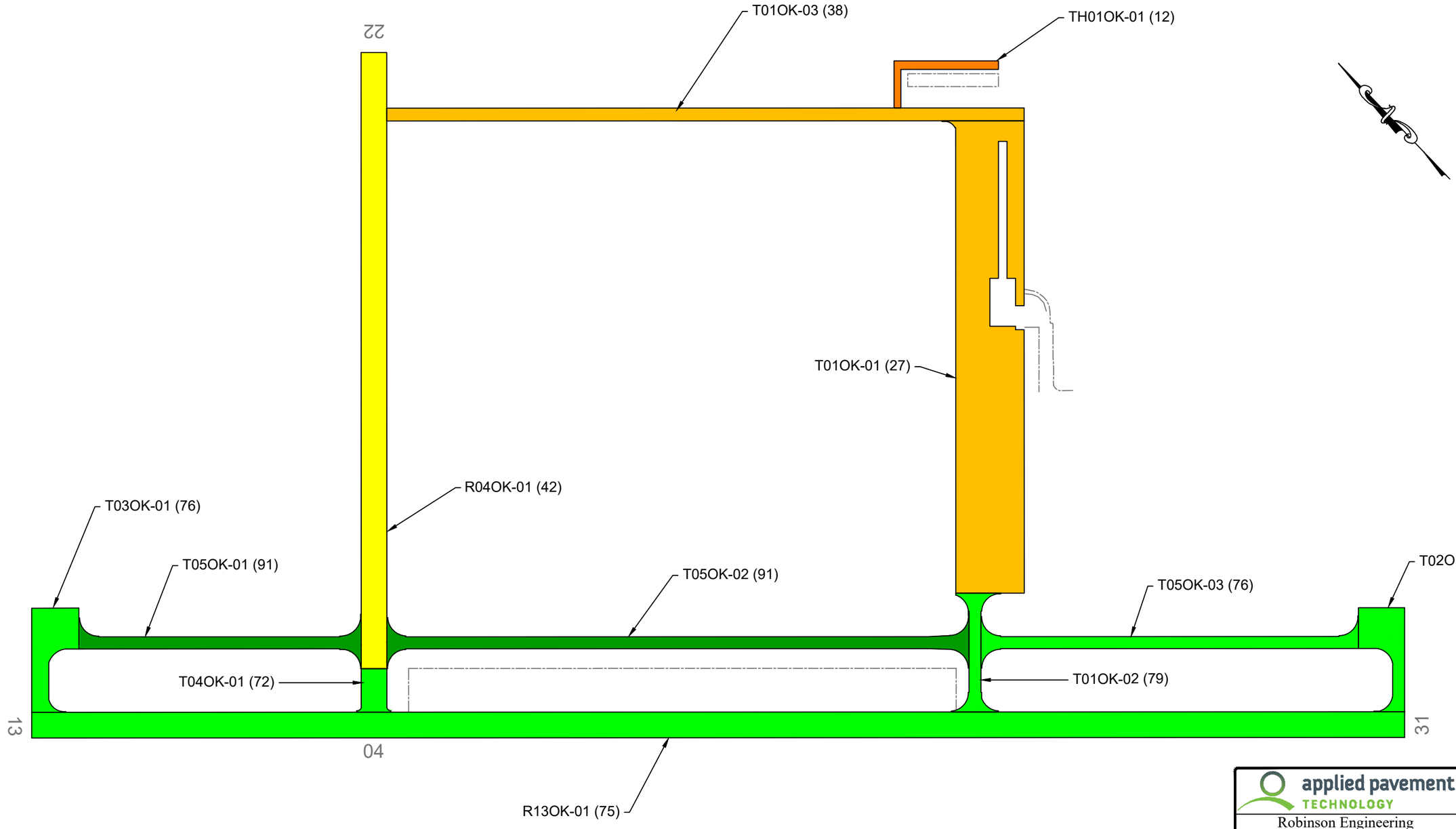


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE
RW927GL-10 (74)
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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Oskaloosa, Iowa

PAGE TITLE: 2025 Pavement Condition Index Map

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1"=400'	JUN. 2025	KEW	KEW
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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
R04OK	01	PCC	135,000	6/1/1944	42	45	10	45	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Popouts, Scaling, Shattered Slab, Shrinkage Cracking, Small Patch
R13OK	01	PCC	300,239	6/2/1998	75	17	33	50	ASR, Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch
T01OK	01	PCC	253,977	6/1/1944	27	55	8	37	ASR, Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Popouts, Scaling, Shattered Slab, Shrinkage Cracking, Small Patch
T01OK	02	PCC	15,446	9/30/1998	79	21	55	24	Corner Break, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking
T01OK	03	PCC	69,844	6/1/1944	38	43	16	41	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Popouts, Shattered Slab, Shrinkage Cracking, Small Patch
T02OK	01	PCC	23,801	6/30/1998	72	38	36	26	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking
T03OK	01	PCC	26,615	9/30/1998	76	3	42	55	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, Small Patch
T04OK	01	PCC	9,759	6/1/1998	72	36	31	33	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab
T05OK	01	PCC	31,589	5/3/2007	91	0	77	23	Corner Spalling, Joint Seal Damage
T05OK	02	PCC	63,362	5/3/2007	91	0	79	21	Corner Spalling, Joint Spalling, Joint Seal Damage

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
T05OK	03	PCC	41,257	1/3/2005	76	0	34	66	ASR, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage
TH01OK	01	PCC	9,924	1/1/1944	12	64	7	29	Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Shattered Slab, Shrinkage Cracking, Small Patch

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

Oskaloosa Municipal Airport was inspected on March 27, 2025. There were 12 pavement sections defined during the inspection. Alkali-silica reaction (ASR) was recorded at this airport according to the PCI procedure. The ASR was recorded where evidence of a precipitate was observed within some of the cracking in the PCC surface. It should be noted that laboratory testing in the form of petrographic analysis is the only definitive way to validate the presence of ASR; however, the formation of a precipitate is evidence of a reaction consistent with this type of materials-related distress.

Runways

Runway 04/22 consisted of one section that had areas of low- and medium-severity corner break and faulting, all severities of corner spalling and joint spalling, and high-severity joint seal damage recorded during the inspection. Other distresses observed were low-severity large patching and scaling, low- and medium-severity longitudinal, transverse, and diagonal (LTD) cracking, popouts, medium- and high-severity shattered slab and small patching, and shrinkage cracking.

Runway 13/31 contained one section that had low-severity ASR; low- and medium-severity corner break, joint spalling, and faulting; all severities of corner spalling; and high-severity joint seal damage and small patching. An atypical area of low- and medium-severity LTD cracking was observed and recorded as an additional sample unit in accordance with ASTM D5340.

Taxiways

Taxiway 01 was defined by three sections. Section 01 was in *Poor* condition with low-severity ASR; all severities of corner break, large patching, and corner spalling; high-severity joint seal damage; and medium- and high-severity joint spalling. Other distress recorded were low- and medium-severity LTD cracking, popouts, low-severity scaling, all severities of shattered slab and small patching, and shrinkage cracking. In Section 02, areas of medium- and high-severity joint seal damage and low- and medium-severity corner break, joint spalling, LTD cracking, and faulting were noted. Section 03 connected Section 01 and Runway 04/22 and was in *Poor* condition. Low- and medium-severity corner break, large patching, and LTD cracking; all severities of corner spalling; medium- and high-severity joint seal damage and joint spalling; popouts; medium-severity shattered slab; shrinkage cracking; and low-severity small patching were recorded during the inspection.

Taxiway 02 consisted of one section with areas of low- and medium-severity corner break, corner spalling, LTD cracking, and joint spalling; high-severity joint seal damage; and low-severity large patching observed at the time of inspection.

Taxiway 03 contained one section that had low-severity corner break, all severities of corner spalling, high-severity joint seal damage, low- and medium-severity joint spalling, and medium- and high-severity small patching.

Taxiway 04 consisted of one section off Runway 13/31 that had low-severity corner break, joint spalling, LTD cracking, and faulting; low- and medium-severity corner spalling; high-severity joint seal damage; and medium-severity shattered slab noted throughout.

Taxiway 05 was comprised of three sections and runs parallel to Runway 13/31. Section 01 had low- and medium-severity corner spalling and medium-severity joint seal damage. Low-severity corner spalling, medium-severity joint seal damage, and low-severity joint spalling were recorded in Section 02. Section 03 contained all severities of ASR and corner spalling, low-severity faulting, and high-severity joint seal damage. An atypical area of medium- and high-

severity joint spalling was observed and recorded as an additional sample unit in accordance with ASTM D5340.

T-Hangar

The T-hangar area consisted of one section off Taxiway 01 that was in *Poor* condition. Low- and high-severity corner spalling, high-severity joint seal damage, medium- and high-severity joint spalling and shattered slabs, low-severity large patching, low- and medium-severity LTD cracking, shrinkage cracking, and medium-severity small patching were recorded in Section 01.

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 Oskaloosa 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 Oskaloosa 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 Oskaloosa 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 Oskaloosa 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	R04OK	01	PCC	Major Rehabilitation	$2,303,234
2025	R13OK	01	PCC	Preventive Maintenance	$193,744
2025	T01OK	01	PCC	Major Rehabilitation	$4,790,069
2025	T01OK	02	PCC	Preventive Maintenance	$8,464
2025	T01OK	03	PCC	Major Rehabilitation	$1,317,270
2025	T02OK	01	PCC	Preventive Maintenance	$13,928
2025	T03OK	01	PCC	Preventive Maintenance	$18,055
2025	T04OK	01	PCC	Preventive Maintenance	$7,656
2025	T05OK	01	PCC	Preventive Maintenance	$15,168
2025	T05OK	02	PCC	Preventive Maintenance	$28,625
2025	T05OK	03	PCC	Preventive Maintenance	$35,687
2025	TH01OK	01	PCC	Major Rehabilitation	$187,169
				Total Estimated Cost:	**$8,919,000**

Table Notes:

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

The recommendations made in this report are based on a broad network-level analysis and meant to provide Oskaloosa 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 Oskaloosa 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, Oskaloosa 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 Oskaloosa 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, Oskaloosa 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, and T-hangars at Oskaloosa 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, 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 Oskaloosa 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 Oskaloosa 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
R04OK	01					
R13OK	01					
T01OK	01					
T01OK	02					
T01OK	03					
T02OK	01					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
T03OK	01					
T04OK	01					
T05OK	01					
T05OK	02					
T05OK	03					
TH01OK	01					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Oskaloosa Municipal Airport. A visual inspection of the pavements in 2025 found that the overall condition of the pavement network is a PCI of 56. A 5-year pavement repair program, shown in Table 2, was generated for Oskaloosa Municipal Airport, which revealed that approximately $8,919,000 needs to be expended on M&R. Oskaloosa Municipal Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

REFERENCES

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

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

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APPENDIX A

CAUSE OF DISTRESS TABLES

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

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

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

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

APPENDIX B

INSPECTION PHOTOGRAPHS

R04OK-01. Overview.

R04OK-01. Joint Spalling (Sample Unit No. 04).

R04OK-01. Shattered Slab (Sample Unit No. 04).

R13OK-01. Overview.

R13OK-01. ASR (Additional Sample Unit No. 66).

R13OK-01. Corner Break (Sample Unit No. 01).

R13OK-01. Joint Spalling (Sample Unit No. 01).

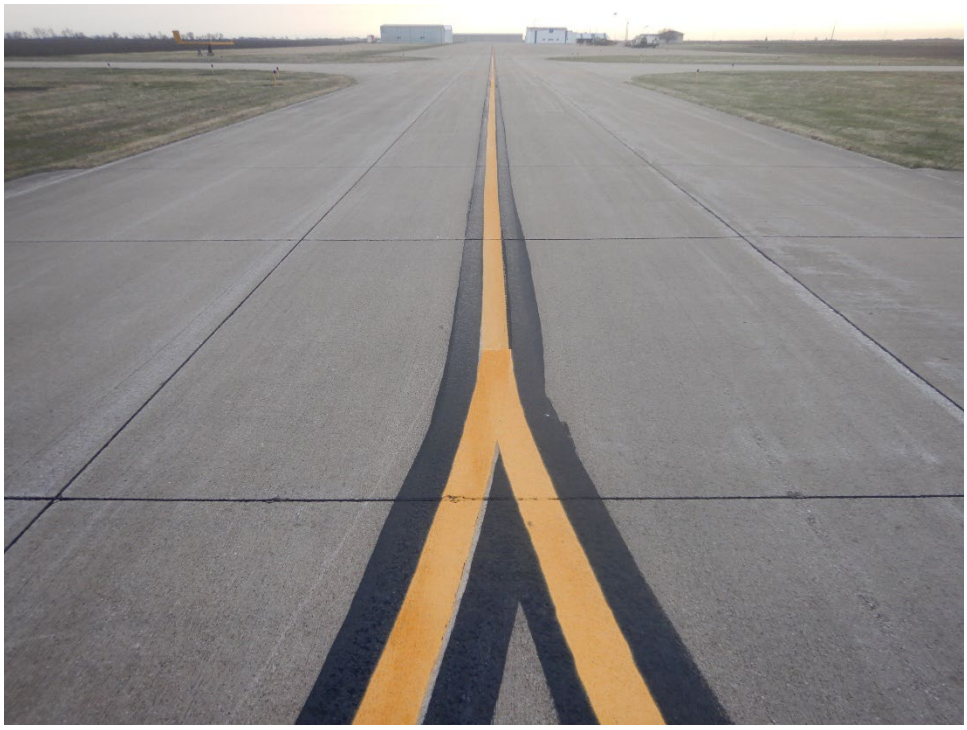
R13OK-01. LTD Cracking (Additional Sample Unit No. 66).

T01OK-01. Overview.

T01OK-01. Corner Spalling (Sample Unit No. 08).

T01OK-01. LTD Cracking (Sample Unit No. 08).

T01OK-02. Overview.



T01OK-02. Joint Seal Damage (Sample Unit No. 01).

T01OK-02. Joint Spalling (Sample Unit No. 01).

T01OK-03. Overview.

T01OK-03. Corner Break (Sample Unit No. 02).

T01OK-03. LTD Cracking (Sample Unit No. 02).

T02OK-01. Overview.

T02OK-01. Joint Seal Damage (Sample Unit No. 05).

T02OK-01. Joint Spalling (Sample Unit No. 05).

T03OK-01. Overview.

T03OK-01. Corner Spalling (Sample Unit No. 02).

T03OK-01. Small Patching (Sample Unit No. 02).

T04OK-01. Overview.

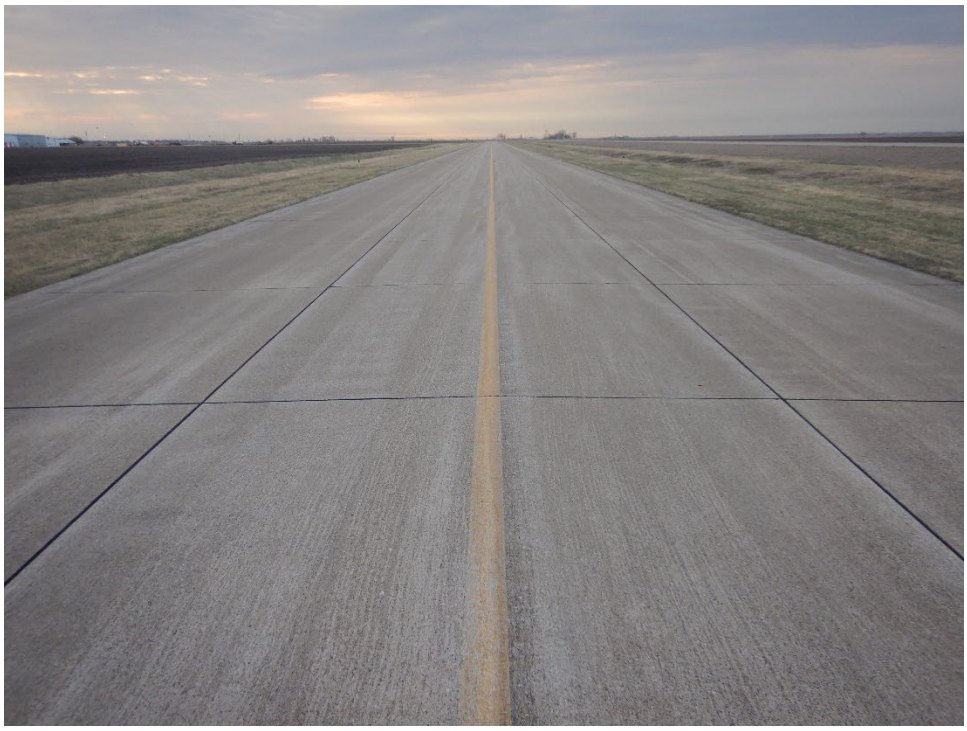
T04OK-01. Corner Spalling (Sample Unit No. 03).

T04OK-01. Joint Seal Damage (Sample Unit No. 03).

T05OK-01. Overview.

T05OK-01. Corner Spalling (Sample Unit No. 09).

T05OK-02. Overview.



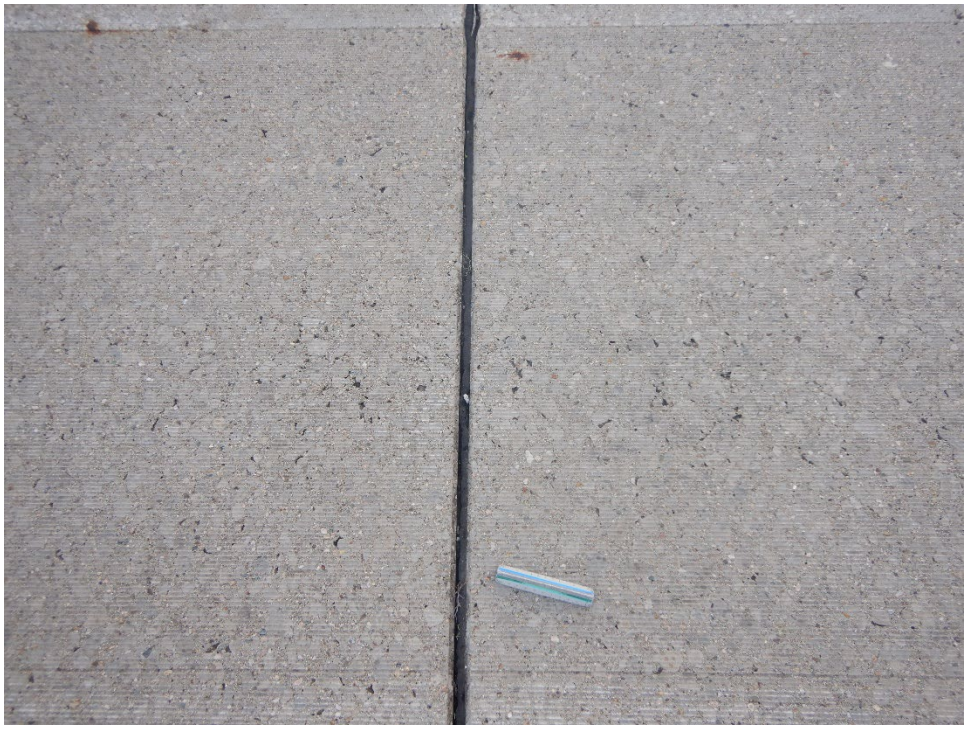
T05OK-02. Joint Seal Damage (Sample Unit No. 19).

T05OK-03. Overview.

T05OK-03. ASR (Additional Sample Unit No. 01).

T05OK-03. ASR (Sample Unit No. 12).

T05OK-03. Joint Seal Damage (Sample Unit No. 12).



T05OK-03. Joint Spalling (Sample Unit No. 01).

TH01OK-01. Overview.

TH01OK-01. Corner Spalling (Sample Unit No. 01).

TH01OK-01. Shattered Slab (Sample Unit No. 02).

APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: R04OK - 001

Branch Name: RUNWAY 04/22 Use: RUNWAY

LCD: 6/1/1944
Surface Type: PCC
Rank: S
Section Area (sf): 135,000.00
Length (ft): 1,800.00
Width (ft): 75.00
From: RUNWAY END 04
To: RUNWAY END 22

PCI Family: IowaPCCRW_SE_General

Slabs: 540
Slab Length (ft): 20.00
Slab Width (ft): 12.50
Joint Length (ft): 15,675.00

Section Comments:

Last Insp Date: 3/27/2025
PCI: 42
Total Samples: 33
Surveyed: 7

Inspection Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 24
Sample Area (Slabs): 15.00

Sample Comments:

62	CORNER BREAK	L	2.00 Slabs
62	CORNER BREAK	M	2.00 Slabs
63	LINEAR CR	M	1.00 Slabs
65	JT SEAL DMG	H	15.00 Slabs
67	LARGE PATCH	L	5.00 Slabs
68	POPOUTS	N	3.00 Slabs
70	SCALING	L	3.00 Slabs
71	FAULTING	L	1.00 Slabs
72	SHAT. SLAB	H	2.00 Slabs
74	JOINT SPALL	H	1.00 Slabs
74	JOINT SPALL	M	2.00 Slabs
75	CORNER SPALL	M	1.00 Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 39
Sample Area (Slabs): 25.00

Sample Comments:

62	CORNER BREAK	L	1.00 Slabs
62	CORNER BREAK	M	1.00 Slabs
63	LINEAR CR	L	3.00 Slabs
63	LINEAR CR	M	4.00 Slabs
65	JT SEAL DMG	H	25.00 Slabs
66	SMALL PATCH	H	1.00 Slabs
67	LARGE PATCH	L	5.00 Slabs
68	POPOUTS	N	3.00 Slabs
73	SHRINKAGE CR	N	3.00 Slabs
74	JOINT SPALL	L	3.00 Slabs
74	JOINT SPALL	M	3.00 Slabs
75	CORNER SPALL	L	2.00 Slabs
75	CORNER SPALL	M	5.00 Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 35
Sample Area (Slabs): 15.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
67 LARGE PATCH	L	2.00	Slabs
68 POPOUTS	N	5.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 18

Sample Type: R
Sample PCI: 43
Sample Area (Slabs): 15.00

Sample Comments:

63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
67 LARGE PATCH	L	3.00	Slabs
68 POPOUTS	N	6.00	Slabs
71 FAULTING	M	2.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 20

Sample Type: R
Sample PCI: 57
Sample Area (Slabs): 29.00

Sample Comments:

63 LINEAR CR	L	3.00	Slabs
65 JT SEAL DMG	H	29.00	Slabs
67 LARGE PATCH	L	2.00	Slabs
68 POPOUTS	N	5.00	Slabs
71 FAULTING	L	2.00	Slabs
73 SHRINKAGE CR	N	2.00	Slabs
74 JOINT SPALL	L	2.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	4.00	Slabs

Sample Number: 25

Sample Type: R
Sample PCI: 34
Sample Area (Slabs): 15.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	L	2.00	Slabs
63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
66 SMALL PATCH	M	1.00	Slabs
67 LARGE PATCH	L	3.00	Slabs
68 POPOUTS	N	5.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 29

Sample Type: R

Sample PCI: 50

Sample Area (Slabs): 18.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
62 CORNER BREAK	M	1.00	Slabs
65 JT SEAL DMG	H	18.00	Slabs
67 LARGE PATCH	L	4.00	Slabs
68 POPOUTS	N	1.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

RE-INSPECTION REPORT
OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: R13OK - 001

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/2/1998
Surface Type: PCC
Rank: P
Section Area (sf): 300,239.00
Length (ft): 4,011.00
Width (ft): 75.00
From: RWY END 13
To: RWY END 31

PCI Family: IowaPCCRW_SE_General

Slabs: 1,922
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 43,960.20

Section Comments:

Last Insp Date: 3/27/2025
PCI: 75
Total Samples: 81
Surveyed: 10

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 62
Sample Area (Slabs): 24.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
62 CORNER BREAK	M	2.00	Slabs
65 JT SEAL DMG	H	24.00	Slabs
71 FAULTING	L	4.00	Slabs
71 FAULTING	M	1.00	Slabs
74 JOINT SPALL	M	2.00	Slabs

Sample Number: 16

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

Sample Comments:

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

Sample Number: 24

Sample Type: R
Sample PCI: 71
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs
66 SMALL PATCH	H	2.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	H	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 32

Sample Type: R
Sample PCI: 80
Sample Area (Slabs): 24.00

Sample Comments:

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

Sample Number: 40

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

65 JT SEAL DMG	H	24.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	L	2.00	Slabs

Sample Number: 48

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

65 JT SEAL DMG	H	24.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 56

Sample Type: R
Sample PCI: 77
Sample Area (Slabs): 24.00
Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs

Sample Number: 64

Sample Type: R
Sample PCI: 67
Sample Area (Slabs): 24.00
Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs
71 FAULTING	L	1.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 66

Sample Type: A
Sample PCI: 47
Sample Area (Slabs): 24.00
Sample Comments:

63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	24.00	Slabs
71 FAULTING	L	3.00	Slabs
71 FAULTING	L	1.00	Slabs
71 FAULTING	M	2.00	Slabs
74 JOINT SPALL	M	4.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 72

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

Sample Comments:

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

RE-INSPECTION REPORT
OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: T01OK - 001

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/1944
Surface Type: PCC
Rank: P
Section Area (sf): 253,977.00
Length (ft): 1,380.00
Width (ft): 200.00
From: T01OK-02
To: T01OK-03

PCI Family: IowaPCCTW_SE_General

Slabs: 1,016
Slab Length (ft): 20.00
Slab Width (ft): 12.50
Joint Length (ft): 31,563.08

Section Comments:

Last Insp Date: 3/27/2025
PCI: 27
Total Samples: 52
Surveyed: 8

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 13
Sample Area (Slabs): 21.00

Sample Comments:

62 CORNER BREAK	L	2.00 Slabs
62 CORNER BREAK	M	1.00 Slabs
63 LINEAR CR	L	1.00 Slabs
63 LINEAR CR	M	6.00 Slabs
65 JT SEAL DMG	H	21.00 Slabs
66 SMALL PATCH	H	1.00 Slabs
66 SMALL PATCH	M	2.00 Slabs
67 LARGE PATCH	L	2.00 Slabs
68 POPOUTS	N	8.00 Slabs
72 SHAT. SLAB	H	2.00 Slabs
72 SHAT. SLAB	M	1.00 Slabs
73 SHRINKAGE CR	N	3.00 Slabs
75 CORNER SPALL	H	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 33
Sample Area (Slabs): 21.00

Sample Comments:

62 CORNER BREAK	L	1.00 Slabs
63 LINEAR CR	L	1.00 Slabs
63 LINEAR CR	M	3.00 Slabs
65 JT SEAL DMG	H	21.00 Slabs
66 SMALL PATCH	H	1.00 Slabs
68 POPOUTS	N	7.00 Slabs
72 SHAT. SLAB	M	1.00 Slabs
73 SHRINKAGE CR	N	3.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
75 CORNER SPALL	H	3.00 Slabs
75 CORNER SPALL	M	3.00 Slabs

Sample Number: 14

Sample Type: R
Sample PCI: 14
Sample Area (Slabs): 22.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	M	5.00	Slabs
65 JT SEAL DMG	H	22.00	Slabs
66 SMALL PATCH	H	3.00	Slabs
66 SMALL PATCH	M	1.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
70 SCALING	L	1.00	Slabs
72 SHAT. SLAB	H	2.00	Slabs
72 SHAT. SLAB	L	1.00	Slabs
72 SHAT. SLAB	M	2.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs

Sample Number: 20

Sample Type: R
Sample PCI: 14
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	H	1.00	Slabs
63 LINEAR CR	L	2.00	Slabs
63 LINEAR CR	M	10.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	H	1.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
68 POPOUTS	N	1.00	Slabs
70 SCALING	L	2.00	Slabs
72 SHAT. SLAB	M	3.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 23

Sample Type: R
Sample PCI: 36
Sample Area (Slabs): 22.00

Sample Comments:

63 LINEAR CR	L	4.00	Slabs
63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	22.00	Slabs
66 SMALL PATCH	H	2.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
66 SMALL PATCH	M	2.00	Slabs
67 LARGE PATCH	H	1.00	Slabs
67 LARGE PATCH	M	1.00	Slabs
74 JOINT SPALL	H	1.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	H	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 25

Sample Type: R
Sample PCI: 27
Sample Area (Slabs): 22.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	L	3.00	Slabs
63 LINEAR CR	M	5.00	Slabs
63 LINEAR CR	M	6.00	Slabs
65 JT SEAL DMG	H	22.00	Slabs
66 SMALL PATCH	H	1.00	Slabs
66 SMALL PATCH	M	1.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
70 SCALING	L	1.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
73 SHRINKAGE CR	N	2.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 40

Sample Type: R
Sample PCI: 35
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	H	20.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
67 LARGE PATCH	L	3.00	Slabs
68 POPOUTS	N	13.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	H	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 45

Sample Type: R
Sample PCI: 39
Sample Area (Slabs): 23.00

Sample Comments:

63 LINEAR CR	M	6.00	Slabs
65 JT SEAL DMG	H	23.00	Slabs
66 SMALL PATCH	H	2.00	Slabs
66 SMALL PATCH	M	1.00	Slabs
68 POPOUTS	N	4.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

RE-INSPECTION REPORT
OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: T01OK - 002

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 9/30/1998
Surface Type: PCC
Rank: P
Section Area (sf): 15,446.00
Length (ft): 348.00
Width (ft): 36.00
From: RWY 13/31
To: T01OK-01

PCI Family: IowaPCCTW_SE_General

Slabs: 103
Slab Length (ft): 12.50
Slab Width (ft): 12.00
Joint Length (ft): 2,049.41

Section Comments:

Last Insp Date: 3/27/2025
PCI: 79
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 01

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

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	L	1.00	Slabs
65 JT SEAL DMG	H	24.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 92
Sample Area (Slabs): 24.00

Sample Comments:

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

Sample Number: 03

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

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	24.00	Slabs
74 JOINT SPALL	M	3.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 28.00

Sample Comments:

65 JT SEAL DMG	H	28.00	Slabs
71 FAULTING	L	3.00	Slabs
71 FAULTING	M	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Branch - Section ID: T01OK - 003

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/1944
Surface Type: PCC
Rank: P
Section Area (sf): 69,843.75
Length (ft): 1,862.50
Width (ft): 37.50
From: T01OK-02
To: RWY 4/22

PCI Family: IowaPCCTW_SE_General

Slabs: 279
Slab Length (ft): 20.00
Slab Width (ft): 12.50
Joint Length (ft): 7,179.69

Section Comments:

Last Insp Date: 3/27/2025
PCI: 38
Total Samples: 23
Surveyed: 7

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 29
Sample Area (Slabs): 13.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	H	13.00	Slabs
72 SHAT. SLAB	M	2.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 41
Sample Area (Slabs): 17.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	L	4.00	Slabs
63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	17.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	4.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 49
Sample Area (Slabs): 23.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	2.00	Slabs
65 JT SEAL DMG	M	23.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
72 SHAT. SLAB	M	1.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 39
Sample Area (Slabs): 18.00

Sample Comments:

63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	M	18.00	Slabs
67 LARGE PATCH	L	2.00	Slabs
68 POPOUTS	N	5.00	Slabs
73 SHRINKAGE CR	N	1.00	Slabs
74 JOINT SPALL	H	3.00	Slabs
74 JOINT SPALL	M	3.00	Slabs
75 CORNER SPALL	H	2.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 15

Sample Type: R
Sample PCI: 36
Sample Area (Slabs): 12.00

Sample Comments:

63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	4.00	Slabs
65 JT SEAL DMG	H	12.00	Slabs
67 LARGE PATCH	L	3.00	Slabs
75 CORNER SPALL	H	3.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 18

Sample Type: R
Sample PCI: 35
Sample Area (Slabs): 14.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	M	3.00	Slabs
65 JT SEAL DMG	H	14.00	Slabs
67 LARGE PATCH	L	5.00	Slabs
68 POPOUTS	N	5.00	Slabs
74 JOINT SPALL	M	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs

Sample Number: 21

Sample Type: R

Sample PCI: 31

Sample Area (Slabs): 15.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	M	4.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
66 SMALL PATCH	L	1.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
67 LARGE PATCH	M	2.00	Slabs
68 POPOUTS	N	5.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs

RE-INSPECTION REPORT
OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: T02OK - 001

Branch Name: TAXIWAY 02 Use: TAXIWAY

LCD: 6/30/1998
Surface Type: PCC
Rank: P
Section Area (sf): 23,801.00
Length (ft): 545.00
Width (ft): 37.50
From: END OF RWY 31
To: END OF TAXIWAY

PCI Family: IowaPCCTW_SE_General

Slabs: 163
Slab Length (ft): 12.30
Slab Width (ft): 12.00
Joint Length (ft): 3,272.36

Section Comments:

Last Insp Date: 3/27/2025
PCI: 72
Total Samples: 9
Surveyed: 5

Inspection Comments:

Sample Number: 02

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

Sample Comments:

63 LINEAR CR	L	3.00 Slabs
65 JT SEAL DMG	H	15.00 Slabs
74 JOINT SPALL	M	1.00 Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 80
Sample Area (Slabs): 20.00

Sample Comments:

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

Sample Number: 05

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

Sample Comments:

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

Sample Number: 07

Sample Type: R
Sample PCI: 80
Sample Area (Slabs): 20.00

Sample Comments:

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

Sample Number: 08

Sample Type: R

Sample PCI: 53

Sample Area (Slabs): 15.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CR	L	1.00	Slabs
63 LINEAR CR	M	1.00	Slabs
65 JT SEAL DMG	H	15.00	Slabs
67 LARGE PATCH	L	1.00	Slabs
74 JOINT SPALL	L	2.00	Slabs
75 CORNER SPALL	L	2.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Branch - Section ID: T03OK - 001

Branch Name: TAXIWAY 03 Use: TAXIWAY

LCD: 9/30/1998
Surface Type: PCC
Rank: P
Section Area (sf): 26,615.00
Length (ft): 545.00
Width (ft): 50.00
From: END OF RWY 13
To: END OF TWY

PCI Family: IowaPCCTW_SE_General

Slabs: 177
Slab Length (ft): 12.50
Slab Width (ft): 12.00
Joint Length (ft): 3,765.98

Section Comments:

Last Insp Date: 3/27/2025
PCI: 76
Total Samples: 9
Surveyed: 5

Inspection Comments:

Sample Number: 02

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

Sample Comments:

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

Sample Number: 03

Sample Type: R
Sample PCI: 74
Sample Area (Slabs): 20.00

Sample Comments:

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

Sample Number: 05

Sample Type: R
Sample PCI: 74
Sample Area (Slabs): 20.00

Sample Comments:

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

Sample Number: 07

Sample Type: R
Sample PCI: 77
Sample Area (Slabs): 25.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
65 JT SEAL DMG	H	25.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 09

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 15.00

Sample Comments:

65	JT SEAL DMG	H	15.00 Slabs

Branch - Section ID: T04OK - 001

Branch Name: TAXIWAY 04 Use: TAXIWAY

LCD: 6/1/1998
Surface Type: PCC
Rank: P
Section Area (sf): 9,759.00
Length (ft): 128.00
Width (ft): 75.00
From: R04OK-01
To: R13OK-01

PCI Family: IowaPCCTW_SE_General

Slabs: 62
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 1,355.08

Section Comments:

Last Insp Date: 3/27/2025
PCI: 72
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 58
Sample Area (Slabs): 20.00

Sample Comments:

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

Sample Number: 02

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 18.00

Sample Comments:

65 JT SEAL DMG	H	18.00	Slabs
71 FAULTING	L	2.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 76
Sample Area (Slabs): 24.00

Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs
71 FAULTING	L	2.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
75 CORNER SPALL	M	3.00	Slabs

Branch - Section ID: T05OK - 001

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 5/3/2007
Surface Type: PCC
Rank: P
Section Area (sf): 31,589.00
Length (ft): 825.00
Width (ft): 35.00
From: T03OK-01
To: R04OK-01

PCI Family: IowaPCCTW_SE_General

Slabs: 234
Slab Length (ft): 11.70
Slab Width (ft): 11.67
Joint Length (ft): 4,514.15

Section Comments:

Last Insp Date: 3/27/2025
PCI: 91
Total Samples: 12
Surveyed: 6

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 21.00

Sample Comments:

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

Sample Number: 04

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs

Sample Number: 06

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

Sample Comments:

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

Sample Number: 07

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 21.00

Sample Comments:

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

Sample Number: 09

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

Sample Comments:

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

Sample Number: 10

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs

Branch - Section ID: T05OK - 002

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 5/3/2007
Surface Type: PCC
Rank: P
Section Area (sf): 63,362.00
Length (ft): 1,700.00
Width (ft): 35.00
From: R04OK-01
To: T01OK-02

PCI Family: IowaPCCTW_SE_General

Slabs: 447
Slab Length (ft): 12.00
Slab Width (ft): 11.67
Joint Length (ft): 8,753.78

Section Comments:

Last Insp Date: 3/27/2025
PCI: 91
Total Samples: 23
Surveyed: 7

Inspection Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 21.00

Sample Comments:

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

Sample Number: 05

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 07

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs

Sample Number: 10

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs
75 CORNER SPALL	L	2.00	Slabs

Sample Number: 13

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs

Sample Number: 16

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

Sample Comments:

65 JT SEAL DMG	M	21.00	Slabs

Sample Number: 19

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 21.00

Sample Comments:

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

Branch - Section ID: T05OK - 003

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 1/3/2005
Surface Type: PCC
Rank: P
Section Area (sf): 41,257.00
Length (ft): 1,103.00
Width (ft): 35.00
From: T01OK-02
To: T02OK-01

PCI Family: IowaPCCTW_SE_General

Slabs: 272
Slab Length (ft): 12.50
Slab Width (ft): 11.67
Joint Length (ft): 5,396.03

Section Comments:

Last Insp Date: 3/27/2025
PCI: 76
Total Samples: 13
Surveyed: 7

Inspection Comments:

Sample Number: 01

Sample Type: A
Sample PCI: 42
Sample Area (Slabs): 26.00

Sample Comments:

65 JT SEAL DMG	H	26.00	Slabs
74 JOINT SPALL	H	3.00	Slabs
74 JOINT SPALL	M	2.00	Slabs
75 CORNER SPALL	H	1.00	Slabs
75 CORNER SPALL	M	1.00	Slabs
76 ASR	H	1.00	Slabs
76 ASR	L	1.00	Slabs
76 ASR	M	1.00	Slabs

Sample Number: 03

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

Sample Comments:

65 JT SEAL DMG	H	21.00	Slabs

Sample Number: 05

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

Sample Comments:

65 JT SEAL DMG	H	21.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 21.00

Sample Comments:

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

Sample Number: 09

Sample Type: R
Sample PCI: 72
Sample Area (Slabs): 21.00

Sample Comments:

65 JT SEAL DMG	H	21.00	Slabs
76 ASR	H	1.00	Slabs

Sample Number: 11

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

Sample Comments:

65 JT SEAL DMG	H	21.00	Slabs
75 CORNER SPALL	M	2.00	Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 65
Sample Area (Slabs): 21.00

Sample Comments:

65 JT SEAL DMG	H	21.00	Slabs
71 FAULTING	L	3.00	Slabs
75 CORNER SPALL	L	1.00	Slabs
76 ASR	L	4.00	Slabs
76 ASR	M	1.00	Slabs

RE-INSPECTION REPORT
OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: TH01OK - 001

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

LCD: 1/1/1944
Surface Type: PCC
Rank: P
Section Area (sf): 9,924.00
Length (ft): 350.00
Width (ft): 25.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTH_SE

Slabs: 35
Slab Length (ft): 22.50
Slab Width (ft): 12.50
Joint Length (ft): 809.67

Section Comments:

Last Insp Date: 3/27/2025
PCI: 12
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 12
Sample Area (Slabs): 17.00

Sample Comments:

63 LINEAR CR	L	1.00 Slabs
63 LINEAR CR	M	7.00 Slabs
65 JT SEAL DMG	H	17.00 Slabs
67 LARGE PATCH	L	2.00 Slabs
72 SHAT. SLAB	M	3.00 Slabs
73 SHRINKAGE CR	N	1.00 Slabs
74 JOINT SPALL	H	2.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
75 CORNER SPALL	H	4.00 Slabs
75 CORNER SPALL	L	2.00 Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 12
Sample Area (Slabs): 18.00

Sample Comments:

63 LINEAR CR	L	3.00 Slabs
63 LINEAR CR	M	10.00 Slabs
65 JT SEAL DMG	H	18.00 Slabs
66 SMALL PATCH	M	3.00 Slabs
72 SHAT. SLAB	H	1.00 Slabs
72 SHAT. SLAB	M	1.00 Slabs
74 JOINT SPALL	M	2.00 Slabs
75 CORNER SPALL	H	3.00 Slabs

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2024
Network ID: OOA

Generate Date: 6/30/2025

Network: OSKALOOSA MUNICIPAL AIRPORT

Branch - Section ID: R04OK - 001

LCD: 6/1/1944
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 1,800.00
Width (ft): 75.00
True Area (sf): 135,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2019	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	-
06-01-2019	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	6" PCC on subgrade
06-01-2019	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	-
06-01-2019	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	CRACK SEAL
06-01-2016	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	FIELD ESTIMATE
06-01-2006	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	FIELD ESTIMATE
06-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: R13OK - 001

LCD: 6/2/1998
Use: RUNWAY
Rank: P
Surface: PCC

Length (ft): 4,011.00
Width (ft): 75.00
True Area (sf): 300,239.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2019	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	slab replacement (6" PCC)
06-02-1998	OL-PU	Overlay - PCC Unbonded	$0.00	6.00	True	NW & SE END: 6" P-501 PCC
06-01-1998	BA-BI	Base Course - Bituminous	$0.00	1.00	False	NW END: 1" IDOT TYPE B AC DEBONDING LAYER
06-03-1963	NC-PC	New Construction - PCC	$0.00	0.00	True	SE END: 6-7" VAR. P-401 AC SURFACE, NW END: 4.5-7" VAR. P-501 PCC
06-02-1963	BA-AG	Base Course - Aggregate	$0.00	6.00	False	SE END: 6" P209 CABC
06-01-1963	SB-AG	Subbase - Aggregate	$0.00	5.00	False	SE END: 5" P154 SUBBASE

Branch - Section ID: T01OK - 001

LCD: 6/1/1944
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,380.00
Width (ft): 200.00
True Area (sf): 253,977.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
03-09-2017	PA-PF	Patching - PCC Full Depth	$0.00	6.00	False	-
03-09-2017	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	Route and seal
04-08-2015	PA-PF	Patching - PCC Full Depth	$0.00	6.00	False	-
04-08-2015	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	Route and seal
06-01-2009	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	EST
06-01-2009	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	EST
06-01-1944	NC-IN	New Construction - Initial	$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2024
Network ID: OOA

Generate Date: 6/30/2025

Branch - Section ID: T01OK - 002

LCD: 9/30/1998
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 348.00
Width (ft): 36.00
True Area (sf): 15,446.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2019	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	slab replacement (6" PCC on subgrade)
09-30-1998	NC-IN	New Construction - Initial	$0.00	0.00	True	-

Branch - Section ID: T01OK - 003

LCD: 6/1/1944
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,862.50
Width (ft): 37.50
True Area (sf): 69,843.75

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2022	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	field estimate
03-09-2017	PA-PF	Patching - PCC Full Depth	$0.00	6.00	False	-
04-08-2015	PA-PF	Patching - PCC Full Depth	$0.00	6.00	False	-
04-08-2015	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	Route and seal
06-01-2013	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	EST
06-01-2013	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	EST
06-01-1944	NC-IN	New Construction - Initial	$0.00	0.00	True	-

Branch - Section ID: T02OK - 001

LCD: 6/30/1998
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 545.00
Width (ft): 37.50
True Area (sf): 23,801.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-1998	NC-PC	New Construction - PCC	$0.00	6.00	True	6" P501 PCC SURFACE
06-29-1998	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" P154 SUBBASE
06-28-1998	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P152 SUBGRADE

Branch - Section ID: T03OK - 001

LCD: 9/30/1998
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 545.00
Width (ft): 50.00
True Area (sf): 26,615.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
09-30-1998	NC-PC	New Construction - PCC	$0.00	6.00	True	6" P501 PCC SURFACE
09-29-1998	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" P154 SUBBASE
09-28-1998	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P152 COMPACTED SUBGRADE

WORK HISTORY

Branch - Section ID: T04OK - 001

LCD: 6/1/1998
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 128.00
Width (ft): 75.00
True Area (sf): 9,759.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2019	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	6" PCC
06-01-1998	NC-PC	New Construction - PCC	$0.00	6.00	True	6" P501 PCC SURFACE
05-02-1998	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" P154 SUBBASE
05-01-1998	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P152 COMPACTED SUBGRADE

Branch - Section ID: T05OK - 001

LCD: 5/3/2007
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 825.00
Width (ft): 35.00
True Area (sf): 31,589.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-03-2007	NC-PC	New Construction - PCC	$255,170.00	6.00	True	Total Project Cost: $ 750,500
05-02-2007	BA-AG	Base Course - Aggregate	$0.00	4.00	False	Modified Subbase IDOT 2115
05-01-2007	SG-ST	Subgrade - Stabilized	$0.00	9.00	False	P-155 Fly Ash Modified

Branch - Section ID: T05OK - 002

LCD: 5/3/2007
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,700.00
Width (ft): 35.00
True Area (sf): 63,362.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-08-2015	PA-PF	Patching - PCC Full Depth	$0.00	6.00	False	-
05-03-2007	NC-PC	New Construction - PCC	$495,330.00	6.00	True	Total Project Cost: $ 750,500
05-02-2007	BA-AG	Base Course - Aggregate	$0.00	4.00	False	Modified Subbase IDOT 2115
05-01-2007	SG-ST	Subgrade - Stabilized	$0.00	9.00	False	P-155 Fly Ash Modified Subbase

Branch - Section ID: T05OK - 003

LCD: 1/3/2005
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,103.00
Width (ft): 35.00
True Area (sf): 41,257.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-03-2005	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	6" P501 PCC SURFACE
01-02-2005	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" IDOT 2115 MOD. BASE
01-01-2005	SG-ST	Subgrade - Stabilized	$0.00	9.00	False	9" P155 MOD. SUBGRADE

WORK HISTORY

Pavement Database: IA 2024
Network ID: OOA

Generate Date: 6/30/2025

Branch - Section ID: TH01OK - 001

LCD: 1/1/1944
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 350.00
Width (ft): 25.00
True Area (sf): 9,924.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-1944	NC-PC	New Construction - PCC	$0.00	0.00	True	DATE UNKNOWN; CONSTRUCTED PRIOR TO 1994 IMAGERY

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
R13OK	01	Corner Break	Low	9	Slabs	Crack Sealing - PCC	$3.27	$236
R13OK	01	Corner Break	Medium	18	Slabs	Patching - PCC Full Depth	$18.19	$10,323
R13OK	01	Corner Spalling	Medium	65	Slabs	Patching - PCC Partial Depth	$40.74	$7,072
R13OK	01	Corner Spalling	High	45	Slabs	Patching - PCC Partial Depth	$40.74	$4,926
R13OK	01	Faulting	Medium	11	Slabs	Grinding (Localized)	$0.39	$53
R13OK	01	Joint Seal Damage	High	1,922	Slabs	Joint Seal (Localized)	$3.27	$143,749
R13OK	01	Joint Spalling	Medium	101	Slabs	Patching - PCC Partial Depth	$40.74	$26,484
R13OK	01	LTD Cracking	Medium	1	Slabs	Crack Sealing - PCC	$3.27	$41
R13OK	01	Small Patch	High	18	Slabs	Patching - PCC Full Depth	$18.19	$860
T01OK	02	Corner Break	Low	1	Slabs	Crack Sealing - PCC	$3.27	$28
T01OK	02	Corner Break	Medium	1	Slabs	Patching - PCC Full Depth	$18.19	$605
T01OK	02	Faulting	Medium	1	Slabs	Grinding (Localized)	$0.39	$5
T01OK	02	Joint Seal Damage	Medium	25	Slabs	Joint Seal (Localized)	$3.27	$1,608
T01OK	02	Joint Seal Damage	High	78	Slabs	Joint Seal (Localized)	$3.27	$5,093
T01OK	02	Joint Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	$40.74	$1,084
T01OK	02	LTD Cracking	Medium	1	Slabs	Crack Sealing - PCC	$3.27	$41
T02OK	01	Corner Break	Low	5	Slabs	Crack Sealing - PCC	$3.27	$146
T02OK	01	Corner Break	Medium	2	Slabs	Patching - PCC Full Depth	$18.19	$1,064
T02OK	01	Corner Spalling	Medium	9	Slabs	Patching - PCC Partial Depth	$40.74	$993
T02OK	01	Joint Seal Damage	High	163	Slabs	Joint Seal (Localized)	$3.27	$10,701
T02OK	01	Joint Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	$40.74	$953
T02OK	01	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	$3.27	$72

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2025 Estimated Cost
T03OK	01	Corner Break	Low	2	Slabs	Crack Sealing - PCC	$3.27	$47
T03OK	01	Corner Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	$40.74	$582
T03OK	01	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	$40.74	$194
T03OK	01	Joint Seal Damage	High	177	Slabs	Joint Seal (Localized)	$3.27	$12,315
T03OK	01	Joint Spalling	Medium	18	Slabs	Patching - PCC Partial Depth	$40.74	$4,657
T03OK	01	Small Patch	Medium	2	Slabs	Patching - PCC Full Depth	$18.19	$87
T03OK	01	Small Patch	High	4	Slabs	Patching - PCC Full Depth	$18.19	$173
T04OK	01	Corner Break	Low	2	Slabs	Crack Sealing - PCC	$3.27	$54
T04OK	01	Corner Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	$40.74	$329
T04OK	01	Joint Seal Damage	High	62	Slabs	Joint Seal (Localized)	$3.27	$4,431
T04OK	01	Shattered Slab	Medium	1	Slabs	Slab Replacement - PCC	$18.19	$2,842
T05OK	01	Corner Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	$40.74	$407
T05OK	01	Joint Seal Damage	Medium	234	Slabs	Joint Seal (Localized)	$3.27	$14,761
T05OK	02	Joint Seal Damage	Medium	447	Slabs	Joint Seal (Localized)	$3.27	$28,625
T05OK	03	ASR	Medium	3	Slabs	Slab Replacement - PCC	$18.19	$7,834
T05OK	03	ASR	High	3	Slabs	Slab Replacement - PCC	$18.19	$7,834
T05OK	03	Corner Spalling	Medium	7	Slabs	Patching - PCC Partial Depth	$40.74	$752
T05OK	03	Corner Spalling	High	1	Slabs	Patching - PCC Partial Depth	$40.74	$110
T05OK	03	Joint Seal Damage	High	272	Slabs	Joint Seal (Localized)	$3.27	$17,645
T05OK	03	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$40.74	$526
T05OK	03	Joint Spalling	High	3	Slabs	Patching - PCC Partial Depth	$40.74	$987

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

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 Oskaloosa Municipal Airport.

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