

Ottumwa Regional Airport



Pavement Management Report

PREPARED BY

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

AUGUST 2026



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

OTTUMWA REGIONAL AIRPORT PAVEMENT MANAGEMENT REPORT

Prepared For:



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

Prepared By:



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

In Association With:



Robinson Engineering Company
Consulting Engineers
1545 Dalton Street
Jesup, Iowa 50648
319-334-7211

TABLE OF CONTENTS

INTRODUCTION.....	1
PAVEMENT INVENTORY.....	3
PAVEMENT EVALUATION.....	6
Pavement Evaluation Procedure	6
Pavement Evaluation Results.....	8
Inspection Comments.....	14
Runways	14
Taxiways	14
Aprons.....	15
PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM.....	16
Analysis Parameters.....	16
Critical PCIs	16
Localized Preventive Maintenance Policies and Unit Costs.....	16
Major Rehabilitation Unit Costs.....	16
Budget and Inflation Rate.....	16
Analysis Approach.....	16
Analysis Results	17
General Maintenance Recommendations.....	18
FAA Requirements (Public Law 103-305).....	19
FAA Advisory Circular 150/5830-7B, Appendix A. Pavement Management Program (PMP)	19
SUMMARY.....	27
REFERENCES.....	28

LIST OF FIGURES

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

LIST OF TABLES

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

APPENDICES

Appendix A. Cause of Distress Tables	A-1
Appendix B. Inspection Photographs	B-1
Appendix C. Inspection Report.....	C-1
Appendix D. Work History Report	D-1
Appendix E. Localized Preventive Maintenance Policies and Unit Cost Tables.....	E-1
Appendix F. Year 2026 Localized Preventive Maintenance Details	F-1

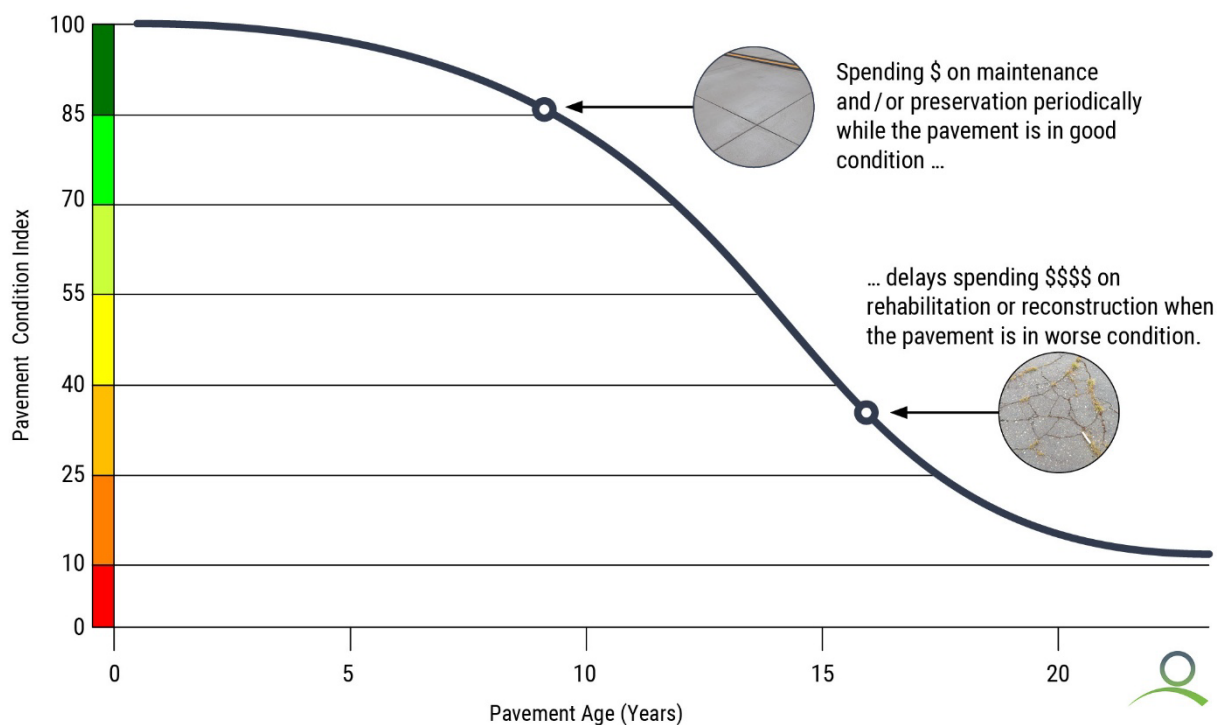
INTRODUCTION

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

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

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

Figure 1. Pavement condition versus cost of repair.



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

PAVEMENT INVENTORY

The project began with a review of the existing inventory information pertaining to the pavements at Ottumwa Regional Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps, as necessary, to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2022.

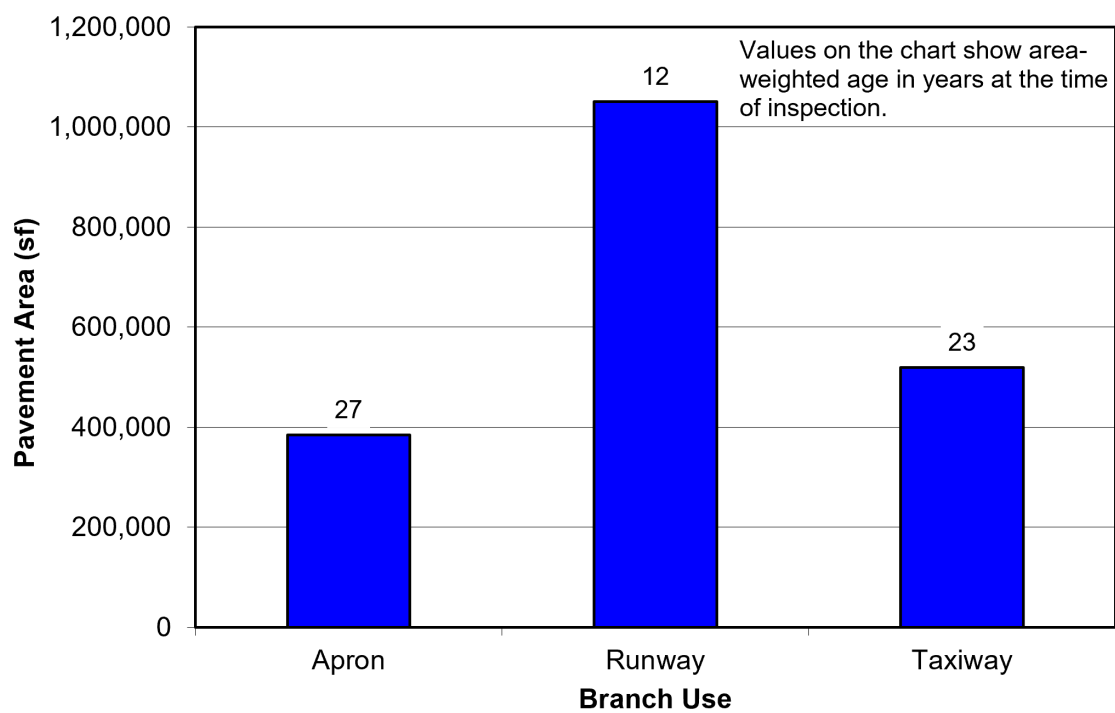
The pavement network at Ottumwa Regional Airport was then divided into branches, sections, and sample units. A branch is a single entity that serves a distinct function. For example, a runway is considered a branch because it serves a single function (allowing aircraft to take off and land). Taxiways,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

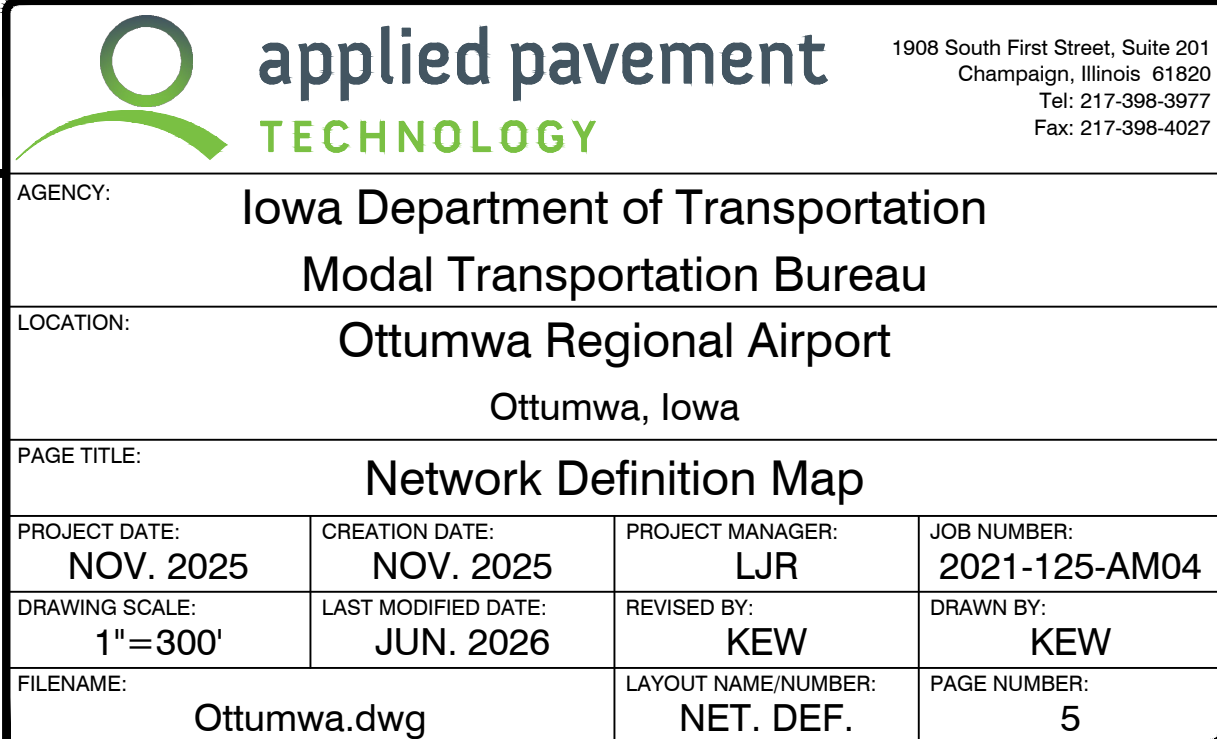
Each branch was further divided into sections. Traditionally, sections are defined as parts of the branch that share common attributes, such as cross section, date of last construction, traffic level, and performance. Using this approach, if a runway was built in 1968 and then extended in 1984, it would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

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

Approximately 1,955,100 square feet of pavement were evaluated at Ottumwa Regional Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 is a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Ottumwa Regional Airport.

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





PAVEMENT EVALUATION

Pavement Evaluation Procedure

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

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

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

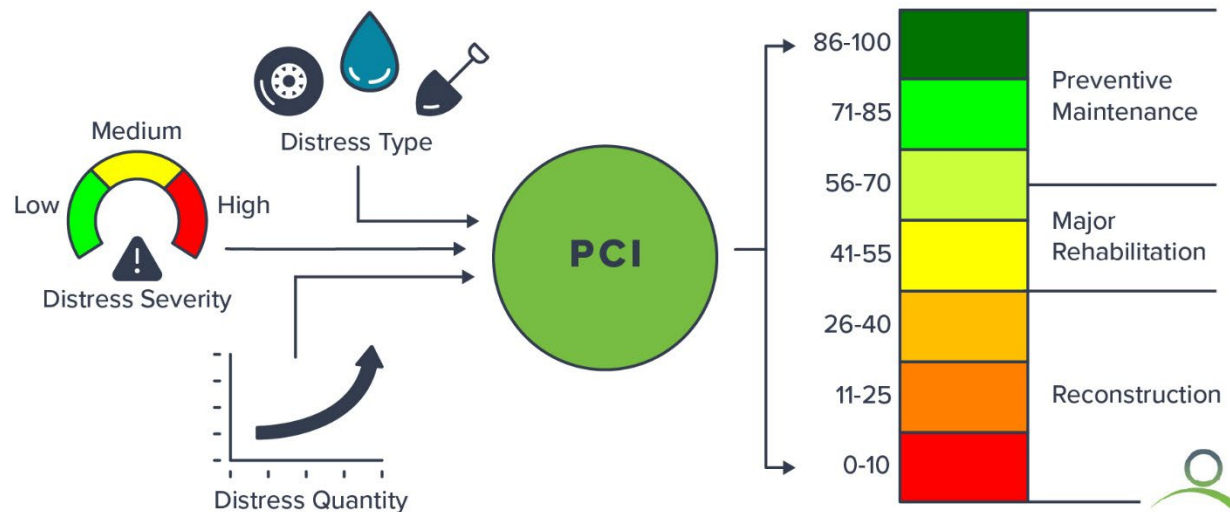
Figure 4. Visual representation of PCI scale on typical pavement surfaces.



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

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

Figure 5. PCI versus repair type.



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

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

Pavement Evaluation Results

The pavements at Ottumwa Regional Airport were inspected in February 2026. The 2026 area-weighted condition of Ottumwa Regional Airport is 74, with conditions ranging from 24 to 98 (on a scale of 0 [*Failed*] to 100 [*Excellent*]). During the previous pavement inspection in 2022, the area-weighted PCI of the airport was 82.

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

Figure 6. Pavement area by PCI range at Ottumwa Regional Airport.

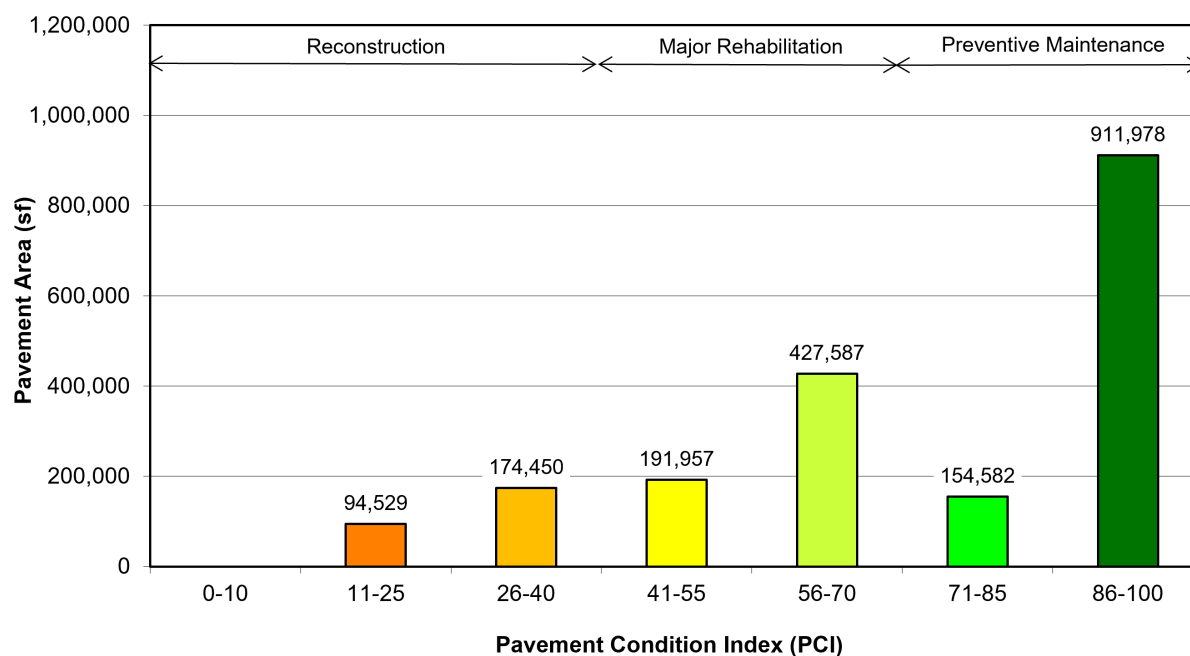


Figure 7. Area-weighted PCI by branch use at Ottumwa Regional Airport.

(Values on chart are area weighted.)

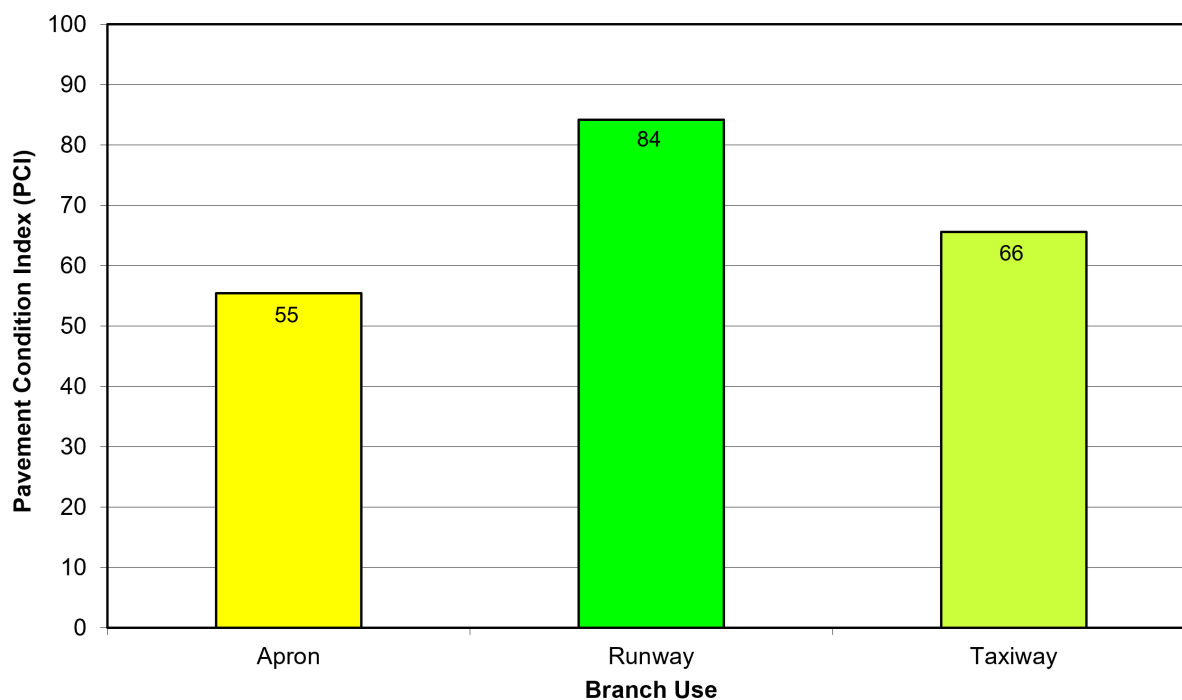
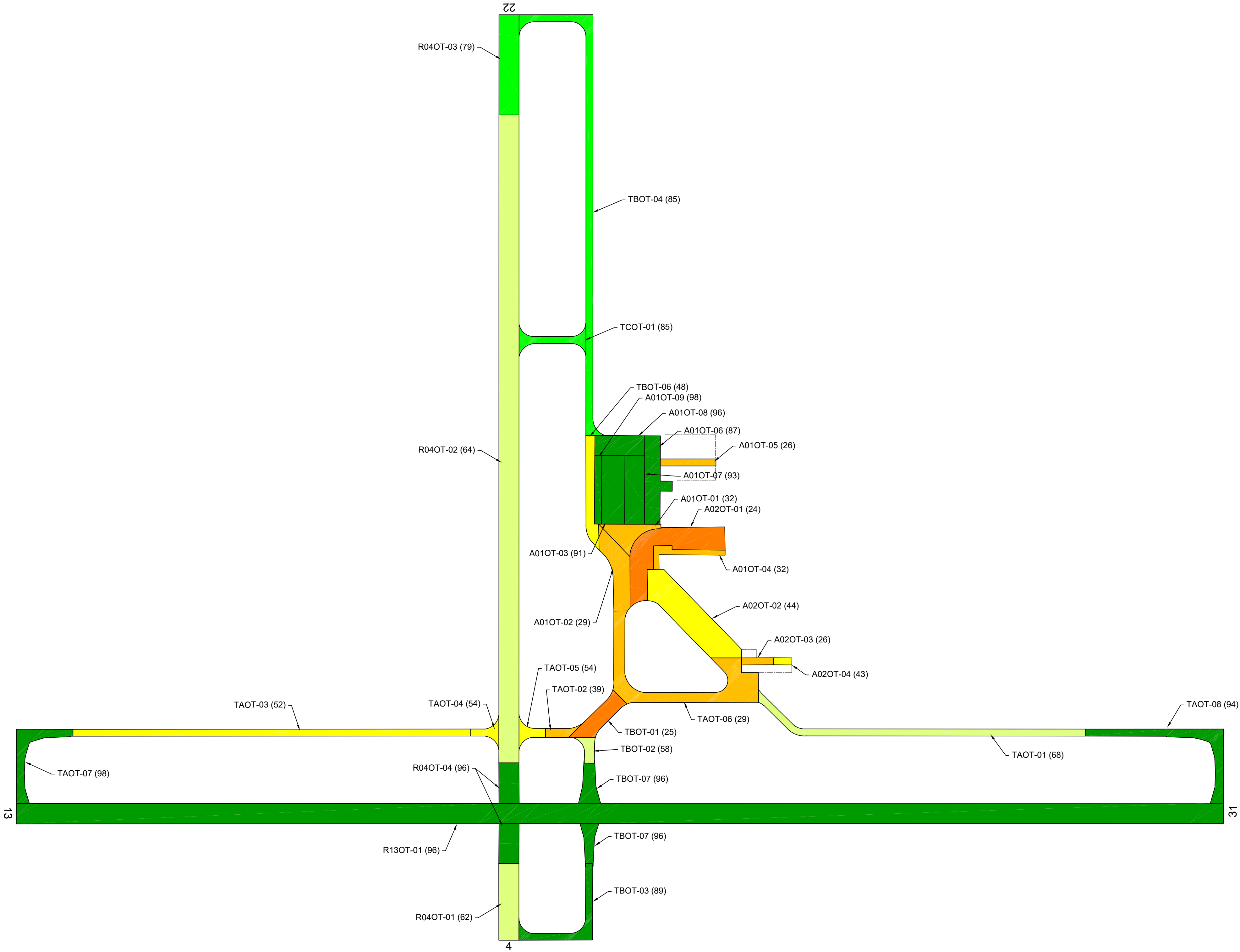


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE
SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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

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

Robinson Engineering Company
Consulting Engineers

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

AGENCY: Iowa Department of Transportation			
LOCATION: Modal Transportation Bureau			
PAGE TITLE: Ottumwa Regional Airport			
Ottumwa, Iowa			
PAGE TITLE: 2026 Pavement Condition Index Map			
PROJECT DATE: NOV. 2025	CREATION DATE: NOV. 2025	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM04
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: JUL. 2026	REVISED BY: KEW	DRAWN BY: KEW
FILENAME: Ottumwa.dwg		LAYOUT NAME/NUMBER: PCI	PAGE NUMBER: 10

Table 1. 2026 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
A01OT	01	AAC	20,450	6/1/2007	32	32	51	17	Alligator Cracking, Block Cracking, Patching, Raveling, Shoving, Weathering
A01OT	02	APC	35,525	6/30/1970	29	10	88	2	Alligator Cracking, Block Cracking, Depression, Joint Reflection Cracking, Patching, Swelling, Weathering
A01OT	03	PCC	39,128	4/3/2021	91	0	94	6	Joint Spalling, Joint Seal Damage
A01OT	04	APC	12,713	6/1/2007	32	20	64	16	Alligator Cracking, Block Cracking, Depression, Joint Reflection Cracking, L&T Cracking, Swelling, Weathering
A01OT	05	APC	9,713	1/1/1970	26	28	72	0	Alligator Cracking, Block Cracking, Joint Reflection Cracking, Weathering
A01OT	06	PCC	37,347	8/3/2018	87	9	79	12	Blowup, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking
A01OT	07	PCC	33,344	8/3/2019	93	0	85	15	Corner Spalling, Joint Spalling, Joint Seal Damage
A01OT	08	PCC	24,800	8/3/2016	96	19	35	46	Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking
A01OT	09	PCC	11,909	4/3/2022	98	0	62	38	Joint Spalling, Joint Seal Damage
A02OT	01	APC	71,191	6/30/1970	24	23	77	0	Alligator Cracking, Block Cracking, Joint Reflection Cracking, Weathering
A02OT	02	AC	79,574	8/11/2001	44	46	50	4	Alligator Cracking, Depression, L&T Cracking, Raveling, Rutting, Weathering
A02OT	03	APC	5,600	2/11/1970	26	39	61	0	Alligator Cracking, L&T Cracking, Patching, Weathering
A02OT	04	APC	3,150	2/11/2012	43	25	64	11	Alligator Cracking, L&T Cracking, Raveling, Shoving, Weathering
R04OT	01	APC	37,912	8/1/2009	62	0	100	0	Joint Reflection Cracking, L&T Cracking
R04OT	02	APC	322,356	8/1/2009	64	0	100	0	Joint Reflection Cracking, L&T Cracking
R04OT	03	AC	49,829	8/4/2009	79	0	100	0	L&T Cracking

Table 1. 2026 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
R04OT	04	PCC	40,000	6/3/2018	96	0	95	5	Corner Spalling, Joint Seal Damage
R13OT	01	PCC	601,045	6/3/2018	96	17	32	51	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking
TAOT	01	AC	59,790	6/1/2004	68	0	100	0	L&T Cracking, Patching, Raveling, Weathering
TAOT	02	AC	6,507	5/1/2004	39	38	62	0	Alligator Cracking, L&T Cracking, Patching, Weathering
TAOT	03	AC	68,546	8/4/2002	52	55	45	0	Alligator Cracking, L&T Cracking, Rutting, Weathering
TAOT	04	AAC	7,434	8/1/2009	54	29	71	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TAOT	05	AAC	8,374	8/1/2009	54	0	86	14	L&T Cracking, Patching, Raveling, Swelling, Weathering
TAOT	06	APC	83,942	6/30/1970	29	25	66	9	Alligator Cracking, Block Cracking, Joint Reflection Cracking, L&T Cracking, Swelling, Weathering
TAOT	07	PCC	28,447	6/3/2018	98	0	72	28	Corner Spalling, Joint Spalling, Joint Seal Damage
TAOT	08	PCC	43,347	6/3/2018	94	0	33	67	Corner Spalling, Joint Spalling, Joint Seal Damage
TBOT	01	APC	23,338	6/1/2006	25	22	78	0	Alligator Cracking, Block Cracking, Joint Reflection Cracking, L&T Cracking, Weathering
TBOT	02	AC	7,529	6/1/2004	58	0	70	30	L&T Cracking, Swelling, Weathering
TBOT	03	AC	27,004	8/4/2009	89	0	93	7	L&T Cracking, Swelling
TBOT	04	AC	88,287	8/4/2009	85	0	100	0	L&T Cracking
TBOT	06	APC	24,879	6/1/2015	48	9	69	22	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Patching, Raveling, Shoving, Weathering

Table 1. 2026 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2026 PCI	% Distress Due to Load	% Distress Due to Climate/Durability	% Distress Due to Other	Type of Distress
TBOT	07	PCC	25,607	6/3/2018	96	0	44	56	Corner Spalling, Joint Spalling, Joint Seal Damage
TCOT	01	AC	16,466	8/4/2009	85	0	100	0	L&T Cracking, Patching

Table notes:

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

Ottumwa Regional Airport was inspected on February 25, 2026. Thirty-three pavement sections were defined during the inspection.

Runways

Runway 04/22 consisted of four sections. Sections 01 and 02 had medium-severity joint reflection cracking and low- and medium-severity longitudinal and transverse (L&T) cracking observed during the inspection. Section 03 contained low- and medium-severity L&T cracking. The low-severity cracking on Runway 04/22 was mostly unsealed, and the medium-severity cracking was due to unsatisfactory crack sealant. Section 04 was in *Excellent* condition with low-severity corner spalling and low- and medium-severity joint seal damage recorded during the inspection.

Runway 13/31 was defined by one section in *Excellent* condition that contained low-severity corner spalling, faulting, joint seal damage, and longitudinal, transverse, and diagonal (LTD) cracking; low- and medium-severity joint spalling; and shrinkage cracking.

Taxiways

Taxiway A consisted of eight sections. Section 01 contained low- and medium-severity L&T cracking, low-severity patching and weathering, and medium- and high-severity raveling. Section 02 was in *Poor* condition with medium- and high-severity alligator cracking, low- and medium-severity L&T cracking, high-severity patching, and low-severity weathering. Low-severity rutting and low- and medium-severity alligator cracking, L&T cracking, and weathering were identified in Section 03. Section 04 had low- and medium-severity alligator cracking, all severities of L&T cracking, and low-severity raveling and weathering recorded. Low- and medium-severity L&T cracking and swelling, low- and high-severity patching and raveling, and low-severity weathering were identified in Section 05. Section 06 was in *Poor* condition with medium-severity alligator cracking and joint reflection cracking; low-severity block cracking; and low- and medium-severity L&T cracking, swelling, and weathering identified. Throughout Taxiway A, the low-severity cracking was unsealed and the medium-severity cracking was due to either unsatisfactory crack sealant, unsealed crack widths that exceeded $\frac{1}{4}$ inch, or the development of secondary cracking. The high-severity cracking was recorded in areas where secondary cracking was wider than 1 foot. Section 07 was in *Excellent* condition and contained low-severity joint spalling, corner spalling, and joint seal damage. Low-severity corner spalling and joint seal damage and low- and medium-severity joint spalling were observed in Section 08.

Taxiway B contained six sections. Section 01 was in *Poor* condition with medium-severity alligator cracking and joint reflection cracking, low- and medium-severity block cracking, all severities of L&T cracking, and low-severity weathering recorded. Low- and medium-severity L&T cracking, swelling, and weathering were observed in Section 02. Section 03 contained low- and medium-severity L&T cracking and low-severity swelling. Section 04 had only low-severity L&T cracking identified during the inspection. Medium-severity alligator cracking; low-severity block cracking, depression, and patching; low- and medium-severity L&T cracking, shoving, and weathering; and high-severity raveling were observed in Section 06. Throughout Taxiway A, the low-severity cracking was either sealed or unsealed and the medium-severity cracking was due to unsatisfactory crack sealant, unsealed crack widths that were greater than $\frac{1}{4}$ inch, or the development of secondary cracking. The high-severity cracking was recorded in areas where secondary cracking was wider than 1 foot. Section 07 was in *Excellent* condition and had low- and medium-severity corner spalling and low-severity joint seal damage and joint spalling.

Taxiway C consisted of one section containing low-severity L&T cracking and patching. The low-severity L&T cracking was mostly unsealed.

Aprons

The northeast apron (A01OT) was defined by nine sections. Sections 01, 02, 04, and 05 were in *Poor* condition. Medium- and high-severity alligator cracking, all severities of shoving, medium-severity block cracking and weathering, low-severity patching, and high-severity raveling were recorded in Section 01. Section 02 had areas of medium-severity alligator cracking and joint reflection cracking; low-severity depression, swelling, and patching; and low- and medium-severity block cracking and weathering observed during the inspection. Areas of medium-severity alligator cracking, joint reflection cracking, and block cracking; low- and medium-severity L&T cracking, depression, and swelling; and low-severity weathering were identified in Section 04. Section 05 contained areas of medium-severity alligator cracking, block cracking, weathering, and joint reflection cracking. Throughout Sections 01, 02, 04, and 05, the low-severity cracking was unsealed, while the medium-severity cracking was due to either unsatisfactory crack sealant, unsealed crack widths that exceeded $\frac{1}{4}$ inch, or the development of secondary cracking. Section 03 contained medium- and high-severity joint seal damage and low- and medium-severity joint spalling. Medium-severity blow-up, low- and medium-severity corner spalling and joint seal damage, and low-severity joint spalling and LTD cracking were identified in Section 06. Section 07 had low-severity corner spalling, low- and medium-severity joint seal damage, and medium-severity joint spalling noted during the inspection. Low- and medium-severity joint spalling and corner spalling and low-severity joint seal damage and LTD cracking were identified in Section 08. Section 09 was in *Excellent* condition and contained areas of low-severity joint seal damage and joint spalling.

The terminal apron (A02OT) consisted of four sections. Section 01 was in *Poor* condition with low- and medium-severity block cracking and medium-severity alligator cracking, joint reflection cracking, and weathering. Section 02 contained low- and medium-severity alligator cracking and weathering; all severities of L&T cracking; and low-severity depression, raveling, and rutting. Areas of medium-severity alligator cracking and patching and low- and medium-severity L&T cracking and weathering were noted in Section 03, which was in *Poor* condition. Medium-severity alligator cracking, weathering, and raveling and low- and medium-severity L&T cracking and shoving were observed in Section 04. Throughout this apron, the low-severity cracking was unsealed, the medium-severity cracking was due to either unsealed crack widths greater than $\frac{1}{4}$ inch or unsatisfactory crack sealant, and the high-severity cracking was recorded in areas where secondary cracking was wider than 1 foot.

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

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

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

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

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

Analysis Approach

The 5-year M&R program was prepared with the goal of maintaining the pavements above established critical PCIs. During this analysis, major rehabilitation was recommended for pavements in the year they dropped below their critical PCI. For the first year (2026) of the analysis only, a localized preventive maintenance plan was developed for those pavement sections that were above their critical PCI. If major rehabilitation was triggered for a section in 2027 or 2028, then localized preventive maintenance was not recommended for 2026. While localized preventive maintenance should be an annual undertaking at Ottumwa Regional Airport, it is not possible to accurately predict the propagation of cracking and other distress types. Therefore, the airport should budget for maintenance every year and can use the 2026 localized preventive maintenance plan as a baseline for that work. As the pavements age, it can be assumed that the amount of localized preventive maintenance required will increase.

Analysis Results

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

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2026	A01OT	01	AAC	Major Rehabilitation	\$236,198
2026	A01OT	02	APC	Major Rehabilitation	\$410,314
2026	A01OT	03	PCC	Preventive Maintenance	\$24,951
2026	A01OT	04	APC	Major Rehabilitation	\$146,835
2026	A01OT	05	APC	Major Rehabilitation	\$112,185
2026	A01OT	06	PCC	Preventive Maintenance	\$15,739
2026	A01OT	07	PCC	Preventive Maintenance	\$19,304
2026	A01OT	08	PCC	Preventive Maintenance	\$381
2026	A02OT	01	APC	Major Rehabilitation	\$822,256
2026	A02OT	02	AC	Major Rehabilitation	\$754,799
2026	A02OT	03	APC	Major Rehabilitation	\$64,680
2026	A02OT	04	APC	Major Rehabilitation	\$30,838
2026	R04OT	01	APC	Major Rehabilitation	\$207,000
2026	R04OT	02	APC	Major Rehabilitation	\$1,760,065
2026	R04OT	03	AC	Preventive Maintenance	\$2,937
2026	R04OT	04	PCC	Preventive Maintenance	\$6,794
2026	R13OT	01	PCC	Preventive Maintenance	\$2,589
2026	TAOT	01	AC	Preventive Maintenance	\$4,693
2026	TAOT	02	AC	Major Rehabilitation	\$75,156
2026	TAOT	03	AC	Major Rehabilitation	\$374,261
2026	TAOT	04	AAC	Major Rehabilitation	\$40,590
2026	TAOT	05	AAC	Major Rehabilitation	\$45,722
2026	TAOT	06	APC	Major Rehabilitation	\$969,530
2026	TAOT	08	PCC	Preventive Maintenance	\$3,584
2026	TBOT	01	APC	Major Rehabilitation	\$269,554
2026	TBOT	02	AC	Major Rehabilitation	\$41,108
2026	TBOT	03	AC	Preventive Maintenance	\$180
2026	TBOT	06	APC	Major Rehabilitation	\$183,112
2026	TBOT	07	PCC	Preventive Maintenance	\$127

Total Estimated Cost: \$6,625,000

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 concrete.
3. Type of repair: major rehabilitation, such as pavement reconstruction or an overlay; localized preventive maintenance, such as crack sealing or patching.
4. The estimated costs provided are of a general nature for the entire State and may require adjustments to reflect specific conditions at Ottumwa Regional Airport.

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

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

General Maintenance Recommendations

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

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

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

FAA Requirements (Public Law 103-305)

Because Ottumwa Regional Airport is in the National Plan of Integrated Airport Systems (NPIAS), the airport sponsor is required to keep the airport in a viable operating condition. This includes maintaining airport pavements in accordance with Public Law 103-305 (GPO 1994). Public Law 103-305 states that after January 1, 1995, NPIAS airport sponsors must provide assurances or certifications that an airport has implemented an effective airport pavement maintenance management system (PMMS) before the airport will be considered for Federal funding of pavement replacement or reconstruction projects. To be in full compliance with Federal law, the PMMS must include the following components at minimum: pavement inventory, pavement inspections, record keeping, information retrieval, and program funding.

By undertaking this project, the Iowa DOT has provided Ottumwa Regional Airport with an excellent basis for meeting the requirements of this law. This report serves as a complete pavement inventory and detailed inspection. To remain in compliance with the law, Ottumwa Regional Airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities.

FAA Advisory Circular [150/5380-7B](#) (FAA 2014b) provides detailed guidance pertaining to the requirements for an acceptable pavement management program (PMP). Appendix A of the FAA Advisory Circular outlines what needs to be included in a PMP to remain in compliance with this law and Grant Assurance 11. The following is a copy of this appendix, along with instructions for supplementing this report so that all requirements are met. **Note that the italicized text is a direct quotation from the FAA Advisory Circular.**

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

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

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

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

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

- b. Dimensions of pavement sections.***

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

c. *Type of pavement surface.*

The type of pavement for each section at Ottumwa Regional Airport is listed in Table 1 of this report and is also stored in the PAVER database. Any changes to the pavement type through an overlay or reconstruction must be recorded.

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

Dates for pavement construction, rehabilitation, or reconstruction must be recorded. The current pavement history for Ottumwa Regional Airport is in Appendix D of this report.

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

Funding sources for all pavement projects should be recorded.

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

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

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

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

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

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01OT	01					
A01OT	02					
A01OT	03					
A01OT	04					
A01OT	05					
A01OT	06					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01OT	07					
A01OT	08					
A01OT	09					
A02OT	01					
A02OT	02					
A02OT	03					

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
A02OT	04					
R04OT	01					
R04OT	02					
R04OT	03					
R04OT	04					
R13OT	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
TAOT	01					
TAOT	02					
TAOT	03					
TAOT	04					
TAOT	05					
TAOT	06					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TAOT	07					
TAOT	08					
TBOT	01					
TBOT	02					
TBOT	03					
TBOT	04					

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
TBOT	06					
TBOT	07					
TCOT	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 Ottumwa Regional Airport. A visual inspection of the pavements in 2026 found that the overall condition of the pavement network is a PCI of 74. A 5-year pavement repair program, shown in Table 2, was generated for Ottumwa Regional Airport, which revealed that approximately \$6,625,000 needs to be expended on M&R. Ottumwa Regional Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

REFERENCES

ASTM International (ASTM). 2024. *Standard Test Method for Airport Pavement Condition Index Surveys*. ASTM D5340. ASTM International, West Conshohocken, PA.

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

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

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

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

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

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

APPENDIX A

CAUSE OF DISTRESS TABLES

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

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

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

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

APPENDIX B

INSPECTION PHOTOGRAPHS

A01OT-01. Overview.



A01OT-01. Block Cracking (Sample Unit No. 04).



A01OT-01. Shoving (Sample Unit No. 02).



A01OT-01. Weathering (Sample Unit No. 02).



A01OT-02. Overview.



A01OT-02. Block Cracking (Sample Unit No. 02).



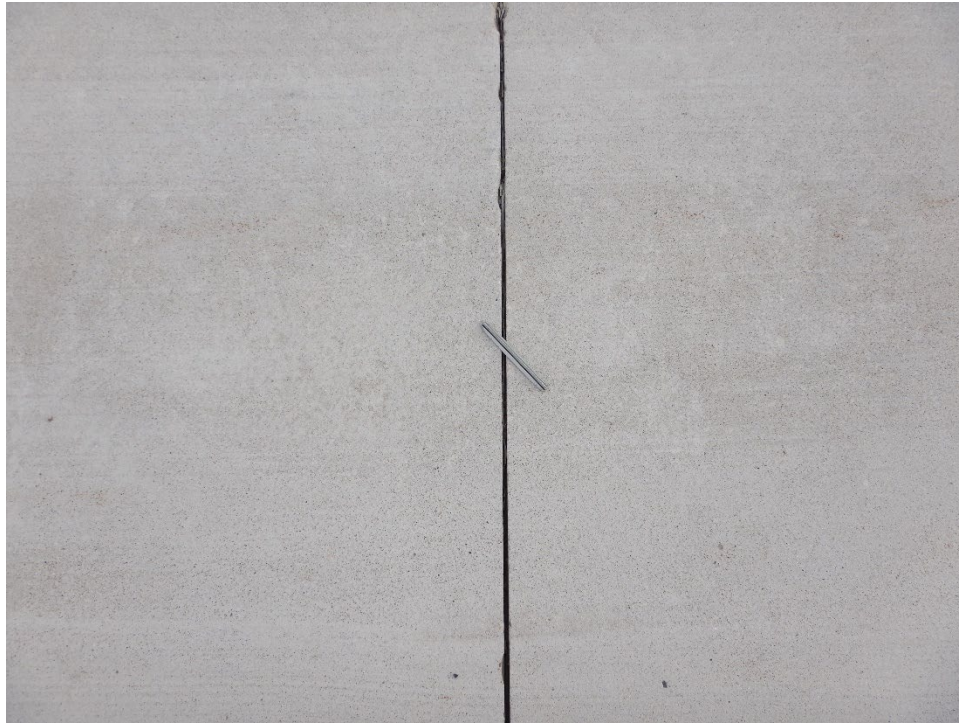
A01OT-02. Weathering (Sample Unit No. 02).



A01OT-03. Overview.



A01OT-03. Joint Seal Damage (Sample Unit No. 17).



A01OT-04. Overview.



A01OT-04. Alligator Cracking (Sample Unit No. 02).



A01OT-04. Swelling (Sample Unit No. 02).



A01OT-05. Overview.



A01OT-05. Block Cracking (Sample Unit No. 02).



A01OT-05. Weathering (Sample Unit No. 02).



A01OT-06. Overview.



A01OT-06. Blow-Up (Sample Unit No. 12).



A01OT-06. Corner Spalling (Sample Unit No. 14).



A01OT-07. Overview.



A01OT-07. Joint Seal Damage (Sample Unit No. 11).



A01OT-07. Joint Spalling (Sample Unit No. 15).



A01OT-08. Overview.



A01OT-08. Joint Spalling (Additional Sample Unit No. 11).



A01OT-08. Joint Spalling (Sample Unit No. 04).



A01OT-09. Overview.



A01OT-09. Joint Spalling (Sample Unit No. 02).



A02OT-01. Overview.



A02OT-01. Block Cracking (Sample Unit No. 02).



A02OT-01. Weathering (Sample Unit No. 02).



A02OT-02. Overview.



A02OT-02. L&T Cracking (Sample Unit No. 10).



A02OT-02. L&T Cracking (Sample Unit No. 14).



A02OT-03. Overview.



A02OT-03. Alligator Cracking (Sample Unit No. 01).



A02OT-03. L&T Cracking (Sample Unit No. 01).



A02OT-04. Overview.



A02OT-04. L&T Cracking (Sample Unit No. 01).



A02OT-04. Shoving (Sample Unit No. 01).



A02OT-04. Weathering (Sample Unit No. 01).



R04OT-01. Overview.



R04OT-01. Joint Reflection Cracking (Sample Unit No. 06).



R04OT-02. Overview.



R04OT-02. Joint Reflection Cracking (Sample Unit No. 65).



R04OT-03. Overview.



R04OT-03. L&T Cracking (Sample Unit No. 08).



R04OT-04. Overview.



R04OT-04. Corner Spalling (Sample Unit No. 04).



R04OT-04. Joint Seal Damage (Sample Unit No. 01).



R13OT-01. Overview.



R13OT-01. Joint Spalling (Sample Unit No. 06).



R13OT-01. LTD Cracking (Sample Unit No. 186).



TAOT-01. Overview.



TAOT-01. L&T Cracking (Sample Unit No. 11).



TAOT-01. Weathering (Sample Unit No. 11).



TAOT-02. Overview.



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



TAOT-02. L&T Cracking (Sample Unit No. 01).



TAOT-02. Patching (Sample Unit No. 01).



TAOT-03. Overview.



TAOT-03. Alligator Cracking (Sample Unit No. 03).



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



TAOT-03. Rutting (Sample Unit No. 09).



TAOT-04. Overview.



TAOT-04. L&T Cracking (Sample Unit No. 01) (1).



TAOT-04. L&T Cracking (Sample Unit No. 01) (2).



TAOT-04. Raveling (Sample Unit No. 01).



TAOT-05. Overview.



TAOT-05. Raveling (Sample Unit No. 01) (1).



TAOT-05. Raveling (Sample Unit No. 01) (2).



TAOT-05. Swelling (Sample Unit No. 01).



TAOT-06. Overview.



TAOT-06. Alligator Cracking (Sample Unit No. 06).



TAOT-06. Block Cracking (Sample Unit No. 06).



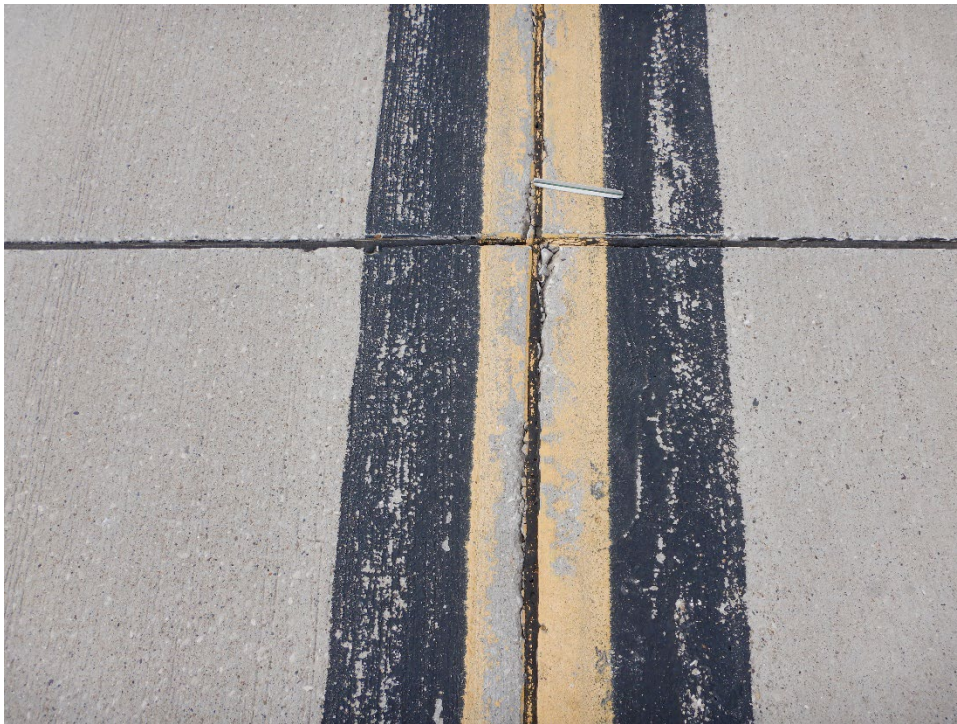
TAOT-06. Swelling (Sample Unit No. 06).



TAOT-07. Overview.



TAOT-07. Joint Seal Damage (Sample Unit No. 06).



TAOT-08. Overview.



TAOT-08. Joint Seal Damage (Sample Unit No. 21).



TAOT-08. Joint Spalling (Sample Unit No. 12).



TAOT-08. Joint Spalling (Sample Unit No. 18).



TBOT-01. Overview.



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



TBOT-01. Block Cracking (Sample Unit No. 03).



TBOT-02. Overview.



TBOT-02. L&T Cracking (Sample Unit No. 01).



TBOT-02. Swelling (Sample Unit No. 02).



TBOT-02. Weathering (Sample Unit No. 01).



TBOT-03. Overview.



TBOT-03. L&T Cracking (Sample Unit No. 06).



TBOT-04. Overview.



TBOT-04. L&T Cracking (Sample Unit No. 02) (1).



TBOT-04. L&T Cracking (Sample Unit No. 02) (2).



TBOT-06. Overview.



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



TBOT-06. Patching (Sample Unit No. 01).



TBOT-06. Shoving (Sample Unit No. 02).



TBOT-07. Overview.



TBOT-07. Corner Spalling (Sample Unit No. 02).



TBOT-07. Joint Spalling (Sample Unit No. 10).



TCOT-01. Overview.



TCOT-01. L&T Cracking (Sample Unit No. 02).



TCOT-01. Patching (Sample Unit No. 03).



APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 1

Branch - Section ID: A01OT - 001

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 6/1/2007

PCI Family: IowaAACAP_Southern

Surface Type: AAC

Rank: P

Section Area (sf): 20,450.00

Length (ft): 230.00

Width (ft): 100.00

From: .

To: .

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 32

Total Samples: 5

Surveyed: 4

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 25

Sample Area (SF): 4,808.00

41 ALLIGATOR CR	H	5.00 SF	
41 ALLIGATOR CR	M	180.00 SF	
43 BLOCK CR	M	4,611.00 SF	W, TYP. 7x7
50 PATCHING	L	12.00 SF	
57 WEATHERING	M	4,796.00 SF	

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 21

Sample Area (SF): 5,490.00

41 ALLIGATOR CR	M	190.00 SF	
43 BLOCK CR	M	5,230.00 SF	
50 PATCHING	L	70.00 SF	
52 RAVELING	H	80.00 SF	
54 SHOING	H	20.00 SF	
54 SHOING	L	100.00 SF	
54 SHOING	M	80.00 SF	
57 WEATHERING	M	5,340.00 SF	

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 32

Sample Area (SF): 3,000.00

43 BLOCK CR	M	3,000.00 SF	
52 RAVELING	H	30.00 SF	
54 SHOING	L	180.00 SF	
57 WEATHERING	M	2,970.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 2

Sample Number: 04

Sample Type: R	Sample Comments:	
Sample PCI: 51		
Sample Area (SF): 4,850.00		
43 BLOCK CR	M	3,000.00 SF
57 WEATHERING	M	4,850.00 SF

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 3

Branch - Section ID: A01OT - 002

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 6/30/1970

PCI Family: IowaAPCAP_All

Surface Type: APC

Rank: P

Section Area (sf): 35,525.00

Length (ft): 400.00

Width (ft): 87.00

From: A01-01

To: TA-06

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 29

Total Samples: 9

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 25

Sample Area (SF): 4,350.00

41 ALLIGATOR CR	M	35.00 SF	
43 BLOCK CR	L	2,200.00 SF	LU TYP 7X7
43 BLOCK CR	M	1,700.00 SF	
45 DEPRESSION	L	60.00 SF	
47 JT REF. CR	M	400.00 FT	W, 2NDY, FS
50 PATCHING	L	585.00 SF	
57 WEATHERING	L	3,800.00 SF	

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 29

Sample Area (SF): 4,350.00

43 BLOCK CR	L	2,000.00 SF	
43 BLOCK CR	M	2,350.00 SF	
47 JT REF. CR	M	500.00 FT	W, FS
56 SWELLING	L	50.00 SF	
57 WEATHERING	L	3,915.00 SF	
57 WEATHERING	M	435.00 SF	

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 30

Sample Area (SF): 4,837.00

43 BLOCK CR	L	2,200.00 SF	
43 BLOCK CR	M	2,500.00 SF	
47 JT REF. CR	M	600.00 FT	W, FS
57 WEATHERING	L	4,353.00 SF	
57 WEATHERING	M	484.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 4

Sample Number: 08

Sample Type: R
Sample PCI: 32
Sample Area (SF): 5,070.00

Sample Comments:

43 BLOCK CR	L	2,400.00 SF	
43 BLOCK CR	M	2,600.00 SF	
47 JT REF. CR	M	500.00 FT	FS W
57 WEATHERING	L	4,563.00 SF	
57 WEATHERING	M	507.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 5

Branch - Section ID: A01OT - 003

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 4/3/2021

PCI Family: IowaPCCAP_SE_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 39,128.00

Length (ft): 338.00

Width (ft): 114.00

From: A01OT-08

To: A01OT-01

Slabs: 387

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 7,286.03

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 91

Total Samples: 17

Surveyed: 8

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

74 JOINT SPALL

M

1.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 24.00

65 JT SEAL DMG

H

24.00 Slabs

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 6

Sample Number: 14

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

Sample Comments:

M24.00 Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 24.00
65 JT SEAL DMG

Sample Comments:

H24.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 7

Branch - Section ID: A01OT - 004

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 6/1/2007

PCI Family: IowaAPCAP_All

Surface Type: APC

Rank: P

Section Area (sf): 12,713.00

Length (ft): 365.00

Width (ft): 25.00

From: .

To: ..

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 32

Total Samples: 3

Surveyed: 3

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 38

Sample Area (SF): 3,910.00

41 ALLIGATOR CR	M	15.00 SF	
45 DEPRESSION	L	65.00 SF	
48 L & T CR	L	220.00 FT	LU
48 L & T CR	M	410.00 FT	W, 2NDY, FS
56 SWELLING	L	55.00 SF	
56 SWELLING	M	30.00 SF	
57 WEATHERING	L	3,910.00 SF	

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 23

Sample Area (SF): 5,625.00

41 ALLIGATOR CR	M	150.00 SF	
43 BLOCK CR	M	4,200.00 SF	W
47 JT REF. CR	M	250.00 FT	FS
48 L & T CR	L	150.00 FT	LU
56 SWELLING	L	108.00 SF	
56 SWELLING	M	40.00 SF	
57 WEATHERING	L	5,625.00 SF	

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 39

Sample Area (SF): 3,178.00

45 DEPRESSION	M	15.00 SF	
48 L & T CR	L	125.00 FT	LU
48 L & T CR	M	490.00 FT	W, 2NDY, FS
56 SWELLING	L	20.00 SF	
57 WEATHERING	L	3,178.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 8

Branch - Section ID: A01OT - 005

Branch Name: NORTHEAST APRON Use: APRON

LCD: 1/1/1970

Surface Type: APC

Rank: P

Section Area (sf): 9,713.00

Length (ft): 250.00

Width (ft): 35.00

From: .

To: .

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

PCI: 26

Total Samples: 2

Surveyed: 2

PCI Family: IowaAPCAP_All

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 16

Sample Area (SF): 4,403.00

Sample Comments:

41 ALLIGATOR CR

M

300.00 SF

43 BLOCK CR

M

4,103.00 SF

w fs 4x3

47 JT REF. CR

M

400.00 FT

w fs

57 WEATHERING

M

4,403.00 SF

Sample Number: 02

Sample Type: R

Sample PCI: 34

Sample Area (SF): 5,310.00

Sample Comments:

43 BLOCK CR

M

5,310.00 SF

w fs 4x3

47 JT REF. CR

M

400.00 FT

w fs

57 WEATHERING

M

5,310.00 SF

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 9

Branch - Section ID: A01OT - 006

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 8/3/2018

PCI Family: IowaPCCAP_SE_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 37,347.00

Length (ft): 445.00

Width (ft): 75.00

From: .

To: .

Slabs: 288

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 10.00

Joint Length (ft): 5,926.34

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 87

Total Samples: 16

Surveyed: 6

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 88

Sample Area (Slabs): 15.00

65 JT SEAL DMG

M

15.00 Slabs

75 CORNER SPALL

M

1.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 18.00

65 JT SEAL DMG

M

18.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 18.00

65 JT SEAL DMG

L

18.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 78

Sample Area (Slabs): 18.00

63 LINEAR CR

L

2.00 Slabs

65 JT SEAL DMG

M

18.00 Slabs

74 JOINT SPALL

L

2.00 Slabs

75 CORNER SPALL

M

1.00 Slabs

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 65

Sample Area (Slabs): 18.00

61 BLOW-UP

M

1.00 Slabs

65 JT SEAL DMG

L

18.00 Slabs

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 10

Sample Number: 14

Sample Type: R	Sample Comments:	
Sample PCI: 96		
Sample Area (Slabs): 24.00		
65 JT SEAL DMG	L	24.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 11

Branch - Section ID: A01OT - 007

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 8/3/2019

PCI Family: IowaPCCAP_SE_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 33,344.00

Length (ft): 343.00

Width (ft): 100.00

From: .

To: .

Slabs: 342

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 6,393.80

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 93

Total Samples: 17

Surveyed: 7

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 96

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 91

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 13

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 12

Sample Number: 15

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG	M	20.00 Slabs
74 JOINT SPALL	M	2.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 13

Branch - Section ID: A01OT - 008

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 8/3/2016

PCI Family: IowaPCCAP_SE_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 24,800.00

Length (ft): 248.00

Width (ft): 100.00

From: .

To: .

Slabs: 225

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 11.00

Joint Length (ft): 4,386.55

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 96

Total Samples: 12

Surveyed: 7

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 96

Sample Area (Slabs): 16.00

65 JT SEAL DMG

L

16.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 16.00

65 JT SEAL DMG

L

16.00 Slabs

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 91

Sample Area (Slabs): 20.00

63 LINEAR CR

L

1.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 14

Sample Number: 11

Sample Type: A	Sample Comments:	
Sample PCI: 90		
Sample Area (Slabs): 25.00		
65 JT SEAL DMG	L	25.00 Slabs
74 JOINT SPALL	M	1.00 Slabs
75 CORNER SPALL	L	1.00 Slabs
75 CORNER SPALL	M	1.00 Slabs

Sample Number: 12

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

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 15

Branch - Section ID: A01OT - 009

Branch Name: NORTHEAST APRON

Use: APRON

LCD: 4/3/2022

PCI Family: IowaPCCAP_SE_CommEnhanced

Surface Type: PCC

Rank: P

Section Area (sf): 11,909.00

Length (ft): 338.00

Width (ft): 36.00

From: SEE MAP

To: SEE MAP

Slabs: 122

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 10.00

Joint Length (ft): 2,058.75

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 98

Total Samples: 7

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 95

Sample Area (Slabs): 20.00

74 JOINT SPALL

L

3.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (Slabs): 20.00

NO DISTRESS

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 100

Sample Area (Slabs): 20.00

NO DISTRESS

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 16

Branch - Section ID: A02OT - 001

Branch Name: TERMINAL APRON

Use: APRON

LCD: 6/30/1970

PCI Family: IowaAPCAP_All

Surface Type: APC

Rank: P

Section Area (sf): 71,191.00

Length (ft): 700.00

Width (ft): 75.00

From: NORTH END OF TERM BLDG

To: SOUTH END OF TERM BLDG

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 24

Total Samples: 16

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 20

Sample Area (SF): 4,250.00

41 ALLIGATOR CR

M

180.00 SF

43 BLOCK CR

L

3,000.00 SF

43 BLOCK CR

M

1,250.00 SF

47 JT REF. CR

M

600.00 FT

W, FS

57 WEATHERING

M

4,250.00 SF

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 19

Sample Area (SF): 4,250.00

41 ALLIGATOR CR

M

220.00 SF

43 BLOCK CR

L

3,050.00 SF

LU TYP 5X5

43 BLOCK CR

M

1,100.00 SF

47 JT REF. CR

M

600.00 FT

FS W

57 WEATHERING

M

4,250.00 SF

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 26

Sample Area (SF): 5,625.00

41 ALLIGATOR CR

M

75.00 SF

43 BLOCK CR

L

4,400.00 SF

43 BLOCK CR

M

1,225.00 SF

47 JT REF. CR

M

600.00 FT

W, FS

57 WEATHERING

M

5,625.00 SF

**RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT**

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 17

Sample Number: 11

Sample Type: R	Sample Comments:		
Sample PCI: 24			
Sample Area (SF): 4,500.00			
41 ALLIGATOR CR	M	65.00 SF	
43 BLOCK CR	L	3,450.00 SF	
43 BLOCK CR	M	1,050.00 SF	
47 JT REF. CR	M	600.00 FT	W, FS
57 WEATHERING	M	4,500.00 SF	

Sample Number: 13

Sample Type: R	Sample Comments:		
Sample PCI: 31			
Sample Area (SF): 4,500.00			
43 BLOCK CR	L	3,300.00 SF	
43 BLOCK CR	M	1,200.00 SF	
47 JT REF. CR	M	600.00 FT	W, FS
57 WEATHERING	M	4,500.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 18

Branch - Section ID: A02OT - 002

Branch Name: TERMINAL APRON

Use: APRON

LCD: 8/11/2001

PCI Family: IowaACAP_Southern

Surface Type: AC

Rank: P

Section Area (sf): 79,574.00

Length (ft): 640.00

Width (ft): 140.00

From: A02OT-01

To: ..

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 44

Total Samples: 17

Surveyed: 5

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 31

Sample Area (SF): 5,000.00

41 ALLIGATOR CR	L	40.00 SF	
41 ALLIGATOR CR	M	250.00 SF	
45 DEPRESSION	L	80.00 SF	
48 L & T CR	L	120.00 FT	lu
48 L & T CR	M	240.00 FT	w fs
53 RUTTING	L	120.00 SF	
57 WEATHERING	L	5,000.00 SF	

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 45

Sample Area (SF): 4,000.00

41 ALLIGATOR CR	M	45.00 SF	
45 DEPRESSION	L	10.00 SF	
48 L & T CR	M	280.00 FT	w fs
53 RUTTING	L	115.00 SF	
57 WEATHERING	L	4,000.00 SF	

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 52

Sample Area (SF): 5,000.00

41 ALLIGATOR CR	M	5.00 SF	
45 DEPRESSION	L	15.00 SF	
48 L & T CR	L	90.00 FT	lu
48 L & T CR	M	420.00 FT	w fs
57 WEATHERING	L	5,000.00 SF	

RE-INSPECTION REPORT

OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 19

Sample Number: 10

Sample Type: R	Sample Comments:			
Sample PCI: 34				
Sample Area (SF): 5,000.00				
41 ALLIGATOR CR	M	35.00 SF		
45 DEPRESSION	L	50.00 SF		
48 L & T CR	H	125.00 FT	1ft	
48 L & T CR	M	325.00 FT	w fs	
52 RAVELING	L	100.00 SF		
53 RUTTING	L	50.00 SF		
57 WEATHERING	L	4,900.00 SF		
57 WEATHERING	M	100.00 SF		

Sample Number: 14

Sample Type: R	Sample Comments:			
Sample PCI: 59				
Sample Area (SF): 5,000.00				
45 DEPRESSION	L	10.00 SF		
48 L & T CR	H	100.00 FT		
48 L & T CR	L	40.00 FT	lu	
48 L & T CR	M	250.00 FT	w fs	
57 WEATHERING	L	5,000.00 SF		

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 20

Branch - Section ID: A02OT - 003

Branch Name: TERMINAL APRONUse: APRON

LCD: 2/11/1970

Surface Type: APC

Rank: P

Section Area (sf): 5,600.00

Length (ft): 160.00

Width (ft): 35.00

From: .

To: .

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

PCI: 26

Total Samples: 1

Surveyed: 1

PCI Family: IowaAPCAP_All

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 26

Sample Area (SF): 5,600.00

Sample Comments:

41 ALLIGATOR CR	M	330.00 SF	
48 L & T CR	L	330.00 FT	lu
48 L & T CR	M	800.00 FT	w fs
50 PATCHING	M	5.00 SF	
57 WEATHERING	L	5,035.00 SF	
57 WEATHERING	M	560.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 21

Branch - Section ID: A02OT - 004

Branch Name: TERMINAL APRONUse: APRON

LCD: 2/11/2012

Surface Type: APC

Rank: P

Section Area (sf): 3,150.00

Length (ft): 90.00

Width (ft): 35.00

From: SEE MAP

To: SEE MAP

Slabs:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

PCI: 43

Total Samples: 1

Surveyed: 1

PCI Family: IowaAPCAP_All

Section Comments:

Inspection Comments:

Sample Number: 01

Sample Type: R

Sample PCI: 43

Sample Area (SF): 3,150.00

Sample Comments:

41 ALLIGATOR CR	M	25.00 SF	
48 L & T CR	L	160.00 FT	lu
48 L & T CR	M	195.00 FT	w fs
52 RAVELING	M	5.00 SF	
54 SHOING	L	5.00 SF	
54 SHOING	M	10.00 SF	
57 WEATHERING	M	3,150.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 22

Branch - Section ID: R04OT - 001

Branch Name: RUNWAY 04/22

Use: RUNWAY

LCD: 8/1/2009

PCI Family: IowaAPCRW_Enhanced/Commercial

Surface Type: APC

Rank: S

Section Area (sf): 37,912.00

Length (ft): 554.00

Width (ft): 100.00

From: 04 APPROACH

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 62

Total Samples: 8

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

47 JT REF. CR

M

335.00 FT

fs

48 L & T CR

L

35.00 FT

lu

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,000.00

47 JT REF. CR

M

425.00 FT

fs

48 L & T CR

L

85.00 FT

lu

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 60

Sample Area (SF): 5,000.00

47 JT REF. CR

M

420.00 FT

fs

48 L & T CR

L

60.00 FT

lu

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 64

Sample Area (SF): 5,000.00

47 JT REF. CR

M

320.00 FT

fs

48 L & T CR

L

76.00 FT

lu

48 L & T CR

M

20.00 FT

fs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 23

Branch - Section ID: R04OT - 002

Branch Name: RUNWAY 04/22

Use: RUNWAY

LCD: 8/1/2009

PCI Family: IowaAPCRW_Enhanced/Commercial

Surface Type: APC

Rank: S

Section Area (sf): 322,356.00

Length (ft): 3,223.00

Width (ft): 100.00

From: SEE MAP

To: 22 APPROACH

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 64

Total Samples: 65

Surveyed: 7

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 57

Sample Area (SF): 5,000.00

47 JT REF. CR

M

530.00 FT

fs

48 L & T CR

L

75.00 FT

lu

Sample Number: 20

Sample Type: R

Sample Comments:

Sample PCI: 71

Sample Area (SF): 5,000.00

47 JT REF. CR

M

192.00 FT

fs

48 L & T CR

L

145.00 FT

lu

Sample Number: 30

Sample Type: R

Sample Comments:

Sample PCI: 61

Sample Area (SF): 5,000.00

47 JT REF. CR

M

405.00 FT

fs

48 L & T CR

L

63.00 FT

lu

Sample Number: 38

Sample Type: R

Sample Comments:

Sample PCI: 59

Sample Area (SF): 5,000.00

47 JT REF. CR

M

458.00 FT

fs

48 L & T CR

L

55.00 FT

lu

Sample Number: 47

Sample Type: R

Sample Comments:

Sample PCI: 69

Sample Area (SF): 5,000.00

47 JT REF. CR

M

222.00 FT

48 L & T CR

L

80.00 FT

lu

48 L & T CR

L

110.00 FT

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 24

Sample Number: 56

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

Sample Comments:

47 JT REF. CR	M	435.00 FT	fs
48 L & T CR	L	50.00 FT	lu
48 L & T CR	M	12.00 FT	fs

Sample Number: 65

Sample Type: R
Sample PCI: 73
Sample Area (SF): 4,500.00

Sample Comments:

47 JT REF. CR	M	105.00 FT	fs
48 L & T CR	L	67.00 FT	lu
48 L & T CR	M	100.00 FT	fs

RE-INSPECTION REPORT

OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 25

Branch - Section ID: R04OT - 003

Branch Name: RUNWAY 04/22

Use: RUNWAY

LCD: 8/4/2009
Surface Type: AC
Rank: S
Section Area (sf): 49,829.00
Length (ft): 498.00
Width (ft): 100.00
From: .
To: .
Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):
Last Insp Date: 3/25/2026
PCI: 79
Total Samples: 10
Surveyed: 5

PCI Family: IowaACRW_Southern

Section Comments:

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR

Sample Comments:

L	110.00 FT	lu
M	120.00 FT	fs

Sample Number: 04

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR

Sample Comments:

L	55.00 FT	lu
M	100.00 FT	fs

Sample Number: 06

Sample Type: R
Sample PCI: 79
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR

Sample Comments:

L	125.00 FT	lu
M	100.00 FT	fs

Sample Number: 08

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR
48 L & T CR

Sample Comments:

L	10.00 FT	lu
L	50.00 FT	ls
M	100.00 FT	fs

Sample Number: 09

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,000.00
48 L & T CR
48 L & T CR

Sample Comments:

L	50.00 FT	ls
M	110.00 FT	fs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 26

Branch - Section ID: R04OT - 004

Branch Name: RUNWAY 04/22

Use: RUNWAY

LCD: 6/3/2018

PCI Family: IowaPCCRW_SE_Enhanced

Surface Type: PCC

Rank: S

Section Area (sf): 40,000.00

Length (ft): 400.00

Width (ft): 100.00

From: .

To: .

Slabs: 256

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 12.50

Joint Length (ft): 5,900.00

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 96

Total Samples: 12

Surveyed: 6

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 20.00

65 JT SEAL DMG

M

20.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 96

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

M

24.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 27

Branch - Section ID: R13OT - 001

Branch Name: RUNWAY 13/31

Use: RUNWAY

LCD: 6/3/2018

PCI Family: IowaPCCRW_SE_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 601,045.00

Length (ft): 6,007.00

Width (ft): 100.00

From: 13 APPROACH

To: 31 APPROACH

Slabs: 3,847

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 12.50

Joint Length (ft): 90,056.69

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 96

Total Samples: 194

Surveyed: 20

Sample Number: 003

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 006

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

M

1.00 Slabs

Sample Number: 023

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 026

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 043

Sample Type: R

Sample Comments:

Sample PCI: 94

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 28

Sample Number: 046

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

Sample Comments:

L 20.00 Slabs

Sample Number: 063

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

Sample Comments:

L 20.00 Slabs

Sample Number: 066

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

Sample Comments:

L 20.00 Slabs

Sample Number: 083

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

Sample Comments:

L 20.00 Slabs

Sample Number: 086

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

Sample Comments:

L 20.00 Slabs

Sample Number: 103

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

Sample Comments:

L 20.00 Slabs

Sample Number: 106

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

Sample Comments:

L 20.00 Slabs

Sample Number: 123

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

Sample Comments:

L 20.00 Slabs

Sample Number: 126

Sample Type: R
Sample PCI: 97
Sample Area (Slabs): 20.00
65 JT SEAL DMG
73 SHRINKAGE CR

Sample Comments:

L 20.00 Slabs
N 1.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 29

Sample Number: 143

Sample Type: R

Sample PCI: 96

Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG

L

20.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 146

Sample Type: R

Sample PCI: 91

Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

L

5.00 Slabs

Sample Number: 163

Sample Type: R

Sample PCI: 98

Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 166

Sample Type: R

Sample PCI: 93

Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR

L

1.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 183

Sample Type: R

Sample PCI: 92

Sample Area (Slabs): 20.00

Sample Comments:

65 JT SEAL DMG

L

20.00 Slabs

71 FAULTING

L

1.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

Sample Number: 186

Sample Type: R

Sample PCI: 90

Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CR

L

2.00 Slabs

65 JT SEAL DMG

L

20.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 30

Branch - Section ID: TAOT - 001

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/1/2004

PCI Family: IowaACTW_Southern_Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 59,790.00

Length (ft): 1,680.00

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: 3/25/2026

Inspection Comments:

PCI: 68

Total Samples: 13

Surveyed: 5

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 68

Sample Area (SF): 5,600.00

48 L & T CR	L	75.00 FT	lu
48 L & T CR	M	97.00 FT	w
50 PATCHING	L	3.00 SF	
52 RAVELING	H	1.00 SF	
57 WEATHERING	L	5,596.00 SF	

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 68

Sample Area (SF): 4,375.00

48 L & T CR	L	90.00 FT	lu
48 L & T CR	M	160.00 FT	w fs
57 WEATHERING	L	4,375.00 SF	

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 73

Sample Area (SF): 4,375.00

48 L & T CR	L	120.00 FT	lu
48 L & T CR	M	100.00 FT	w fs
57 WEATHERING	L	4,375.00 SF	

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 68

Sample Area (SF): 4,375.00

48 L & T CR	L	50.00 FT	lu
48 L & T CR	M	125.00 FT	w fs
52 RAVELING	M	1.00 SF	
57 WEATHERING	L	4,374.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 31

Sample Number: 11

Sample Type: R	Sample Comments:		
Sample PCI: 64			
Sample Area (SF): 4,460.00			
48 L & T CR	L	80.00 FT	w fs
48 L & T CR	M	155.00 FT	
52 RAVELING	H	1.00 SF	
57 WEATHERING	L	4,459.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 33

Branch - Section ID: TAOT - 003

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 8/4/2002

PCI Family: IowaACTW_Southern_Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 68,546.00

Length (ft): 1,977.00

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: 3/25/2026

Inspection Comments:

PCI: 52

Total Samples: 16

Surveyed: 5

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 63

Sample Area (SF): 4,375.00

41 ALLIGATOR CR	L	30.00 SF	edge
48 L & T CR	L	235.00 FT	lu
48 L & T CR	M	170.00 FT	w fs
57 WEATHERING	L	4,375.00 SF	

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 53

Sample Area (SF): 4,375.00

41 ALLIGATOR CR	L	150.00 SF	
48 L & T CR	L	160.00 FT	lu
48 L & T CR	M	165.00 FT	w fs
57 WEATHERING	L	4,375.00 SF	

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 58

Sample Area (SF): 4,375.00

41 ALLIGATOR CR	L	80.00 SF	edge
48 L & T CR	L	200.00 FT	lu
48 L & T CR	M	180.00 FT	w fs
57 WEATHERING	L	4,375.00 SF	

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 48

Sample Area (SF): 4,375.00

41 ALLIGATOR CR	L	110.00 SF	
48 L & T CR	L	230.00 FT	lu
48 L & T CR	M	180.00 FT	w fs
53 RUTTING	L	130.00 SF	
57 WEATHERING	L	4,375.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 34

Sample Number: 11

Sample Type: R	Sample Comments:		
Sample PCI: 39			
Sample Area (SF): 4,375.00			
41 ALLIGATOR CR	L	50.00 SF	edge
41 ALLIGATOR CR	L	80.00 SF	
41 ALLIGATOR CR	M	5.00 SF	
48 L & T CR	L	240.00 FT	lu
48 L & T CR	M	170.00 FT	w fs
53 RUTTING	L	200.00 SF	
57 WEATHERING	L	3,938.00 SF	
57 WEATHERING	M	438.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 36

Branch - Section ID: TAOT - 005

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 8/1/2009

PCI Family: IowaAACTW_SE

Surface Type: AAC

Rank: P

Section Area (sf): 8,374.00

Length (ft): 131.00

Width (ft): 35.00

From: .

To: .

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 54

Total Samples: 2

Surveyed: 2

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 51

Sample Area (SF): 4,251.00

48 L & T CR	L	90.00 FT	lu
48 L & T CR	M	80.00 FT	w
50 PATCHING	H	3.00 SF	
52 RAVELING	H	5.00 SF	
52 RAVELING	L	4,246.00 SF	
56 SWELLING	L	40.00 SF	
57 WEATHERING	L	4,246.00 SF	

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 57

Sample Area (SF): 4,123.00

48 L & T CR	L	220.00 FT	lu
50 PATCHING	L	12.00 SF	
52 RAVELING	L	4,111.00 SF	
56 SWELLING	M	18.00 SF	
57 WEATHERING	L	4,111.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 37

Branch - Section ID: TAOT - 006

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/30/1970

PCI Family: IowaAPCTW_Southern

Surface Type: APC

Rank: P

Section Area (sf): 83,942.00

Length (ft): 1,240.00

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: 3/25/2026

Inspection Comments:

PCI: 29

Total Samples: 15

Surveyed: 5

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 26

Sample Area (SF): 5,000.00

41 ALLIGATOR CR	M	200.00 SF	
43 BLOCK CR	L	4,800.00 SF	
47 JT REF. CR	M	350.00 FT	FS, 2NDY
56 SWELLING	M	45.00 SF	
57 WEATHERING	L	4,500.00 SF	
57 WEATHERING	M	500.00 SF	

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 31

Sample Area (SF): 5,000.00

41 ALLIGATOR CR	M	125.00 SF	
43 BLOCK CR	L	3,750.00 SF	LU 10x6
47 JT REF. CR	M	300.00 FT	FS
48 L & T CR	M	110.00 FT	W
57 WEATHERING	L	4,500.00 SF	
57 WEATHERING	M	500.00 SF	

Sample Number: 09

Sample Type: R

Sample Comments:

Sample PCI: 30

Sample Area (SF): 5,000.00

41 ALLIGATOR CR	M	80.00 SF	
47 JT REF. CR	M	600.00 FT	FS
48 L & T CR	L	150.00 FT	LU
48 L & T CR	M	240.00 FT	W, 2NDY
56 SWELLING	L	150.00 SF	
57 WEATHERING	L	4,500.00 SF	
57 WEATHERING	M	500.00 SF	

RE-INSPECTION REPORT

OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 38

Sample Number: 13

Sample Type: R
Sample PCI: 31
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CR	M	70.00 SF	
43 BLOCK CR	L	3,500.00 SF	
47 JT REF. CR	M	400.00 FT	FS
48 L & T CR	M	150.00 FT	
57 WEATHERING	L	4,500.00 SF	
57 WEATHERING	M	500.00 SF	

Sample Number: 14

Sample Type: R
Sample PCI: 28
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CR	M	130.00 SF	edge
43 BLOCK CR	L	1,250.00 SF	LU 6x8
47 JT REF. CR	M	375.00 FT	FS
48 L & T CR	L	175.00 FT	LU
48 L & T CR	M	255.00 FT	W, 2NDY
57 WEATHERING	L	4,500.00 SF	
57 WEATHERING	M	500.00 SF	

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 39

Branch - Section ID: TAOT - 007

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/3/2018

PCI Family: IowaPCCTW_SE_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 28,447.00

Length (ft): 640.00

Width (ft): 35.00

From: .

To: .

Slabs: 323

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 8.80

Joint Length (ft): 5,220.09

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 98

Total Samples: 18

Surveyed: 7

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 08

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 25.00

65 JT SEAL DMG

L

25.00 Slabs

Sample Number: 13

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 14

Sample Type: R

Sample Comments:

Sample PCI: 96

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

**RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT**

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 40

Sample Number: 16

Sample Type: R	Sample Comments:	
Sample PCI: 95		
Sample Area (Slabs): 15.00		
65 JT SEAL DMG	L	15.00 Slabs
75 CORNER SPALL	L	1.00 Slabs

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 41

Branch - Section ID: TAOT - 008

Branch Name: TAXIWAY A

Use: TAXIWAY

LCD: 6/3/2018

PCI Family: IowaPCCTW_SE_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 43,347.00

Length (ft): 1,040.00

Width (ft): 35.00

From: .

To: .

Slabs: 486

Section Comments:

Slab Length (ft): 10.00

Slab Width (ft): 8.80

Joint Length (ft): 7,880.55

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 94

Total Samples: 24

Surveyed: 7

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 19.00

65 JT SEAL DMG

L

19.00 Slabs

74 JOINT SPALL

L

3.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

Sample Number: 07

Sample Type: R

Sample Comments:

Sample PCI: 96

Sample Area (Slabs): 22.00

65 JT SEAL DMG

L

22.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

Sample Number: 12

Sample Type: R

Sample Comments:

Sample PCI: 89

Sample Area (Slabs): 20.00

65 JT SEAL DMG

L

20.00 Slabs

74 JOINT SPALL

M

2.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 15

Sample Type: R

Sample Comments:

Sample PCI: 91

Sample Area (Slabs): 25.00

65 JT SEAL DMG

L

25.00 Slabs

74 JOINT SPALL

L

1.00 Slabs

74 JOINT SPALL

M

2.00 Slabs

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 42

Sample Number: 18

Sample Type: R	Sample Comments:	
Sample PCI: 96		
Sample Area (Slabs): 20.00		
65 JT SEAL DMG	L	20.00 Slabs
74 JOINT SPALL	L	1.00 Slabs

Sample Number: 21

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

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 43

Branch - Section ID: TBOT - 001

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/1/2006

PCI Family: IowaAPCTW_Southern

Surface Type: APC

Rank: P

Section Area (sf): 23,338.00

Length (ft): 300.00

Width (ft): 80.00

From: SEE MAP

To: SEE MAP

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 25

Total Samples: 6

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 25

Sample Area (SF): 4,060.00

41 ALLIGATOR CR	M	145.00 SF	
43 BLOCK CR	M	550.00 SF	
47 JT REF. CR	M	265.00 FT	W, 2NDY, FS
48 L & T CR	L	320.00 FT	LU
48 L & T CR	M	280.00 FT	W, 2NDY, FS
57 WEATHERING	L	4,060.00 SF	

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 26

Sample Area (SF): 4,000.00

41 ALLIGATOR CR	M	35.00 SF	
43 BLOCK CR	L	250.00 SF	
43 BLOCK CR	M	265.00 SF	
47 JT REF. CR	M	260.00 FT	W, 2NDY, FS
48 L & T CR	H	65.00 FT	SPALLING
48 L & T CR	L	230.00 FT	LU
48 L & T CR	M	220.00 FT	W, 2NDY
57 WEATHERING	L	4,000.00 SF	

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 24

Sample Area (SF): 4,000.00

41 ALLIGATOR CR	M	115.00 SF	
43 BLOCK CR	L	1,200.00 SF	
43 BLOCK CR	M	1,300.00 SF	
47 JT REF. CR	M	265.00 FT	W, 2NDY, FS
48 L & T CR	M	215.00 FT	W
57 WEATHERING	L	4,000.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 44

Sample Number: 05

Sample Type: R
Sample PCI: 26
Sample Area (SF): 4,000.00

Sample Comments:

41 ALLIGATOR CR	M	95.00 SF	
43 BLOCK CR	L	900.00 SF	LU, TYP. 7x7
43 BLOCK CR	M	600.00 SF	W, 2NDY, TYP. 7x7
47 JT REF. CR	M	265.00 FT	W, 2NDY, FS
48 L & T CR	L	185.00 FT	LU
48 L & T CR	M	215.00 FT	W
57 WEATHERING	L	4,000.00 SF	

RE-INSPECTION REPORT

OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 45

Branch - Section ID: TBOT - 002

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/1/2004 PCI Family: IowaACTW_Southern_Enhanced
Surface Type: AC
Rank: P
Section Area (sf): 7,529.00
Length (ft): 125.00
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: 3/25/2026 Inspection Comments:
PCI: 58
Total Samples: 2
Surveyed: 2

Sample Number: 01

Sample Type: R Sample Comments:
Sample PCI: 63
Sample Area (SF): 3,240.00
48 L & T CR L 70.00 FT lu
48 L & T CR M 180.00 FT w
57 WEATHERING L 2,268.00 SF
57 WEATHERING M 972.00 SF

Sample Number: 02

Sample Type: R Sample Comments:
Sample PCI: 54
Sample Area (SF): 4,289.00
48 L & T CR L 95.00 FT lu
48 L & T CR M 220.00 FT w fs
56 SWELLING L 110.00 SF
56 SWELLING M 135.00 SF
57 WEATHERING L 3,860.00 SF
57 WEATHERING M 429.00 SF

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 46

Branch - Section ID: TBOT - 003

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 8/4/2009

PCI Family: IowaACTW_Southern_Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 27,004.00

Length (ft): 700.00

Width (ft): 35.00

From: .

To: .

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 89

Total Samples: 6

Surveyed: 4

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 95

Sample Area (SF): 4,375.00

48 L & T CR

L

40.00 FT

lu

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 90

Sample Area (SF): 5,000.00

48 L & T CR

L

130.00 FT

lu

56 SWELLING

L

1.00 SF

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 87

Sample Area (SF): 4,000.00

48 L & T CR

L

95.00 FT

lu

48 L & T CR

M

15.00 FT

w

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 83

Sample Area (SF): 3,300.00

48 L & T CR

L

125.00 FT

lu

48 L & T CR

M

25.00 FT

w

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 47

Branch - Section ID: TBOT - 004

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 8/4/2009

PCI Family: IowaACTW_Southern_Enhanced

Surface Type: AC

Rank: P

Section Area (sf): 88,287.00

Length (ft): 2,400.00

Width (ft): 35.00

From: .

To: .

Slabs:

Section Comments:

Slab Length (ft):

Slab Width (ft):

Joint Length (ft):

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 85

Total Samples: 19

Surveyed: 5

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 83

Sample Area (SF): 4,375.00

48 L & T CR

L

270.00 FT

lu

Sample Number: 05

Sample Type: R

Sample Comments:

Sample PCI: 85

Sample Area (SF): 4,375.00

48 L & T CR

L

180.00 FT

lu

48 L & T CR

L

40.00 FT

ls

Sample Number: 11

Sample Type: R

Sample Comments:

Sample PCI: 83

Sample Area (SF): 4,375.00

48 L & T CR

L

240.00 FT

lu

48 L & T CR

L

20.00 FT

ls

Sample Number: 14

Sample Type: R

Sample Comments:

Sample PCI: 92

Sample Area (SF): 4,375.00

48 L & T CR

L

100.00 FT

lu

Sample Number: 18

Sample Type: R

Sample Comments:

Sample PCI: 82

Sample Area (SF): 4,375.00

48 L & T CR

L

90.00 FT

ls

48 L & T CR

L

200.00 FT

lu

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 48

Branch - Section ID: TBOT - 006

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/1/2015

PCI Family: IowaAPCTW_Southern

Surface Type: APC

Rank: P

Section Area (sf): 24,879.00

Length (ft): 540.00

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: 3/25/2026

Inspection Comments:

PCI: 48

Total Samples: 4

Surveyed: 4

Sample Number: 01

Sample Type: R

Sample Comments:

Sample PCI: 41

Sample Area (SF): 6,525.00

41 ALLIGATOR CR	M	10.00 SF	
43 BLOCK CR	L	1,800.00 SF	lu 10x10
45 DEPRESSION	L	90.00 SF	
48 L & T CR	L	440.00 FT	lu
48 L & T CR	M	40.00 FT	w
50 PATCHING	L	540.00 SF	
52 RAVELING	H	5.00 SF	
57 WEATHERING	L	5,328.00 SF	
57 WEATHERING	M	652.00 SF	

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 44

Sample Area (SF): 6,750.00

43 BLOCK CR	L	1,000.00 SF	lu 10x10
45 DEPRESSION	L	300.00 SF	
48 L & T CR	L	750.00 FT	lu
48 L & T CR	M	250.00 FT	w
54 SHOING	M	60.00 SF	
57 WEATHERING	L	6,075.00 SF	
57 WEATHERING	M	675.00 SF	

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 50

Sample Area (SF): 6,525.00

43 BLOCK CR	L	3,045.00 SF	lu 4x5
45 DEPRESSION	L	350.00 SF	
48 L & T CR	L	210.00 FT	lu
48 L & T CR	M	90.00 FT	w
54 SHOING	L	5.00 SF	
57 WEATHERING	L	5,873.00 SF	
57 WEATHERING	M	652.00 SF	

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 49

Sample Number: 04

Sample Type: R	Sample Comments:	
Sample PCI: 59		
Sample Area (SF): 5,079.00		
41 ALLIGATOR CR	M	15.00 SF
45 DEPRESSION	L	65.00 SF
48 L & T CR	L	330.00 FT
48 L & T CR	M	70.00 FT
57 WEATHERING	L	4,571.00 SF
57 WEATHERING	M	508.00 SF

RE-INSPECTION REPORT OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025

Generate Date: 7/15/2026

Network ID: OTM

Page 50

Branch - Section ID: TBOT - 007

Branch Name: TAXIWAY B

Use: TAXIWAY

LCD: 6/3/2018

PCI Family: IowaPCCTW_SE_Enhanced

Surface Type: PCC

Rank: P

Section Area (sf): 25,607.00

Length (ft): 400.00

Width (ft): 65.00

From: .

To: .

Slabs: 166

Section Comments:

Slab Length (ft): 12.50

Slab Width (ft): 12.50

Joint Length (ft): 3,676.24

Last Insp Date: 3/25/2026

Inspection Comments:

PCI: 96

Total Samples: 12

Surveyed: 6

Sample Number: 02

Sample Type: R

Sample Comments:

Sample PCI: 93

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

75 CORNER SPALL

M

1.00 Slabs

Sample Number: 03

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 24.00

65 JT SEAL DMG

L

24.00 Slabs

Sample Number: 04

Sample Type: R

Sample Comments:

Sample PCI: 97

Sample Area (Slabs): 30.00

65 JT SEAL DMG

L

30.00 Slabs

75 CORNER SPALL

L

1.00 Slabs

Sample Number: 06

Sample Type: R

Sample Comments:

Sample PCI: 98

Sample Area (Slabs): 19.00

65 JT SEAL DMG

L

19.00 Slabs

Sample Number: 10

Sample Type: R

Sample Comments:

Sample PCI: 92

Sample Area (Slabs): 26.00

65 JT SEAL DMG

L

26.00 Slabs

74 JOINT SPALL

L

2.00 Slabs

75 CORNER SPALL

L

2.00 Slabs

RE-INSPECTION REPORT
OTTUMWA REGIONAL AIRPORT

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 7/15/2026
Page 51

Sample Number: 11

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 24.00
65 JT SEAL DMG

Sample Comments:

L 24.00 Slabs

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 1

Network: OTTUMWA REGIONAL AIRPORT

Branch - Section ID: A01OT - 001

LCD: 6/1/2007

Use: APRON

Rank: P

Surface: AAC

Length (ft): 230.00

Width (ft): 100.00

True Area (sf): 20,450.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2018	PA-AD	Patching - AC Deep	-	-	False	ESTIMATED
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2007	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1970	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: A01OT - 002

LCD: 6/30/1970

Use: APRON

Rank: P

Surface: APC

Length (ft): 400.00

Width (ft): 87.00

True Area (sf): 35,525.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1970	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1950	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: A01OT - 003

LCD: 4/3/2021

Use: APRON

Rank: P

Surface: PCC

Length (ft): 338.00

Width (ft): 114.00

True Area (sf): 39,128.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2021	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" PCC SURFACE
04-02-2021	SB-AG	Subbase - Aggregate	-	5.00	False	5" SUBBASE - ASPHALT MILLINGS
04-01-2021	SG-CO	Subgrade - Compacted	-	12.00	False	12" SUBGRADE PREPARATION
06-01-1970	OL-AC	Overlay - AC	-	3.00	True	3" AC Overlay
06-01-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: A01OT - 004

LCD: 6/1/2007

Use: APRON

Rank: P

Surface: APC

Length (ft): 365.00

Width (ft): 25.00

True Area (sf): 12,713.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2007	OL-AS	Overlay - AC Structural	-	-	True	-
01-01-1970	NC-PC	New Construction - PCC	-	-	True	ESTIMATED CONSTRUCTION DATE

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 2

Branch - Section ID: A01OT - 005

LCD: 1/1/1970
Use: APRON
Rank: P
Surface: APC

Length (ft): 250.00
Width (ft): 35.00
True Area (sf): 9,713.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-1970	OL-AC	Overlay - AC	-	-	True	ESTIMATED
06-01-1950	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: A01OT - 006

LCD: 8/3/2018
Use: APRON
Rank: P
Surface: PCC

Length (ft): 445.00
Width (ft): 75.00
True Area (sf): 37,347.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2018	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" P-501
08-02-2018	SB-AG	Subbase - Aggregate	-	5.00	False	5" Modified Subbase
08-01-2018	SG-CO	Subgrade - Compacted	-	12.00	False	12" Subgrade Preparation
06-01-1970	OL-AC	Overlay - AC	-	3.00	True	3" AC Overlay
06-01-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: A01OT - 007

LCD: 8/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 343.00
Width (ft): 100.00
True Area (sf): 33,344.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2019	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" P-501
08-02-2019	SB-AG	Subbase - Aggregate	-	5.00	False	5" Modified Subbase
08-01-2019	SG-CO	Subgrade - Compacted	-	12.00	False	12" Subgrade Preparation
06-01-1970	OL-AC	Overlay - AC	-	3.00	True	3" AC Overlay
06-01-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: A01OT - 008

LCD: 8/3/2016
Use: APRON
Rank: P
Surface: PCC

Length (ft): 248.00
Width (ft): 100.00
True Area (sf): 24,800.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2016	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" P-501
08-02-2016	SB-AG	Subbase - Aggregate	-	5.00	False	5" Modified Subbase
08-01-2016	SG-CO	Subgrade - Compacted	-	12.00	False	12" Subgrade preparation
06-01-1970	OL-AC	Overlay - AC	-	3.00	True	3" AC Overlay
06-01-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 3

Branch - Section ID: A01OT - 009

LCD: 4/3/2022
Use: APRON
Rank: P
Surface: PCC

Length (ft): 338.00
Width (ft): 36.00
True Area (sf): 11,909.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2022	CR-PC	Complete Reconstruction - PCC	-	7.00	True	7" PCC SURFACE
04-02-2022	SB-AG	Subbase - Aggregate	-	5.00	False	5" SUBBASE - ASPHALT MILLINGS
04-01-2022	SG-CO	Subgrade - Compacted	-	12.00	False	12" SUBGRADE PREPARATION
06-01-1970	OL-AC	Overlay - AC	-	3.00	True	3" AC Overlay
06-01-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: A02OT - 001

LCD: 6/30/1970
Use: APRON
Rank: P
Surface: APC

Length (ft): 700.00
Width (ft): 75.00
True Area (sf): 71,191.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-1970	OL-AS	Overlay - AC Structural	-	3.00	True	3" AC Overlay
06-01-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: A02OT - 002

LCD: 8/11/2001
Use: APRON
Rank: P
Surface: AC

Length (ft): 640.00
Width (ft): 140.00
True Area (sf): 79,574.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2015	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
08-11-2001	NC-AC	New Construction - AC	-	2.00	True	2" P-401 AC
08-10-2001	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-401 Bit. Base
08-09-2001	BA-AG	Base Course - Aggregate	-	9.00	False	9" P-209 Agg Base

Branch - Section ID: A02OT - 003

LCD: 2/11/1970
Use: APRON
Rank: P
Surface: APC

Length (ft): 160.00
Width (ft): 35.00
True Area (sf): 5,600.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
02-11-1970	OL-AC	Overlay - AC	-	-	True	-
01-01-1960	NC-PC	New Construction - PCC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 4

Branch - Section ID: A02OT - 004

LCD: 2/11/2012
Use: APRON
Rank: P
Surface: APC

Length (ft): 90.00
Width (ft): 35.00
True Area (sf): 3,150.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
02-11-2012	OL-AC	Overlay - AC	-	-	True	ESTIMATED
01-01-1960	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: R04OT - 001

LCD: 8/1/2009
Use: RUNWAY
Rank: S
Surface: APC

Length (ft): 554.00
Width (ft): 100.00
True Area (sf): 37,912.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626 SLURRY SEAL
06-01-2021	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL (PRE-SLURRY SEAL)
06-01-2021	PA-AD	Patching - AC Deep	-	-	False	FULL DEPTH PATCH (PRE-SLURRY SEAL)
08-01-2009	OL-AS	Overlay - AC Structural	-	3.00	True	3" AC
06-30-1986	OL-AS	Overlay - AC Structural	-	2.50	True	2.5" AC
06-01-1960	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: R04OT - 002

LCD: 8/1/2009
Use: RUNWAY
Rank: S
Surface: APC

Length (ft): 3,223.00
Width (ft): 100.00
True Area (sf): 322,356.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626 SLURRY SEAL
06-01-2021	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL (PRE-SLURRY SEAL)
06-01-2021	PA-AD	Patching - AC Deep	-	-	False	FULL DEPTH PATCH (PRE-SLURRY SEAL)
08-01-2009	OL-AS	Overlay - AC Structural	-	3.00	True	3" AC
06-30-1970	OL-AS	Overlay - AC Structural	-	2.50	True	2.5" AC
06-01-1960	NC-PC	New Construction - PCC	-	9.00	True	9" PCC

Branch - Section ID: R04OT - 003

LCD: 8/4/2009
Use: RUNWAY
Rank: S
Surface: AC

Length (ft): 498.00
Width (ft): 100.00
True Area (sf): 49,829.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626 SLURRY SEAL
06-01-2021	PA-AD	Patching - AC Deep	-	-	False	FULL DEPTH PATCH (PRE-SLURRY SEAL)
06-01-2021	CS-AC	Crack Sealing - AC	-	-	False	CRACK SEAL (PRE-SLURRY SEAL)
08-04-2009	NC-AC	New Construction - AC	-	4.00	True	4" P-401
08-03-2009	BA-AG	Base Course - Aggregate	-	12.00	False	12" P-209
08-02-2009	SB-AG	Subbase - Aggregate	-	4.00	False	RECLAIMED MATERIAL
08-01-2009	SG-CO	Subgrade - Compacted	-	9.00	False	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 5

Branch - Section ID: R04OT - 004

LCD: 6/3/2018
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 400.00
Width (ft): 100.00
True Area (sf): 40,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2018	CR-PC	Complete Reconstruction - PCC	-	6.00	True	6" P-501
06-02-2018	BA-AG	Base Course - Aggregate	-	4.00	False	4" P-209
06-01-2018	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-158 Fly Ash Treated Subgrade
08-01-2009	OL-AS	Overlay - AC Structural	-	3.00	True	3" AC
06-30-1986	OL-AS	Overlay - AC Structural	-	2.50	True	2.5" AC
06-01-1960	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: R13OT - 001

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

Length (ft): 6,007.00
Width (ft): 100.00
True Area (sf): 601,045.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2018	CR-PC	Complete Reconstruction - PCC	-	8.50	True	8.5" P-501
06-02-2018	BA-AG	Base Course - Aggregate	-	8.00	False	8" P-209
06-01-2018	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-158 Fly Ash Treated Subgrade
06-01-2011	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2011	PA-AD	Patching - AC Deep	-	-	False	-
04-04-1993	OL-AC	Overlay - AC	-	-	True	ESTIMATED
06-01-1964	NC-AC	New Construction - AC	-	3.00	True	-

Branch - Section ID: TAOT - 001

LCD: 6/1/2004
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,680.00
Width (ft): 35.00
True Area (sf): 59,790.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
06-01-2004	CR-AC	Complete Reconstruction - AC	-	-	True	-
06-30-1970	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAOT - 002

LCD: 5/1/2004
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 145.00
Width (ft): 35.00
True Area (sf): 6,507.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-01-2004	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 6

Branch - Section ID: TAOT - 003

LCD: 8/4/2002
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,977.00
Width (ft): 35.00
True Area (sf): 68,546.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2002	NC-AC	New Construction - AC	-	2.00	True	2" P-401 AC
08-03-2002	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-401 Asphalt Base
08-02-2002	BA-AG	Base Course - Aggregate	-	9.00	False	9" P-209 Agg Base
08-01-2002	SG-CO	Subgrade - Compacted	-	-	False	P-152 COMPACTED SUBGRADE

Branch - Section ID: TAOT - 004

LCD: 8/1/2009
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 140.00
Width (ft): 35.00
True Area (sf): 7,434.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2009	OL-AS	Overlay - AC Structural	-	3.00	True	-
05-01-2004	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAOT - 005

LCD: 8/1/2009
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 131.00
Width (ft): 35.00
True Area (sf): 8,374.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2009	OL-AS	Overlay - AC Structural	-	3.00	True	-
05-01-2004	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TAOT - 006

LCD: 6/30/1970
Use: TAXIWAY
Rank: P
Surface: APC

Length (ft): 1,240.00
Width (ft): 50.00
True Area (sf): 83,942.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	-	-	False	-
06-30-1970	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1960	NC-PC	New Construction - PCC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 7

Branch - Section ID: TAOT - 007

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

Length (ft): 640.00
Width (ft): 35.00
True Area (sf): 28,447.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2018	CR-PC	Complete Reconstruction - PCC	-	8.50	True	8.5" P-501
06-02-2018	BA-AG	Base Course - Aggregate	-	8.00	False	8" P-209
06-01-2018	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-158 Fly Ash Treated Subgrade
08-04-2002	NC-AC	New Construction - AC	-	2.00	True	2" P-401 AC
08-03-2002	BA-BI	Base Course - Bituminous	-	4.00	False	4" P-401 Asphalt Base
08-02-2002	BA-AG	Base Course - Aggregate	-	9.00	False	9" P-209 Agg Base
08-01-2002	SG-CO	Subgrade - Compacted	-	-	False	P-152 COMPACTED SUBGRADE

Branch - Section ID: TAOT - 008

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

Length (ft): 1,040.00
Width (ft): 35.00
True Area (sf): 43,347.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2018	CR-PC	Complete Reconstruction - PCC	-	8.50	True	8.5" P-501
06-02-2018	BA-AG	Base Course - Aggregate	-	8.00	False	8" P-209
06-01-2018	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-158 Fly Ash Treated Subgrade
06-01-2004	CR-AC	Complete Reconstruction - AC	-	-	True	-
06-30-1970	NC-AC	New Construction - AC	-	-	True	-

Branch - Section ID: TBOT - 001

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

Length (ft): 300.00
Width (ft): 80.00
True Area (sf): 23,338.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2006	OL-AS	Overlay - AC Structural	-	-	True	-
06-30-1970	OL-AS	Overlay - AC Structural	-	-	True	-
06-01-1960	NC-PC	New Construction - PCC	-	-	True	-

Branch - Section ID: TBOT - 002

LCD: 6/1/2004
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 125.00
Width (ft): 50.00
True Area (sf): 7,529.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025

Generate Date: 6/29/2026

Network ID: OTM

Page 8

Branch - Section ID: TBOT - 003

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 700.00
Width (ft): 35.00
True Area (sf): 27,004.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626 SLURRY SEAL
08-04-2009	NC-AC	New Construction - AC	-	4.00	True	4" P-401 AC
08-03-2009	BA-AG	Base Course - Aggregate	-	12.00	False	12" P-209
08-02-2009	BA-AG	Base Course - Aggregate	-	4.00	False	RECLAIMED AC
08-01-2009	SB-AG	Subbase - Aggregate	-	9.00	False	-

Branch - Section ID: TBOT - 004

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 2,400.00
Width (ft): 35.00
True Area (sf): 88,287.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626 SLURRY SEAL
08-04-2009	NC-AC	New Construction - AC	-	4.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	-	12.00	False	-
08-02-2009	BA-AG	Base Course - Aggregate	-	4.00	False	RECLAIMED AC
08-01-2009	SB-AG	Subbase - Aggregate	-	9.00	False	-

Branch - Section ID: TBOT - 006

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

Length (ft): 540.00
Width (ft): 35.00
True Area (sf): 24,879.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2021	PA-AD	Patching - AC Deep	-	-	False	ESTIMATED DATE
06-01-2015	OL-AC	Overlay - AC	-	2.50	True	2.5"-3" MILL/2.5"-3" OVERLAY
06-01-1970	OL-AC	Overlay - AC	-	3.00	True	3" AC OV
07-13-1943	NC-PC	New Construction - PCC	-	8.00	True	8" PCC

Branch - Section ID: TBOT - 007

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

Length (ft): 400.00
Width (ft): 65.00
True Area (sf): 25,607.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2018	CR-PC	Complete Reconstruction - PCC	-	6.00	True	6" P-501
06-02-2018	BA-AG	Base Course - Aggregate	-	4.00	False	4" P-209
06-01-2018	SG-ST	Subgrade - Stabilized	-	12.00	False	12" P-158 Fly Ash Treated Subgrade
06-01-2004	NC-AC	New Construction - AC	-	-	True	-

WORK HISTORY

Pavement Database: IA 2025
Network ID: OTM

Generate Date: 6/29/2026
Page 9

Branch - Section ID: TCOT - 001

LCD: 8/4/2009
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 332.00
Width (ft): 35.00
True Area (sf): 16,466.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2021	ST-SS	Surface Treatment - Slurry Seal	-	-	False	P-626 SLURRY SEAL
08-04-2009	NC-AC	New Construction - AC	-	4.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	-	12.00	False	-
08-02-2009	BA-AG	Base Course - Aggregate	-	4.00	False	RECLAIMED AC
08-01-2009	SB-AG	Subbase - Aggregate	-	9.00	False	-

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

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

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

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

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

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

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

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

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

Table notes:

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

APPENDIX F

YEAR 2026 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2026 Estimated Cost
A01OT	03	Joint Seal Damage	Medium	290	Slabs	Joint Seal (Localized)	\$3.35	\$18,306
A01OT	03	Joint Seal Damage	High	97	Slabs	Joint Seal (Localized)	\$3.35	\$6,102
A01OT	03	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$41.68	\$543
A01OT	06	Blow-Up	Medium	3	Slabs	Slab Replacement - PCC	\$18.61	\$6,036
A01OT	06	Corner Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	\$41.68	\$582
A01OT	06	Joint Seal Damage	Medium	132	Slabs	Joint Seal (Localized)	\$3.35	\$9,122
A01OT	07	Joint Seal Damage	Medium	289	Slabs	Joint Seal (Localized)	\$3.35	\$18,124
A01OT	07	Joint Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	\$41.68	\$1,180
A01OT	08	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$112
A01OT	08	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$269
R04OT	03	L&T Cracking	Medium	1,056	Ft	Crack Sealing - AC	\$2.78	\$2,937
R04OT	04	Joint Seal Damage	Medium	88	Slabs	Joint Seal (Localized)	\$3.35	\$6,794
R13OT	01	Joint Spalling	Medium	10	Slabs	Patching - PCC Partial Depth	\$41.68	\$2,589
TAOT	01	L&T Cracking	Medium	1,643	Ft	Crack Sealing - AC	\$2.78	\$4,567
TAOT	01	Raveling	Medium	3	SqFt	Patching - AC Deep	\$16.27	\$42
TAOT	01	Raveling	High	5	SqFt	Patching - AC Deep	\$16.27	\$84
TAOT	08	Joint Spalling	Medium	13	Slabs	Patching - PCC Partial Depth	\$41.68	\$3,584
TBOT	03	L&T Cracking	Medium	65	Ft	Crack Sealing - AC	\$2.78	\$180
TBOT	07	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$41.68	\$127

Table F-1. Year 2026 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 Ottumwa Regional Airport.



PREPARED FOR

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

AUGUST 2026