Ames Municipal Airport

Pavement Management Report

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AMES MUNICIPAL AIRPORT
PAVEMENT MANAGEMENT REPORT

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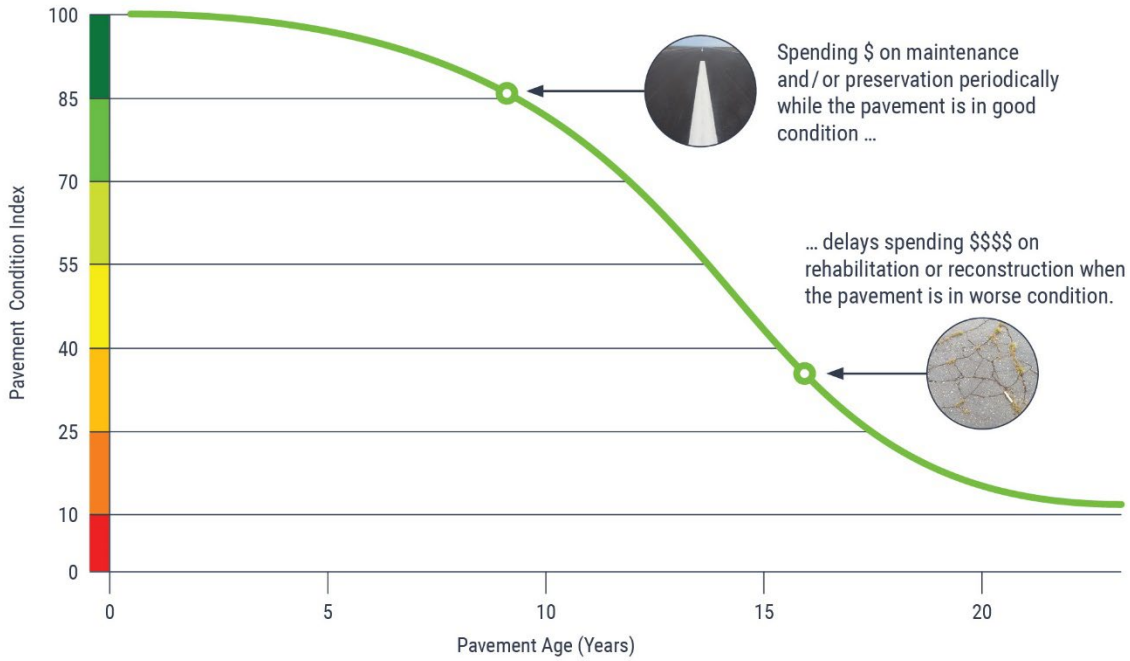
INTRODUCTION

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

As part of this project, pavement conditions at Ames Municipal Airport were assessed in November 2022 using the Pavement Condition Index (PCI) procedure. During a PCI inspection, the types, severities, and amounts of distress present in a pavement 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 information is 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 Ames Municipal Airport are presented within this report and can be used by Ames Municipal Airport, the Iowa DOT, and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement M&R actions at the airport. In addition to this report, the web-based interactive pavement data visualization tool IDEA, containing the information collected during this project, was updated and may be accessed from the Iowa DOT's website or directly (Iowa APMS IDEA).

PAVEMENT INVENTORY

The project began with a review of the existing inventory information pertaining to the pavements at Ames Municipal Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps, as necessary, to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2019.

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

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

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

Approximately 1,630,300 square feet of pavement were evaluated at Ames Municipal Airport, as illustrated in Figure 2. This figure also shows the area-weighted age, in years, of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Ames Municipal Airport.

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

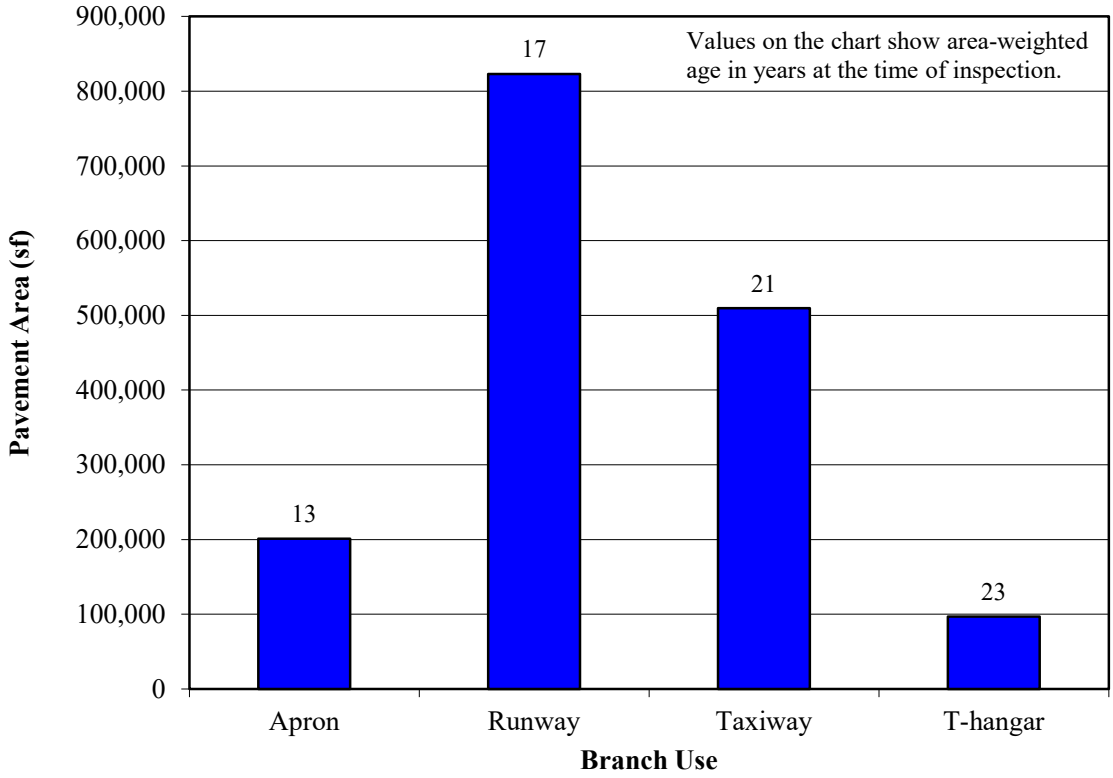
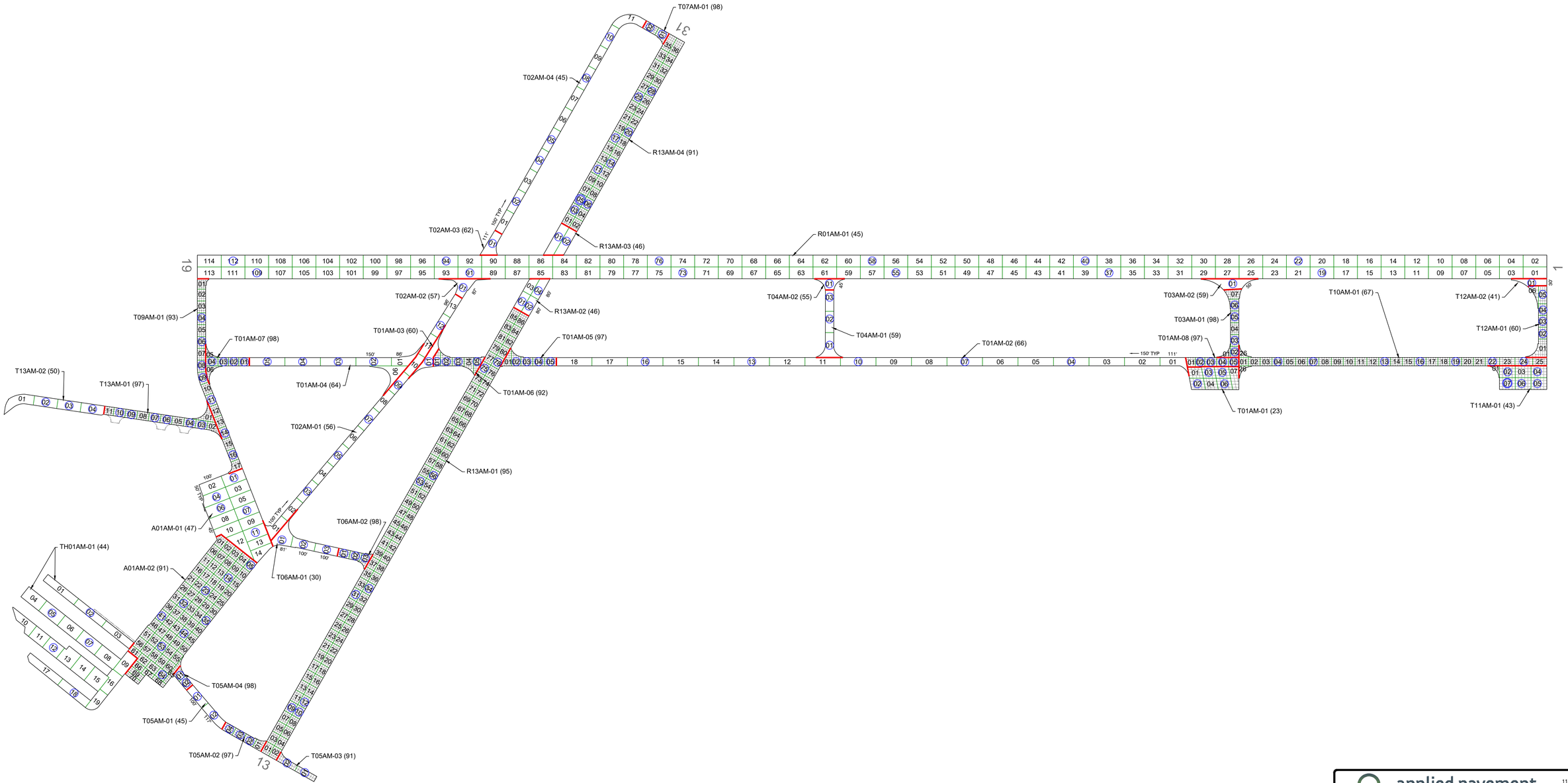


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

R01AM-01 (98)

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE
- SAMPLE UNIT BREAK LINE
- SLAB JOINT
- 03 SAMPLE UNIT NUMBER
- (03) SAMPLE UNIT INSPECTED
- (03) ADDITIONAL SAMPLE UNIT

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AGENCY: Iowa Department of Transportation, Modal Transportation Bureau			
LOCATION: Ames Municipal Airport, Ames, Iowa			
PAGE TITLE: Network Definition Map			
PROJECT DATE: OCT. 2022	CREATION DATE: OCT. 2022	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM01
DRAWING SCALE: 1"=200'	LAST MODIFIED DATE: MAY 2023	REVISED BY: DMS	DRAWN BY: KEW
FILENAME: Ames.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech inspected the pavements at Ames Municipal Airport using the PCI procedure described in:

- FAA Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*.
- FAA Advisory Circular 150/5380-7B, *Airport Pavement Management Program (PMP)*.
- ASTM D5340-20, *Standard Test Method for Airport Pavement Condition Index Surveys*.

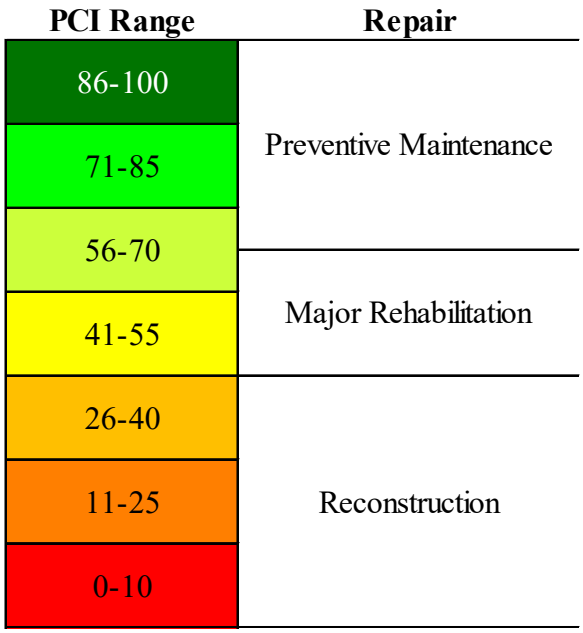
The PCI provides a numerical indication of overall pavement condition, as illustrated in Figure 4. The types and amounts of deterioration are used to calculate the PCI of the section. The PCI ranges from a value of 0, which represents a pavement in a failed condition, to a value of 100, which represents a pavement in excellent condition. 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 Ames Municipal Airport.

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

Figure 5. PCI versus repair type.



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

- Load-related—These distress types are defined as being caused by aircraft or vehicular traffic and may indicate a structural deficiency. Examples of load-related distress include alligator cracking on asphalt-surfaced pavements and corner breaks on portland cement concrete (PCC) pavements.

- Climate/durability-related—These distress types often signify the presence of aged or environmentally susceptible (or both) material and include durability-related issues. Examples of climate/durability-related distress include weathering on asphalt-surfaced pavements, which is climate-related, and durability cracking on PCC pavements, which is durability-related.

- Other—Distress types that fall into this category cannot be attributed solely to load or climate/durability. Examples of this type of distress include depressions on asphalt-surfaced pavements and shrinkage cracking on PCC pavements.

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

Pavement Evaluation Results

The pavements at Ames Municipal Airport were inspected in November 2022. The 2022 area-weighted condition of Ames Municipal Airport is 62, with conditions ranging from 23 to 98 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2019, the area-weighted PCI of the airport was 59.

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

Figure 6. Pavement area by PCI range at Ames Municipal Airport.

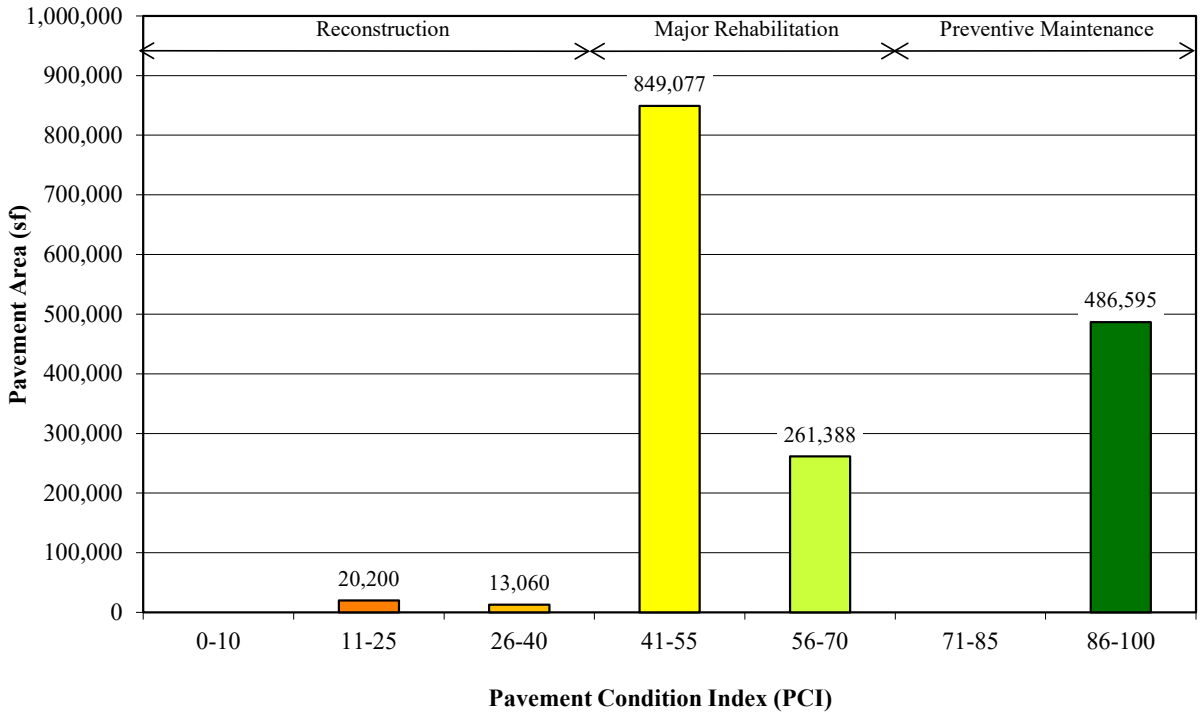


Figure 7. Area-weighted PCI by branch use at Ames Municipal Airport.
(Values on chart are area-weighted)

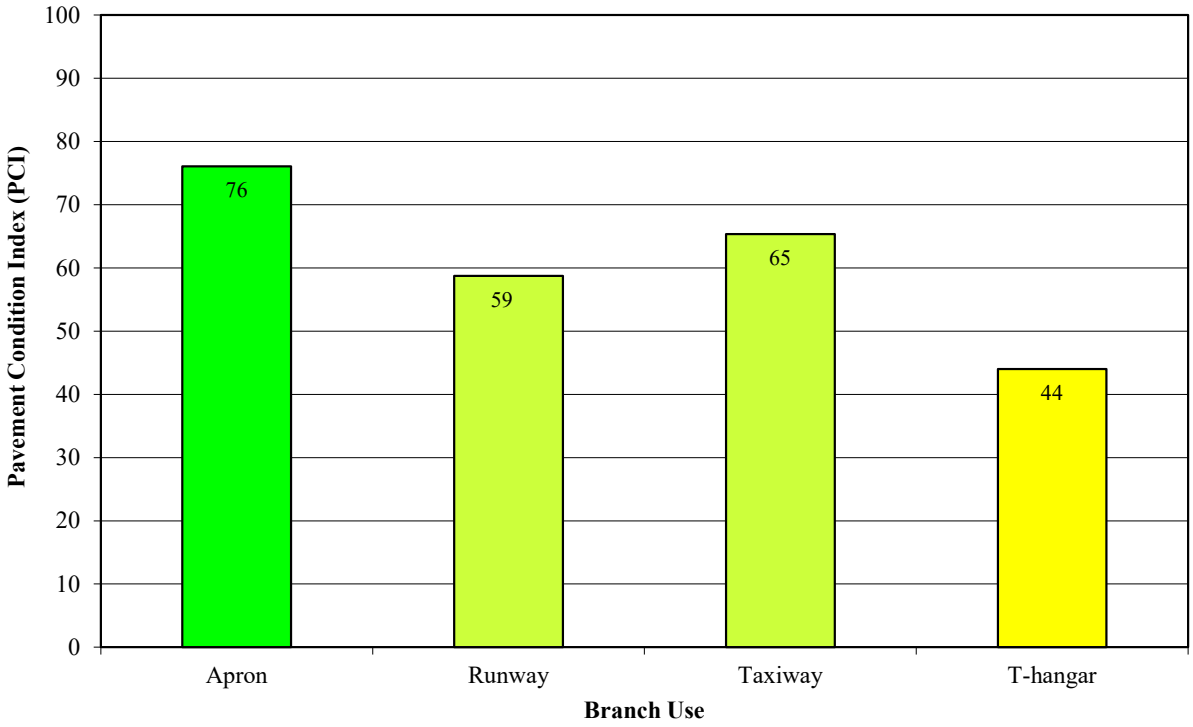
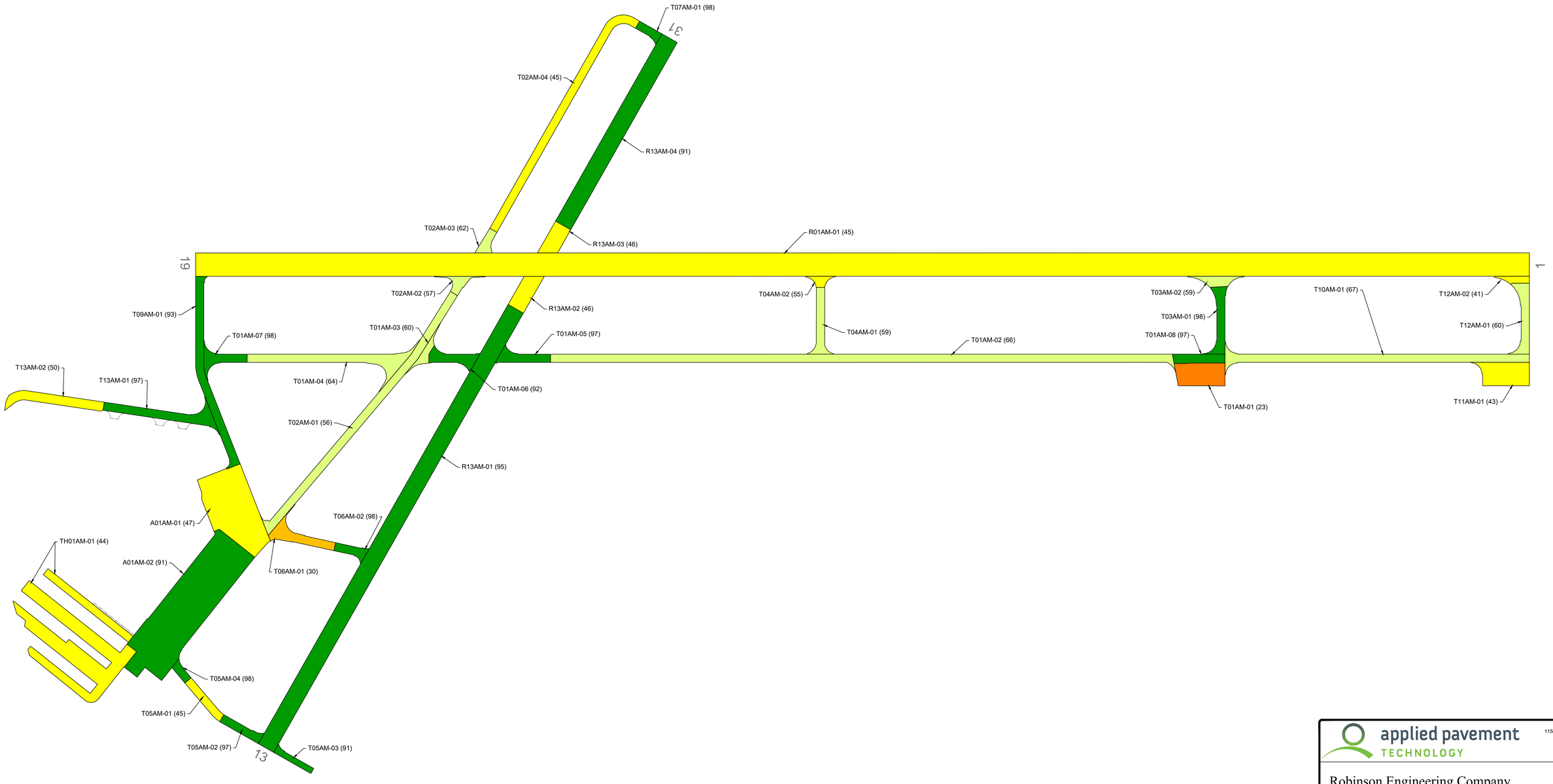


FIGURE 8. PCI MAP.



LEGEND

R01AM-01 (98)

- 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

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AGENCY:	Iowa Department of Transportation Modal Transportation Bureau
LOCATION:	Ames Municipal Airport Ames, Iowa
PAGE TITLE:	2022 Pavement Condition Index Map

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
OCT. 2022	OCT. 2022	LJR	2021-125-AM01
DRAWING SCALE:	LAST MODIFIED DATE:	REVISED BY:	DRAWN BY:
1"=200'	MAY 2023	DMS	KEW
FILENAME:		LAYOUT NAME/NUMBER:	PAGE NUMBER:
Ames.dwg		PCI	10

Table 1. 2022 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2022 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
A01AM	01	AAC	68,063	10/1/2000	47	27	73	0	Alligator Cracking, L&T Cracking, Patching, Weathering
A01AM	02	PCC	132,848	6/4/2013	91	17	62	21	Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Scaling, Small Patch
R01AM	01	APC	570,000	6/1/2004	45	7	93	0	Alligator Cracking, Block Cracking, Joint Reflection Cracking, L&T Cracking, Patching, Weathering
R13AM	01	PCC	162,000	10/4/2009	95	0	83	17	Faulting, Joint Seal Damage, Large Patch
R13AM	02	AAC	12,000	6/1/2004	46	20	80	0	Alligator Cracking, L&T Cracking, Weathering
R13AM	03	AAC	10,125	6/1/2004	46	0	100	0	L&T Cracking, Weathering
R13AM	04	PCC	69,075	10/4/2009	91	10	64	26	Corner Spalling, Faulting, Joint Seal Damage, LTD Cracking
T01AM	01	PCC	20,200	5/30/1986	23	11	10	79	ASR, Corner Break, Joint Seal Damage, LTD Cracking
T01AM	02	AAC	93,535	6/1/2005	66	0	100	0	L&T Cracking, Raveling, Weathering
T01AM	03	AAC	4,681	6/1/2005	60	0	100	0	L&T Cracking, Raveling, Weathering
T01AM	04	AAC	29,783	6/1/2005	64	0	100	0	L&T Cracking, Weathering
T01AM	05	PCC	9,071	8/3/2009	97	0	79	21	Corner Spalling, Joint Seal Damage
T01AM	06	PCC	9,695	8/4/2009	92	57	25	18	Corner Break, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking, Small Patch
T01AM	07	PCC	9,010	4/3/2010	98	0	100	0	Joint Seal Damage
T01AM	08	PCC	8,537	6/3/2017	97	0	77	23	Corner Spalling, Joint Seal Damage

Table 1. 2022 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2022 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
T02AM	01	AC	45,822	6/4/2001	56	25	75	0	Alligator Cracking, L&T Cracking, Rutting, Weathering
T02AM	02	AAC	4,915	6/1/2004	57	0	100	0	L&T Cracking, Weathering
T02AM	03	AAC	4,710	6/1/2004	62	0	100	0	L&T Cracking, Raveling, Weathering
T02AM	04	AC	40,048	6/3/2001	45	23	77	0	Alligator Cracking, L&T Cracking, Patching, Raveling, Weathering
T03AM	01	PCC	12,116	6/3/2017	98	0	100	0	Joint Seal Damage
T03AM	02	AC	6,136	5/1/2004	59	0	100	0	L&T Cracking, Weathering
T04AM	01	AAC	11,338	6/1/2005	59	18	82	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
T04AM	02	AC	3,048	5/1/2004	55	0	100	0	L&T Cracking, Raveling, Weathering
T05AM	01	AAC	7,595	6/1/2003	45	20	73	7	Alligator Cracking, Depression, L&T Cracking, Raveling, Shoving, Weathering
T05AM	02	PCC	6,957	8/4/2009	97	0	61	39	Corner Spalling, Joint Spalling, Joint Seal Damage
T05AM	03	PCC	4,839	8/4/2009	91	0	74	26	Corner Spalling, Joint Seal Damage
T05AM	04	PCC	3,312	6/4/2013	98	0	100	0	Joint Seal Damage
T06AM	01	AAC	13,060	6/1/2003	30	40	60	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
T06AM	02	PCC	5,476	8/4/2009	98	0	100	0	Joint Seal Damage
T07AM	01	PCC	4,150	8/4/2009	98	0	100	0	Joint Seal Damage
T09AM	01	PCC	29,810	4/3/2010	93	0	26	74	Faulting, Joint Seal Damage
T10AM	01	PCC	47,270	5/3/1986	67	15	21	64	ASR, Joint Spalling, Joint Seal Damage, LTD Cracking, Popouts

Table 1. 2022 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2022 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
T11AM	01	PCC	20,748	6/30/1986	43	59	10	31	ASR, Corner Break, Joint Seal Damage, LTD Cracking, Popouts, Pumping, Shattered Slab, Small Patch
T12AM	01	PCC	13,198	6/30/1986	60	0	21	79	ASR, Joint Seal Damage, Popouts, Small Patch
T12AM	02	AC	3,485	5/1/2004	41	0	100	0	Block Cracking, L&T Cracking, Raveling, Weathering
T13AM	01	PCC	19,699	4/3/2010	97	0	62	38	Corner Spalling, Joint Spalling, Joint Seal Damage
T13AM	02	AC	17,200	6/1/1990	50	21	79	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TH01AM	01	AC	96,765	10/4/1999	44	41	59	0	Alligator Cracking, Block Cracking, L&T Cracking, Patching, Raveling, Rutting, Weathering

Table Notes:

1. See Figure 3 for the location of the branch and section.
2. Surface Type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.
3. LCD = last construction date.
4. Distress due to load includes distress types that are attributed to a structural deficiency in the pavement, such as alligator cracking or rutting on asphalt-surfaced pavements or shattered slabs on PCC pavements.
5. Distress due to climate or durability includes distress types that are attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking on asphalt-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] on PCC pavements). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.
6. Distress due to other refers to distress types that are not attributed to one factor but rather may be caused by a combination of factors.
7. Distress types are defined by ASTM D5340-20. L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.

Inspection Comments

Ames Municipal Airport was inspected on November 7-8, 2022. There were thirty-eight pavement sections defined during the inspection. Suspected alkali-silica reaction (ASR) was recorded at this airport in accordance with ASTM D5340-20. It should be noted that laboratory testing in the form of petrographic analysis is the only definitive way to validate the presence of ASR; however, the formation of a precipitate is evidence of a reaction consistent with this type of materials-related distress.

Runways

Runway 01/19 consisted of one section. Areas of medium-severity alligator cracking and weathering and low- and medium-severity block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, and patching were identified in Section 01. The low-severity cracking was both sealed and unsealed, and the medium-severity cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded ¼ in.

Runway 13/31 was defined by four sections. Section 01, which is located near the Runway 13 approach, was in excellent condition at the time of inspection with only low-severity faulting and large patching and low- and medium-severity joint seal damage recorded. Section 02 contained medium-severity alligator cracking, low- and medium-severity weathering, and all severities of L&T cracking. All severities of L&T cracking and medium- and high-severity weathering were observed in Section 03 at the time of inspection. The low-severity L&T cracking in Sections 02 and 03 was unsealed, and the medium-severity L&T cracking was due to either the development of secondary cracking or unsealed crack widths greater than ¼ in. Section 04, which is located near the Runway 31 approach, contained areas of low-severity faulting and medium-severity joint seal damage. An atypical area of low-severity longitudinal, transverse, and diagonal (LTD) cracking and high-severity corner spalling was observed and recorded as an additional sample unit in accordance with ASTM D5340-20.

Taxiways

Taxiway 01 contained eight sections that connected Taxiway 09 to Taxiway 10. Section 01 was in poor condition with areas of medium-severity corner break, low- and medium-severity LTD cracking, high-severity joint seal damage, and all severities of ASR recorded at the time of inspection. Low-severity raveling, medium-severity weathering, and all severities of L&T cracking were observed in Section 02. Section 03 contained areas of low-severity raveling, medium-severity weathering, and low- and medium-severity L&T cracking. Low-severity weathering and all severities of L&T cracking were recorded in Section 04. Section 05 was in excellent condition with only low-severity corner spalling and joint seal damage noted during the inspection. Section 06 contained low-severity corner break, joint seal damage, and small patching; medium-severity joint spalling and LTD cracking; and shrinkage cracking. Section 07 was in excellent condition with only low-severity joint seal damage recorded throughout. Section 08 was also in excellent condition with low-severity corner spalling and joint seal damage identified. The low-severity L&T cracking in Sections 02 and 04 was unsealed, and the medium-severity L&T cracking was due to either the development of secondary cracking or unsealed crack widths greater than ¼ in.

Taxiway 02 consisted of four sections that connected the apron area and Taxiway 07. Areas of low-severity rutting, medium-severity alligator cracking, all severities of L&T cracking, and medium- and high-severity weathering were noted in Section 01. Section 02 contained all

severities of L&T cracking and low- and medium-severity weathering. Areas of low- and medium-severity L&T cracking and weathering and high-severity raveling were recorded in Section 03. Low-severity patching, medium-severity alligator cracking, low- and medium-severity L&T cracking, high-severity raveling, and medium- and high-severity weathering were identified in Section 04. The low-severity L&T cracking in all sections was either sealed or unsealed, and the medium-severity L&T cracking was due primarily to unsealed crack widths greater than ¼ in.

Taxiway 03 contained two sections that connected Runway 01/19 to the parallel taxiway. Section 01 was in excellent condition with low-severity joint seal damage recorded throughout. Low- and medium-severity L&T cracking and medium-severity weathering were identified in Section 02. The low-severity L&T cracking was sealed, and the medium-severity L&T cracking was due to unsatisfactory crack sealant.

Taxiway 04 was defined by two sections that connected Runway 01/19 to the parallel taxiway. Section 01 contained areas of low-severity alligator cracking, low- and medium-severity L&T cracking, high-severity raveling, and medium-severity weathering. All severities of L&T cracking, high-severity raveling, and medium-severity weathering were noted in Section 02. The low-severity L&T cracking in both sections was unsealed, and the medium-severity L&T cracking was due to either the development of secondary cracking, unsatisfactory crack sealant, or unsealed crack widths that exceeded ¼ in.

Taxiway 05 consisted of four sections that connected the apron area to Runway 13/31. Section 01 contained low-severity shoving; medium-severity weathering, alligator cracking, and depression; and medium- and high-severity L&T cracking and raveling. The medium-severity L&T cracking was due to unsealed crack widths greater than ¼ in. Section 02 was in excellent condition with low-severity corner spalling, joint seal damage, and joint spalling recorded. Areas of high-severity corner spalling and medium-severity joint seal damage were observed in Section 03. Section 04 was also in excellent condition with low-severity joint seal damage identified throughout.

Taxiway 06 was defined by two sections that connected Runway 13/31 to the apron area. Section 01 was in poor condition with low-severity raveling, medium-severity weathering and alligator cracking, and all severities of L&T cracking observed at the time of inspection. The low-severity L&T cracking was unsealed, and the medium-severity L&T cracking was due to unsealed crack widths that exceeded ¼ in. Section 02 was in excellent condition with only low-severity joint seal damage recorded throughout.

Taxiway 07 contained one section that connected Taxiway 02 to the Runway 31 approach. Section 01 was in excellent condition with only low-severity joint seal damage identified throughout.

Taxiway 09 consisted of one section that connected the apron area to the Runway 19 approach. Areas of low-severity faulting and joint seal damage were observed in Section 01.

Taxiway 10 was defined by one section that connected Taxiway 01 and Taxiway 12. Low- and medium-severity ASR, high-severity joint seal damage, low-severity joint spalling, medium- and high-severity LTD cracking, and popouts were recorded in Section 01.

Taxiway 11 consisted of one section. Section 01 contained areas of low- and medium-severity ASR and LTD cracking, medium-severity corner break and shattered slab, high-severity joint seal damage, popouts, pumping, and low-severity small patching. An atypical area of high-severity shattered slab was observed and recorded as an additional sample unit in accordance with ASTM D5340-20

Taxiway 12 contained two sections that connected the Runway 01 approach and the parallel taxiway. Areas of low- and medium-severity ASR, high-severity joint seal damage, popouts, and medium-severity small patching were noted in Section 01. Section 02 contained low-severity raveling, medium-severity weathering and block cracking, and low- and medium-severity L&T cracking at the time of inspection. The low-severity L&T cracking was unsealed, and the medium-severity cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded ¼ in.

Taxiway 13 was defined by two sections. Section 01 was in excellent condition with medium-severity corner spalling and low-severity joint seal damage and joint spalling noted at the time of inspection. Medium-severity alligator cracking and weathering, all severities of L&T cracking, and low- and high-severity raveling were observed in Section 02. The low-severity L&T cracking was unsealed, and the medium-severity L&T cracking was due to unsealed crack widths that exceeded ¼ in.

Apron

The apron area consisted of two sections. Section 01 contained low-severity patching, medium-severity weathering, low- and medium-severity alligator cracking, and all severities of L&T cracking. The low-severity L&T cracking was unsealed, and the medium-severity L&T cracking was due to unsealed crack widths greater than ¼ in. Low-severity corner spalling, joint spalling, scaling, small patching, and faulting; low- and medium-severity joint seal damage; and medium-severity LTD cracking were recorded in Section 02.

T-Hangar

The T-hangar area was defined by one section that contained low-severity block cracking, rutting, and patching; low- and medium-severity alligator cracking, L&T cracking, and raveling; and medium- and high-severity weathering. The low-severity L&T cracking was unsealed, and the medium-severity L&T cracking was due to unsealed crack widths that exceeded ¼ in.

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

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

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

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

An unlimited budget with a start date of July 1, 2023 and an inflation rate of 4.0 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 (2023) 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 2024 or 2025, then localized preventive maintenance was not recommended for 2023. While localized preventive maintenance should be an annual undertaking at Ames Municipal Airport, it is not possible to accurately predict the propagation of cracking and other distress types. Therefore, the airport should budget for maintenance every year and can use the 2023 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 Ames Municipal Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2023 is provided in Appendix F.

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2023	A01AM	01	AAC	Major Rehabilitation	$524,237
2023	A01AM	02	PCC	Preventive Maintenance	$62,860
2023	R01AM	01	APC	Major Rehabilitation	$5,079,121
2023	R13AM	01	PCC	Preventive Maintenance	$43,604
2023	R13AM	02	AAC	Major Rehabilitation	$100,362
2023	R13AM	03	AAC	Major Rehabilitation	$84,680
2023	R13AM	04	PCC	Preventive Maintenance	$41,908
2023	T01AM	01	PCC	Major Rehabilitation	$365,213
2023	T01AM	03	AAC	Major Rehabilitation	$23,966
2023	T01AM	06	PCC	Preventive Maintenance	$420
2023	T02AM	01	AC	Major Rehabilitation	$234,603
2023	T02AM	02	AAC	Major Rehabilitation	$25,164
2023	T02AM	04	AC	Major Rehabilitation	$341,562
2023	T03AM	02	AC	Major Rehabilitation	$31,416
2023	T04AM	01	AAC	Major Rehabilitation	$58,049
2023	T04AM	02	AC	Major Rehabilitation	$15,605
2023	T05AM	01	AAC	Major Rehabilitation	$67,244
2023	T05AM	03	PCC	Preventive Maintenance	$2,374
2023	T06AM	01	AAC	Major Rehabilitation	$141,315
2023	T10AM	01	PCC	Preventive Maintenance	$80,095
2023	T11AM	01	PCC	Major Rehabilitation	$347,637
2023	T12AM	01	PCC	Major Rehabilitation	$112,841
2023	T12AM	02	AC	Major Rehabilitation	$37,669
2023	T13AM	01	PCC	Preventive Maintenance	$197
2023	T13AM	02	AC	Major Rehabilitation	$97,671
2023	TH01AM	01	AC	Major Rehabilitation	$909,687
2024	T02AM	03	AAC	Major Rehabilitation	$25,079
2025	T01AM	02	AAC	Major Rehabilitation	$517,966
2025	T01AM	04	AAC	Major Rehabilitation	$164,928
2026	T10AM	01	PCC	Major Rehabilitation	$454,616
				Total Estimated Cost:	**$9,993,000**

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

Table Notes:

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

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

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

General Maintenance Recommendations

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

1. Regularly inspect all safety areas of the airport and document all inspection activity. A sample form that can be used to perform these inspections is provided in Table 3 of this report.
2. Provide a method of tracking all maintenance activities that occur as a result of inspections. These need to be reported to the FAA and the Iowa DOT. This information is used to update the APMS records and is required to remain in compliance with Public Law 103-305 (see the next section of this report for further information on this law).
3. Conduct an aggressive campaign against weed growth through timely herbicide applications and mowing programs of the safety areas. Vegetation growth in pavement cracks is destructive and significantly increases the rate of pavement deterioration.
4. Implement a periodic crack and joint sealing program. Keeping water and debris out of the pavement system by sealing cracks and joints is a proven and cost-effective method of extending the life of the pavement system.
5. Ensure that dirt does not build up along the edges of the pavements. This can create a “bathtub” effect, reducing the ability of water to drain away from the pavement system.
6. Closely monitor the movement of heavy equipment (particularly farming, construction, and fueling equipment) to make sure it is only operating on pavements that are designed to accommodate heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.

FAA Requirements (Public Law 103-305)

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

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

FAA Advisory Circular 150/5380-7B provides detailed guidance pertaining to the requirements for an acceptable pavement management program (PMP). Appendix A of the FAA Advisory Circular 150/5380-7B outlines what needs to be included in a PMP to remain in compliance with this law and Grant Assurance #11. The following is a copy of this Appendix, along with instructions for supplementing this report so that all requirements are met. Note that the italicized words are direct quotations 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 provided in Figure 3 of this report shows the location of all runways, taxiways, aprons, and T-hangars at Ames Municipal Airport. If any new pavements are constructed or any pavement areas are permanently closed, this map must be updated. Project plans should be submitted to the Iowa DOT after project completion.

b. Dimensions of pavement sections.

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

c. Type of pavement surface.

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

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

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

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

Funding sources for all pavement projects should be recorded.

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

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

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

a. *Inspection date*

b. Location

c. Distress types

d. Maintenance scheduled or performed

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

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01AM	01					
A01AM	02					
R01AM	01					
R13AM	01					
R13AM	02					
R13AM	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
R13AM	04					
T01AM	01					
T01AM	02					
T01AM	03					
T01AM	04					
T01AM	05					

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
T01AM	06					
T01AM	07					
T01AM	08					
T02AM	01					
T02AM	02					
T02AM	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
T02AM	04					
T03AM	01					
T03AM	02					
T04AM	01					
T04AM	02					
T05AM	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
T05AM	02					
T05AM	03					
T05AM	04					
T06AM	01					
T06AM	02					
T07AM	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
T09AM	01					
T10AM	01					
T11AM	01					
T12AM	01					
T12AM	02					
T13AM	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
T13AM	02					
TH01AM	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 Ames Municipal Airport. A visual inspection of the pavements in 2022 found that the overall condition of the pavement network is a PCI of 62. A 5-year pavement repair program, shown in Table 2, was generated for Ames Municipal Airport, which revealed that approximately $9,993,000 needs to be expended on M&R. Ames Municipal Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

APPENDIX A

CAUSE OF DISTRESS TABLES

Table A-1. Cause of pavement distress, asphalt-surfaced pavements.

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

Table A-2. Cause of pavement distress, PCC pavements.

Distress Type	Probable Cause of Distress
ASR	Chemical reaction of alkalis in the portland 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

A01AM-01. Overview.

A01AM-01. L&T Cracking (Sample Unit No. 11).

A01AM-01. Patching (Sample Unit No. 11).

A01AM-02. Overview.

A01AM-02. Joint Seal Damage (Sample Unit No. 14).

A01AM-02. LTD Cracking (Sample Unit No. 14).

R01AM-01. Overview.

R01AM-01. Block Cracking (Sample Unit No. 58).

R01AM-01. L&T Cracking (Sample Unit No. 22).

R01AM-01. Weathering (Sample Unit No. 22).

R13AM-01. Overview.

R13AM-01. Joint Seal Damage (Sample Unit No. 53).

R13AM-01. Large Patching (Sample Unit No. 75).

R13AM-02. Overview.

R13AM-02. L&T Cracking (Sample Unit No. 01).

R13AM-02. L&T Cracking (Sample Unit No. 04).

R13AM-03. Overview.

R13AM-03. L&T Cracking (Sample Unit No. 02).

R13AM-04. Overview.

R13AM-04. Corner Spalling (Additional Sample Unit No. 05).

R13AM-04. Joint Seal Damage (Sample Unit No. 28).

R13AM-04. LTD Cracking (Additional Sample Unit No. 05).

T01AM-01. Overview.

T01AM-01. ASR (Sample Unit No. 05).

T01AM-02. Overview.

T01AM-02. L&T Cracking (Sample Unit No. 04).

T01AM-02. L&T Cracking (Sample Unit No. 10).

T01AM-02. Weathering (Sample Unit No. 04).

T01AM-03. Overview.

T01AM-03. L&T Cracking (Sample Unit No. 01).

T01AM-03. Weathering (Sample Unit No. 01).

T01AM-04. Overview.

T01AM-04. L&T Cracking (Sample Unit No. 04) (1).

T01AM-04. L&T Cracking (Sample Unit No. 04) (2).

T01AM-05. Overview.

T01AM-05. Joint Seal Damage (Sample Unit No. 04).

T01AM-06. Overview (1).

T01AM-06. Overview (2).

T01AM-06. LTD Cracking (Sample Unit No. 05).

T01AM-07. Overview.

T01AM-07. Joint Seal Damage (Sample Unit No. 03).

T01AM-08. Overview.

T02AM-01. Overview.

T02AM-01. L&T Cracking (Sample Unit No. 07) (1).

T02AM-01. L&T Cracking (Sample Unit No. 07) (2).

T02AM-02. Overview.

T02AM-02. L&T Cracking (Sample Unit No. 01) (1).

T02AM-02. L&T Cracking (Sample Unit No. 01) (2).

T02AM-03. Overview.

T02AM-03. L&T Cracking (Sample Unit No. 01).

T02AM-03. Weathering (Sample Unit No. 01).

T02AM-04. Overview.

T02AM-04. L&T Cracking (Sample Unit No. 10).

T02AM-04. Weathering (Sample Unit No. 10).

T03AM-01. Overview.

T03AM-02. Overview.

T03AM-02. L&T Cracking (Sample Unit No. 01).

T03AM-02. Weathering (Sample Unit No. 01).

T04AM-01. Overview.

T04AM-01. L&T Cracking (Sample Unit No. 01).

T04AM-01. Weathering (Sample Unit No. 01).

T04AM-02. Overview.

T04AM-02. L&T Cracking (Sample Unit No. 01).

T05AM-01. Overview.

T05AM-01. Alligator Cracking (Sample Unit No. 01).

T05AM-01. Weathering (Sample Unit No. 01).

T05AM-02. Overview.

T05AM-02. Joint Spalling (Sample Unit No. 04).

T05AM-03. Overview.

T05AM-03. Corner Spalling (Sample Unit No. 02).

T05AM-04. Overview.

T05AM-04. Joint Seal Damage (Sample Unit No. 01).

T06AM-01. Overview.

T06AM-01. Alligator Cracking (Sample Unit No. 01).

T06AM-02. Overview.

T06AM-02. Joint Seal Damage (Sample Unit No. 03).

T07AM-01. Overview.

T07AM-01. Joint Seal Damage (Sample Unit No. 02).

T09AM-01. Overview.

T10AM-01. Overview.

T10AM-01. ASR (Sample Unit No. 24).

T10AM-01. LTD Cracking (Sample Unit No. 24).

T11AM-01. Overview.

T11AM-01. ASR (Sample Unit No. 06).

T11AM-01. LTD Cracking (Sample Unit No. 02).

T12AM-01. Overview.

T12AM-01. ASR (Sample Unit No. 04).

T12AM-01. Popouts (Sample Unit No. 04).

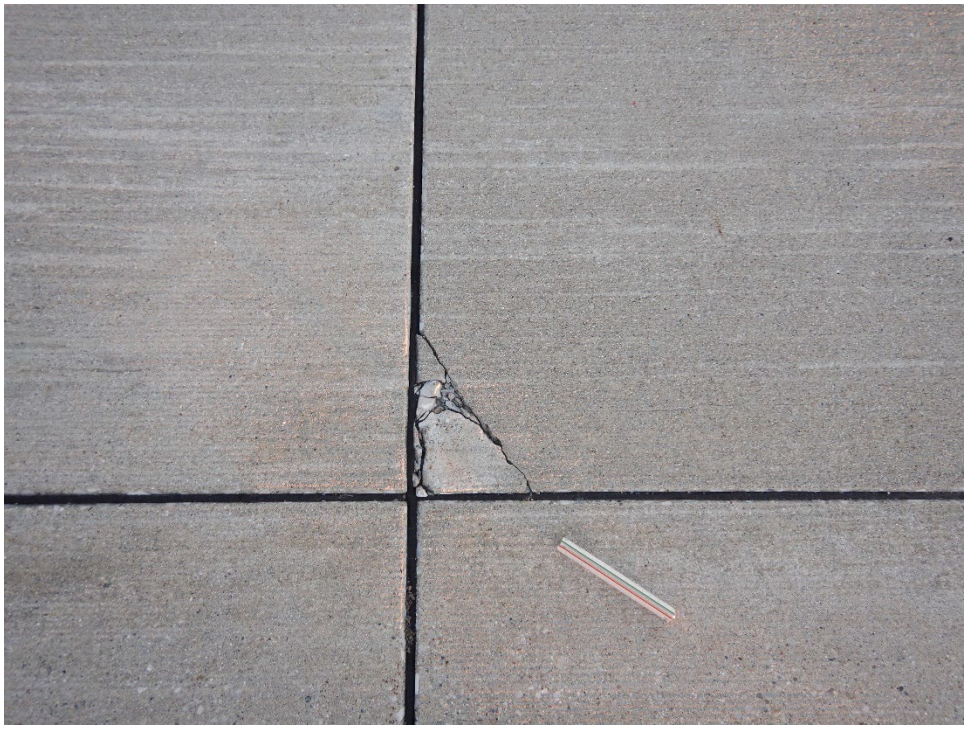
T12AM-02. Overview.

T12AM-02. Block Cracking (Sample Unit No. 01).

T12AM-02. Weathering (Sample Unit No. 01).

T13AM-01. Overview.

T13AM-01. Corner Spalling (Sample Unit No. 04).



T13AM-02. Overview.

T13AM-02. L&T Cracking (Sample Unit No. 02).

T13AM-02. L&T Cracking (Sample Unit No. 03).

TH01AM-01. Overview.

TH01AM-01. L&T Cracking (Sample Unit No. 07).

TH01AM-01. Weathering (Sample Unit No. 07).

APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Pavement Database: IA 2022 | Generate Date: 6/14/2023

Network ID: AMW |

Branch - Section ID: A01AM - 001

Branch Name: APRON | Use: APRON

LCD: 10/1/2000
Surface Type: AAC
Rank: P
Section Area (sf): 68,063.00
Length (ft): 300.00
Width (ft): 200.00
From: TAXIWAY 08AM-01
To: A01AM-02

PCI Family: IowaAACAPNorthern

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 47
Total Samples: 14
Surveyed: 5

Inspection Comments:

Sample Number: 001

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

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	216.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	273.00	Ft	W
50 PATCHING	L	208.00	SF	
57 WEATHERING	M	4,792.00	SF	

Sample Number: 004

Sample Type: R
Sample PCI: 52
Sample Area (SF): 5,400.00

Sample Comments:

41 ALLIGATOR CRACKING	M	20.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	321.00	Ft	W
50 PATCHING	L	496.00	SF	
57 WEATHERING	M	3,004.00	SF	

Sample Number: 006

Sample Type: R
Sample PCI: 50
Sample Area (SF): 5,650.00

Sample Comments:

41 ALLIGATOR CRACKING	M	30.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	280.00	Ft	W
50 PATCHING	L	420.00	SF	
57 WEATHERING	M	5,230.00	SF	

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Sample Number: 007

Sample Type: R
Sample PCI: 37
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	50.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	70.00	Ft	1FT
48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	W
50 PATCHING	L	212.00	SF	
57 WEATHERING	M	4,788.00	SF	

Sample Number: 011

Sample Type: R
Sample PCI: 38
Sample Area (SF): 4,750.00

Sample Comments:

41 ALLIGATOR CRACKING	L	30.00	SF	
41 ALLIGATOR CRACKING	M	45.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	178.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	W
50 PATCHING	L	162.00	SF	
57 WEATHERING	M	4,588.00	SF	

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Branch - Section ID: A01AM - 002

Branch Name: APRON Use: APRON

LCD: 6/4/2013
Surface Type: PCC
Rank: P
Section Area (sf): 132,848.00
Length (ft): 640.00
Width (ft): 185.00
From: A01AM-01
To: T05AM-01

PCI Family: IowaPCCAPNC_CommEnh

Slabs: 1,328
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 25,643.93

Section Comments:

Last Insp Date: 11/8/2022
PCI: 91
Total Samples: 70
Surveyed: 9

Inspection Comments:

Sample Number: 005

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 014

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	M	1.00	Slabs
65 JOINT SEAL DAMAGE	M	20.00	Slabs
70 SCALING	L	1.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

Sample Number: 023

Sample Type: R
Sample PCI: 97
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
66 SMALL PATCH	L	1.00	Slabs

Sample Number: 032

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 035

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
71 FAULTING	L	3.00	Slabs

Sample Number: 041

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 044

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 053

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 064

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Branch - Section ID: R01AM - 001

Branch Name: RUNWAY 01/19 Use: RUNWAY

LCD: 6/1/2004
Surface Type: APC
Rank: P
Section Area (sf): 570,000.00
Length (ft): 5,700.00
Width (ft): 100.00
From: RUNWAY END 01
To: RUNWAY END 19

PCI Family: IowaAPCRWNorthern

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 45
Total Samples: 114
Surveyed: 12

Inspection Comments:

Sample Number: 019

Sample Type: R
Sample PCI: 54
Sample Area (SF): 5,000.00

Sample Comments:

47 JOINT REFLECTION CRACKING	L	200.00	Ft	LS
47 JOINT REFLECTION CRACKING	M	100.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	358.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	W FS
57 WEATHERING	M	4,400.00	SF	LESS PAINT

Sample Number: 022

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

Sample Comments:

47 JOINT REFLECTION CRACKING	L	200.00	Ft	LS
47 JOINT REFLECTION CRACKING	M	100.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	108.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	W FS
57 WEATHERING	M	3,000.00	SF	LESS PAINT

Sample Number: 037

Sample Type: R
Sample PCI: 45
Sample Area (SF): 5,000.00

Sample Comments:

47 JOINT REFLECTION CRACKING	L	100.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	200.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	W FS
57 WEATHERING	M	5,000.00	SF	

Sample Number: 040

Sample Type: R
Sample PCI: 50
Sample Area (SF): 5,000.00

Sample Comments:

47 JOINT REFLECTION CRACKING	L	150.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	150.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	W 2NDY FS
57 WEATHERING	M	5,000.00	SF	

Sample Number: 055

Sample Type: R
Sample PCI: 43
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CRACKING	L	350.00	SF	LU 10X10
43 BLOCK CRACKING	M	350.00	SF	W FS 10X10
47 JOINT REFLECTION CRACKING	M	200.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	W FS
57 WEATHERING	M	5,000.00	SF	

Sample Number: 058

Sample Type: R
Sample PCI: 33
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CRACKING	L	1,000.00	SF	LU 10X10
43 BLOCK CRACKING	M	750.00	SF	W 10X10
47 JOINT REFLECTION CRACKING	M	210.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	340.00	Ft	W FS
50 PATCHING	L	135.00	SF	
57 WEATHERING	M	4,865.00	SF	

Sample Number: 073

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CRACKING	L	350.00	SF	LU 10X10
43 BLOCK CRACKING	M	350.00	SF	FS W
47 JOINT REFLECTION CRACKING	L	100.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	100.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	W FS
57 WEATHERING	M	5,000.00	SF	

Sample Number: 076

Sample Type: R
Sample PCI: 29
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CRACKING	L	1,250.00	SF	LU 10X10
43 BLOCK CRACKING	M	1,250.00	SF	W FS 10X10
47 JOINT REFLECTION CRACKING	L	110.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	100.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	W FS
50 PATCHING	M	210.00	SF	
57 WEATHERING	M	4,790.00	SF	

Sample Number: 091

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CRACKING	L	300.00	SF	LU 10X10
47 JOINT REFLECTION CRACKING	M	120.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	W FS
57 WEATHERING	M	3,500.00	SF	LESS PAINT

Sample Number: 094

Sample Type: R
Sample PCI: 43
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	20.00	SF	
47 JOINT REFLECTION CRACKING	L	150.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	200.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	152.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	W FS
57 WEATHERING	M	3,500.00	SF	

Sample Number: 109

Sample Type: R
Sample PCI: 46
Sample Area (SF): 5,000.00

Sample Comments:

47 JOINT REFLECTION CRACKING	L	100.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	180.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	W FS
57 WEATHERING	M	4,400.00	SF	

Sample Number: 112

Sample Type: R
Sample PCI: 43
Sample Area (SF): 5,000.00

Sample Comments:

47 JOINT REFLECTION CRACKING	L	50.00	Ft	LU
47 JOINT REFLECTION CRACKING	M	250.00	Ft	W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	450.00	Ft	W FS
57 WEATHERING	M	4,500.00	SF	

Branch - Section ID: R13AM - 001

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 10/4/2009
Surface Type: PCC
Rank: S
Section Area (sf): 162,000.00
Length (ft): 2,160.00
Width (ft): 75.00
From: RUNWAY 13 END
To: RUNWAY 13 SECTION 02

PCI Family: IowaPCCRWNC_CommEnhanced

Slabs: 1,728
Slab Length (ft): 10.00
Slab Width (ft): 9.38
Joint Length (ft): 31,245.00

Section Comments:

Last Insp Date: 11/7/2022
PCI: 95
Total Samples: 86
Surveyed: 9

Inspection Comments:

Sample Number: 09

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 10

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 31

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 34

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 53

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 56

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 75

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
67 LARGE PATCH	L	2.00	Slabs
71 FAULTING	L	2.00	Slabs

Sample Number: 78

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Branch - Section ID: R13AM - 002

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/2004
Surface Type: AAC
Rank: S
Section Area (sf): 12,000.00
Length (ft): 160.00
Width (ft): 75.00
From: RUNWAY 31 SECTION 01
To: ISECT. WITH RWY 01/19

PCI Family: IowaAACRWNC&NCW

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

Section Comments:

Last Insp Date: 11/7/2022
PCI: 46
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 34
Sample Area (SF): 3,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	30.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	210.00	Ft	1FT 3IN
48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	W
57 WEATHERING	L	1,000.00	SF	LESS PAINT
57 WEATHERING	M	800.00	SF	

Sample Number: 02

Sample Type: R
Sample PCI: 55
Sample Area (SF): 3,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	80.00	Ft	1FT
48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	90.00	Ft	W
57 WEATHERING	L	1,000.00	SF	LESS PAINT
57 WEATHERING	M	800.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 48
Sample Area (SF): 3,400.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	140.00	Ft	1FT
48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	44.00	Ft	W
57 WEATHERING	L	1,425.00	SF	
57 WEATHERING	M	1,000.00	SF	LESS PAINT

RE-INSPECTION REPORT
AMES MUNICIPAL AIRPORT

Branch - Section ID: R13AM - 003

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 6/1/2004
Surface Type: AAC
Rank: S
Section Area (sf): 10,125.00
Length (ft): 135.00
Width (ft): 75.00
From: ISECT. WITH RWY 01/19
To: EAST - 1/2 TO RWY END 13

PCI Family: IowaAACRWNC&NCW

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

Section Comments:

Last Insp Date: 11/7/2022
PCI: 46
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 56
Sample Area (SF): 5,450.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	50.00	Ft	1FT
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	335.00	Ft	W 2NDY
57 WEATHERING	M	5,450.00	SF	

Sample Number: 02

Sample Type: R
Sample PCI: 33
Sample Area (SF): 4,675.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft	W 2NDY
57 WEATHERING	H	4,675.00	SF	

Branch - Section ID: R13AM - 004

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 10/4/2009
Surface Type: PCC
Rank: S
Section Area (sf): 69,075.00
Length (ft): 921.00
Width (ft): 75.00
From: ISECT WITH RWY 01/19
To: WEST-1/2 THEN FULL TO 13

PCI Family: IowaPCCRWNC_CommEnhanced

Slabs: 737
Slab Length (ft): 10.00
Slab Width (ft): 9.38
Joint Length (ft): 13,279.50

Section Comments:

Last Insp Date: 11/7/2022
PCI: 91
Total Samples: 36
Surveyed: 9

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 05

Sample Type: A
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
65 JOINT SEAL DAMAGE	M	20.00	Slabs
75 CORNER SPALL	H	2.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 11

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 14

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 20

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
71 FAULTING	L	3.00	Slabs

Sample Number: 25

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 28

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Branch - Section ID: T01AM - 001

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 5/30/1986
Surface Type: PCC
Rank: P
Section Area (sf): 20,200.00
Length (ft): 220.00
Width (ft): 97.00
From: TAXIWAY 03
To: TAXIWAY 01 SECTION 02

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 106
Slab Length (ft): 15.30
Slab Width (ft): 12.50
Joint Length (ft): 2,636.20

Section Comments:

Last Insp Date: 11/8/2022
PCI: 23
Total Samples: 7
Surveyed: 4

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 46
Sample Area (Slabs): 16.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
65 JOINT SEAL DAMAGE	H	16.00	Slabs
76 ASR	M	5.00	Slabs
76 ASR	M	4.00	Slabs

Sample Number: 003

Sample Type: R
Sample PCI: 8
Sample Area (Slabs): 16.00

Sample Comments:

63 LINEAR CRACKING	L	2.00	Slabs
65 JOINT SEAL DAMAGE	H	16.00	Slabs
76 ASR	H	4.00	Slabs
76 ASR	L	6.00	Slabs
76 ASR	M	6.00	Slabs

Sample Number: 005

Sample Type: R
Sample PCI: 13
Sample Area (Slabs): 16.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00	Slabs
76 ASR	H	4.00	Slabs
76 ASR	L	6.00	Slabs
76 ASR	M	6.00	Slabs

Sample Number: 006

Sample Type: R
Sample PCI: 25
Sample Area (Slabs): 16.00

Sample Comments:

63 LINEAR CRACKING	M	2.00	Slabs
65 JOINT SEAL DAMAGE	H	16.00	Slabs
76 ASR	H	2.00	Slabs
76 ASR	L	4.00	Slabs
76 ASR	M	2.00	Slabs

Branch - Section ID: T01AM - 002

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/2005
Surface Type: AAC
Rank: P
Section Area (sf): 93,535.00
Length (ft): 2,658.00
Width (ft): 35.00
From: TAXIWAY 01 SECT 01
To: RUNWAY 13/31

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 66
Total Samples: 18
Surveyed: 5

Inspection Comments:

Sample Number: 004

Sample Type: R
Sample PCI: 65
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	145.00	Ft	W 2NDY
52 RAVELING	L	300.00	SF	
57 WEATHERING	M	5,250.00	SF	

Sample Number: 007

Sample Type: R
Sample PCI: 72
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	185.00	Ft	W 2NDY
57 WEATHERING	M	5,250.00	SF	

Sample Number: 010

Sample Type: R
Sample PCI: 66
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	W 2NDY
57 WEATHERING	M	5,250.00	SF	

Sample Number: 013

Sample Type: R
Sample PCI: 65
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	
57 WEATHERING	M	5,250.00	SF	

Sample Number: 016

Sample Type: R

Sample PCI: 65

Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	W 2NDY
57 WEATHERING	M	5,250.00	SF	

Branch - Section ID: T01AM - 003

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/2005
Surface Type: AAC
Rank: P
Section Area (sf): 4,681.00
Length (ft): 120.00
Width (ft): 50.00
From: RUNWAY 13/31
To: TAXIWAY 02

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 60
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 60
Sample Area (SF): 4,681.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft
52 RAVELING	L	1,000.00	SF
57 WEATHERING	M	4,681.00	SF

Branch - Section ID: T01AM - 004

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/1/2005
Surface Type: AAC
Rank: P
Section Area (sf): 29,783.00
Length (ft): 714.00
Width (ft): 35.00
From: TAXIWAY 02
To: TAXIWAY 09

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 64
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	280.00	Ft	W
57 WEATHERING	L	5,250.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	260.00	Ft	W
57 WEATHERING	L	5,250.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	25.00	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	220.00	Ft
57 WEATHERING	L	5,250.00	SF

Sample Number: 05

Sample Type: R
Sample PCI: 67
Sample Area (SF): 5,250.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	210.00	Ft
57 WEATHERING	L	5,250.00	SF

Branch - Section ID: T01AM - 005

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 8/3/2009
Surface Type: PCC
Rank: P
Section Area (sf): 9,071.00
Length (ft): 220.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 104
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 1,643.38

Section Comments:

Last Insp Date: 11/8/2022
PCI: 97
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 23.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	23.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 21.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	21.00	Slabs

Sample Number: 04

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Branch - Section ID: T01AM - 006

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 8/4/2009
Surface Type: PCC
Rank: P
Section Area (sf): 9,695.00
Length (ft): 200.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 111
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 1,752.02

Section Comments:

Last Insp Date: 11/8/2022
PCI: 92
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 97
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
73 SHRINKAGE CRACKING	N	1.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 97
Sample Area (Slabs): 25.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	25.00	Slabs
66 SMALL PATCH	L	1.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 94
Sample Area (Slabs): 21.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
65 JOINT SEAL DAMAGE	L	21.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 22.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
65 JOINT SEAL DAMAGE	L	22.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Branch - Section ID: T01AM - 007

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 4/3/2010
Surface Type: PCC
Rank: P
Section Area (sf): 9,010.00
Length (ft): 185.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 117
Slab Length (ft): 8.80
Slab Width (ft): 8.75
Joint Length (ft): 1,747.45

Section Comments:

Last Insp Date: 11/7/2022
PCI: 98
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Branch - Section ID: T01AM - 008

Branch Name: TAXIWAY 01 Use: TAXIWAY

LCD: 6/3/2017
Surface Type: PCC
Rank: P
Section Area (sf): 8,537.00
Length (ft): 222.00
Width (ft): 40.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 88
Slab Length (ft): 9.65
Slab Width (ft): 10.00
Joint Length (ft): 1,486.48

Section Comments:

Last Insp Date: 11/8/2022
PCI: 97
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 95
Sample Area (Slabs): 16.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Branch - Section ID: T02AM - 001

Branch Name: TAXIWAY 02 Use: TAXIWAY

LCD: 6/4/2001
Surface Type: AC
Rank: P
Section Area (sf): 45,822.00
Length (ft): 1,300.00
Width (ft): 35.00
From: APRON 01
To: TAXIWAY 02 SECT 02

PCI Family: IowaACTWNC_Enhanced

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 56
Total Samples: 13
Surveyed: 5

Inspection Comments:

Sample Number: 003

Sample Type: R
Sample PCI: 55
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CRACKING	M	30.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.00	Ft	LS
57 WEATHERING	M	3,500.00	SF	

Sample Number: 005

Sample Type: R
Sample PCI: 61
Sample Area (SF): 3,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	LS
57 WEATHERING	H	100.00	SF	
57 WEATHERING	M	3,400.00	SF	

Sample Number: 007

Sample Type: R
Sample PCI: 60
Sample Area (SF): 3,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	22.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	262.00	Ft	LS
57 WEATHERING	H	200.00	SF	
57 WEATHERING	M	3,300.00	SF	

Sample Number: 009

Sample Type: R
Sample PCI: 61
Sample Area (SF): 3,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	W
57 WEATHERING	M	3,500.00	SF	

Sample Number: 012

Sample Type: R
Sample PCI: 45
Sample Area (SF): 3,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	87.00	Ft	W FS
53 RUTTING	L	100.00	SF	
57 WEATHERING	H	50.00	SF	
57 WEATHERING	M	3,450.00	SF	

Branch - Section ID: T02AM - 002

Branch Name: TAXIWAY 02 Use: TAXIWAY

LCD: 6/1/2004
Surface Type: AAC
Rank: P
Section Area (sf): 4,915.00
Length (ft): 87.00
Width (ft): 35.00
From: TAXIWAY 02 SECT 01
To: RUNWAY 01/19

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 57
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 57
Sample Area (SF): 4,915.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	35.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	W AT BREAK
57 WEATHERING	L	3,915.00	SF	
57 WEATHERING	M	1,000.00	SF	

Branch - Section ID: T02AM - 003

Branch Name: TAXIWAY 02 Use: TAXIWAY

LCD: 6/1/2004
Surface Type: AAC
Rank: P
Section Area (sf): 4,710.00
Length (ft): 98.00
Width (ft): 35.00
From: RUNWAY 01/19
To: TAXIWAY 02 SECT 04

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 62
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 62
Sample Area (SF): 4,710.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	52.00	Ft	W
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	W AT BREAK
52 RAVELING	H	2.00	SF	
57 WEATHERING	L	3,708.00	SF	
57 WEATHERING	M	1,000.00	SF	

Branch - Section ID: T02AM - 004

Branch Name: TAXIWAY 02 Use: TAXIWAY

LCD: 6/3/2001
Surface Type: AC
Rank: P
Section Area (sf): 40,048.00
Length (ft): 1,145.00
Width (ft): 35.00
From: TAXIWAY 02 SECT 03
To: TAXIWAY 07

PCI Family: IowaACTWNC_Enhanced

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 45
Total Samples: 11
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 57
Sample Area (SF): 3,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	230.00	Ft	W
50 PATCHING	L	70.00	SF	
57 WEATHERING	M	3,430.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 38
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CRACKING	M	40.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	278.00	Ft	W
50 PATCHING	L	70.00	SF	
52 RAVELING	H	30.00	SF	
57 WEATHERING	M	3,400.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 41
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CRACKING	M	50.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	W
50 PATCHING	L	70.00	SF	
57 WEATHERING	M	3,430.00	SF	

Sample Number: 08

Sample Type: R
Sample PCI: 39
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CRACKING	M	5.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	425.00	Ft	W
50 PATCHING	L	140.00	SF	
52 RAVELING	H	10.00	SF	
57 WEATHERING	M	3,350.00	SF	

Sample Number: 10

Sample Type: R
Sample PCI: 48
Sample Area (SF): 3,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	82.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	273.00	Ft	W
50 PATCHING	L	70.00	SF	
57 WEATHERING	H	20.00	SF	
57 WEATHERING	M	3,410.00	SF	

Branch - Section ID: T03AM - 001

Branch Name: TAXIWAY 03 Use: TAXIWAY

LCD: 6/3/2017
Surface Type: PCC
Rank: P
Section Area (sf): 12,116.00
Length (ft): 288.00
Width (ft): 35.00
From: TAXIWAY 01
To: RUNWAY 01/19

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 139
Slab Length (ft): 9.90
Slab Width (ft): 8.80
Joint Length (ft): 2,212.42

Section Comments:

Last Insp Date: 11/8/2022
PCI: 98
Total Samples: 7
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Branch - Section ID: T03AM - 002

Branch Name: TAXIWAY 03 Use: TAXIWAY

LCD: 5/1/2004
Surface Type: AC
Rank: P
Section Area (sf): 6,136.00
Length (ft): 75.00
Width (ft): 50.00
From: T03AM-01
To: R01AM-01

PCI Family: IowaACTWNC_Enhanced

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 59
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 59
Sample Area (SF): 6,136.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	770.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	FS
57 WEATHERING	M	6,136.00	SF	

Branch - Section ID: T04AM - 001

Branch Name: TAXIWAY 04 Use: TAXIWAY

LCD: 6/1/2005
Surface Type: AAC
Rank: P
Section Area (sf): 11,338.00
Length (ft): 285.00
Width (ft): 36.00
From: TAXIWAY 01
To: RUNWAY 01/19

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 59
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,038.00

Sample Comments:

41 ALLIGATOR CRACKING	L	50.00	SF	EDGE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	135.00	Ft	W
57 WEATHERING	M	5,038.00	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 54
Sample Area (SF): 3,150.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	257.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	192.00	Ft	W
52 RAVELING	H	15.00	SF	
57 WEATHERING	M	3,135.00	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 60
Sample Area (SF): 3,150.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	155.00	Ft	W 2NDY
52 RAVELING	H	10.00	SF	
57 WEATHERING	M	3,140.00	SF	

Branch - Section ID: T04AM - 002

Branch Name: TAXIWAY 04 Use: TAXIWAY

LCD: 5/1/2004
Surface Type: AC
Rank: P
Section Area (sf): 3,048.00
Length (ft): 45.00
Width (ft): 36.00
From: T04AM-01
To: R01AM-01

PCI Family: IowaACTWNC_Enhanced

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 55
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 55
Sample Area (SF): 3,048.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	20.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	145.00	Ft	W FS AT BRK
52 RAVELING	H	5.00	SF	
57 WEATHERING	M	3,043.00	SF	

Branch - Section ID: T05AM - 001

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 6/1/2003
Surface Type: AAC
Rank: P
Section Area (sf): 7,595.00
Length (ft): 200.00
Width (ft): 35.00
From: APRON 01
To: RUNWAY 13/31

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 45
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 41
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CRACKING	M	25.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	25.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	260.00	Ft	W
52 RAVELING	H	10.00	SF	
52 RAVELING	M	40.00	SF	
57 WEATHERING	M	3,450.00	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 48
Sample Area (SF): 4,095.00

Sample Comments:

41 ALLIGATOR CRACKING	M	10.00	SF	
45 DEPRESSION	M	2.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	372.00	Ft	W
54 SHOVING	L	5.00	SF	
57 WEATHERING	M	4,095.00	SF	

Branch - Section ID: T05AM - 002

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 8/4/2009
Surface Type: PCC
Rank: P
Section Area (sf): 6,957.00
Length (ft): 180.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 80
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 1,253.36

Section Comments:

Last Insp Date: 11/8/2022
PCI: 97
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 21.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	21.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 94
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Branch - Section ID: T05AM - 003

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 8/4/2009
Surface Type: PCC
Rank: P
Section Area (sf): 4,839.00
Length (ft): 170.00
Width (ft): 25.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 42
Slab Length (ft): 8.80
Slab Width (ft): 12.50
Joint Length (ft): 722.66

Section Comments:

Last Insp Date: 11/8/2022
PCI: 91
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 89
Sample Area (Slabs): 22.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	22.00	Slabs
75 CORNER SPALL	H	1.00	Slabs

Branch - Section ID: T05AM - 004

Branch Name: TAXIWAY 05 Use: TAXIWAY

LCD: 6/4/2013
Surface Type: PCC
Rank: P
Section Area (sf): 3,312.00
Length (ft): 90.00
Width (ft): 35.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 39
Slab Length (ft): 8.80
Slab Width (ft): 8.75
Joint Length (ft): 623.45

Section Comments:

Last Insp Date: 11/8/2022
PCI: 98
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 19.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	19.00	Slabs

Sample Number: 002

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Branch - Section ID: T06AM - 001

Branch Name: TAXIWAY 06 Use: TAXIWAY

LCD: 6/1/2003
Surface Type: AAC
Rank: P
Section Area (sf): 13,060.00
Length (ft): 260.00
Width (ft): 35.00
From: TAXIWAY 02
To: RUNWAY 13/31

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 30
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 18
Sample Area (SF): 5,800.00

Sample Comments:

41 ALLIGATOR CRACKING	M	900.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	10.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	420.00	Ft	W
52 RAVELING	L	1,500.00	SF	
57 WEATHERING	M	5,800.00	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 38
Sample Area (SF): 3,760.00

Sample Comments:

41 ALLIGATOR CRACKING	M	125.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft	W
52 RAVELING	L	150.00	SF	
57 WEATHERING	M	3,760.00	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 41
Sample Area (SF): 3,500.00

Sample Comments:

41 ALLIGATOR CRACKING	M	40.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	30.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	130.00	Ft	W
52 RAVELING	L	1,500.00	SF	
57 WEATHERING	M	3,500.00	SF	

Branch - Section ID: T06AM - 002

Branch Name: TAXIWAY 06 Use: TAXIWAY

LCD: 8/4/2009
Surface Type: PCC
Rank: P
Section Area (sf): 5,476.00
Length (ft): 140.00
Width (ft): 35.00
From: ..
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 65
Slab Length (ft): 9.60
Slab Width (ft): 8.75
Joint Length (ft): 1,000.67

Section Comments:

Last Insp Date: 11/8/2022
PCI: 98
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 21.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	21.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Branch - Section ID: T07AM - 001

Branch Name: TAXIWAY 07 Use: TAXIWAY

LCD: 8/4/2009
Surface Type: PCC
Rank: P
Section Area (sf): 4,150.00
Length (ft): 110.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 49
Slab Length (ft): 9.70
Slab Width (ft): 8.75
Joint Length (ft): 745.82

Section Comments:

Last Insp Date: 11/8/2022
PCI: 98
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 25.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	25.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Branch - Section ID: T09AM - 001

Branch Name: TAXIWAY 09 Use: TAXIWAY

LCD: 4/3/2010
Surface Type: PCC
Rank: P
Section Area (sf): 29,810.00
Length (ft): 850.00
Width (ft): 35.00
From: TAXIWAY 08
To: RUNWAY END 19

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 341
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 5,501.07

Section Comments:

Last Insp Date: 11/7/2022
PCI: 93
Total Samples: 17
Surveyed: 7

Inspection Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
71 FAULTING	L	4.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 09

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 11

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 14

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
71 FAULTING	L	5.00	Slabs

Sample Number: 16

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Branch - Section ID: T10AM - 001

Branch Name: TAXIWAY 10 Use: TAXIWAY

LCD: 5/3/1986
Surface Type: PCC
Rank: P
Section Area (sf): 47,270.00
Length (ft): 1,300.00
Width (ft): 35.00
From: T01 & T03
To: T11 & T12

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 515
Slab Length (ft): 10.50
Slab Width (ft): 8.75
Joint Length (ft): 8,517.26

Section Comments:

Last Insp Date: 11/8/2022
PCI: 67
Total Samples: 26
Surveyed: 7

Inspection Comments:

Sample Number: 004

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	2.00	Slabs
76 ASR	L	7.00	Slabs

Sample Number: 007

Sample Type: R
Sample PCI: 81
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	2.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

Sample Number: 013

Sample Type: R
Sample PCI: 73
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	4.00	Slabs
76 ASR	L	4.00	Slabs

Sample Number: 016

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	3.00	Slabs

Sample Number: 019

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	6.00	Slabs
76 ASR	L	1.00	Slabs

Sample Number: 022

Sample Type: R
Sample PCI: 48
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	4.00	Slabs
76 ASR	L	5.00	Slabs
76 ASR	M	6.00	Slabs

Sample Number: 024

Sample Type: R
Sample PCI: 36
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	H	1.00	Slabs
63 LINEAR CRACKING	M	3.00	Slabs
65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	5.00	Slabs
76 ASR	L	4.00	Slabs
76 ASR	M	2.00	Slabs

Branch - Section ID: T11AM - 001

Branch Name: TAXIWAY 11 Use: TAXIWAY

LCD: 6/30/1986
Surface Type: PCC
Rank: P
Section Area (sf): 20,748.00
Length (ft): 210.00
Width (ft): 100.00
From: EDGE OF T10
To: EDGE OF T11

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 125
Slab Length (ft): 13.30
Slab Width (ft): 12.50
Joint Length (ft): 2,913.56

Section Comments:

Last Insp Date: 11/8/2022
PCI: 43
Total Samples: 7
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 65
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	M	2.00	Slabs
65 JOINT SEAL DAMAGE	H	20.00	Slabs
66 SMALL PATCH	L	2.00	Slabs
68 POPOUTS	N	3.00	Slabs
76 ASR	L	2.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs
68 POPOUTS	N	6.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 20
Sample Area (Slabs): 20.00

Sample Comments:

62 CORNER BREAK	M	3.00	Slabs
63 LINEAR CRACKING	M	9.00	Slabs
65 JOINT SEAL DAMAGE	H	20.00	Slabs
69 PUMPING	N	4.00	Slabs
72 SHATTERED SLAB	M	3.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 37
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	M	8.00	Slabs
65 JOINT SEAL DAMAGE	H	20.00	Slabs
76 ASR	L	6.00	Slabs
76 ASR	M	2.00	Slabs

Sample Number: 07

Sample Type: A

Sample PCI: 4

Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
63 LINEAR CRACKING	M	6.00	Slabs
65 JOINT SEAL DAMAGE	H	20.00	Slabs
72 SHATTERED SLAB	H	1.00	Slabs
72 SHATTERED SLAB	M	4.00	Slabs
76 ASR	L	8.00	Slabs
76 ASR	M	4.00	Slabs

Branch - Section ID: T12AM - 001

Branch Name: TAXIWAY 12 Use: TAXIWAY

LCD: 6/30/1986
Surface Type: PCC
Rank: P
Section Area (sf): 13,198.00
Length (ft): 300.00
Width (ft): 35.00
From: TAXIWAY 10
To: RUNWAY 01/19

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 151
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 2,407.06

Section Comments:

Last Insp Date: 11/8/2022
PCI: 60
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 59
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs
66 SMALL PATCH	M	2.00 Slabs
68 POPOUTS	N	5.00 Slabs
76 ASR	L	6.00 Slabs
76 ASR	M	1.00 Slabs

Sample Number: 03

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs
68 POPOUTS	N	7.00 Slabs
76 ASR	L	4.00 Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 60
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs
68 POPOUTS	N	4.00 Slabs
76 ASR	L	3.00 Slabs
76 ASR	M	2.00 Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 53
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs
68 POPOUTS	N	8.00 Slabs
76 ASR	L	5.00 Slabs
76 ASR	M	2.00 Slabs

Branch - Section ID: T12AM - 002

Branch Name: TAXIWAY 12 Use: TAXIWAY

LCD: 5/1/2004
Surface Type: AC
Rank: P
Section Area (sf): 3,485.00
Length (ft): 150.00
Width (ft): 30.00
From: R01AM-01
To: T12AM-01

PCI Family: IowaACTWNC_Enhanced

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 41
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 41
Sample Area (SF): 3,485.00

Sample Comments:

43 BLOCK CRACKING	M	600.00	SF	W 10X10
48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	W 2NDY FS AT BREAK
48 LONGITUDINAL/TRANSVERSE CRACKING	M	235.00	Ft	W FS
52 RAVELING	L	500.00	SF	
57 WEATHERING	M	3,485.00	SF	

Branch - Section ID: T13AM - 001

Branch Name: TAXIWAY 13 Use: TAXIWAY

LCD: 4/3/2010
Surface Type: PCC
Rank: P
Section Area (sf): 19,699.00
Length (ft): 500.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 225
Slab Length (ft): 10.00
Slab Width (ft): 8.75
Joint Length (ft): 3,618.99

Section Comments:

Last Insp Date: 11/7/2022
PCI: 97
Total Samples: 11
Surveyed: 6

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 94
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 09

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

Sample Number: 10

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Branch - Section ID: T13AM - 002

Branch Name: TAXIWAY 13 Use: TAXIWAY

LCD: 6/1/1990
Surface Type: AC
Rank: P
Section Area (sf): 17,200.00
Length (ft): 430.00
Width (ft): 40.00
From: .
To: .

PCI Family: IowaACTWNC_Enhanced

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 50
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 46
Sample Area (SF): 4,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	30.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	40.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	170.00	Ft	W
57 WEATHERING	M	4,000.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 47
Sample Area (SF): 4,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	20.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	
52 RAVELING	L	500.00	SF	
57 WEATHERING	M	4,000.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 57
Sample Area (SF): 4,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	5.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	W
52 RAVELING	H	20.00	SF	
52 RAVELING	L	500.00	SF	
57 WEATHERING	M	3,980.00	SF	

Branch - Section ID: TH01AM - 001

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

LCD: 10/4/1999
Surface Type: AC
Rank: P
Section Area (sf): 96,765.00
Length (ft): 1,670.00
Width (ft): 50.00
From: .
To: .

PCI Family: IowaASPHALTTHNorthern

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

Section Comments:

Last Insp Date: 11/8/2022
PCI: 44
Total Samples: 19
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 20
Sample Area (SF): 4,950.00

Sample Comments:

41 ALLIGATOR CRACKING	M	750.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	193.00	Ft	
50 PATCHING	L	90.00	SF	
57 WEATHERING	M	4,860.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	230.00	Ft	W
50 PATCHING	L	400.00	SF	PCC
52 RAVELING	L	500.00	SF	
57 WEATHERING	M	5,100.00	SF	

Sample Number: 07

Sample Type: R
Sample PCI: 55
Sample Area (SF): 5,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	95.00	Ft	W
50 PATCHING	L	400.00	SF	PCC
52 RAVELING	L	500.00	SF	
53 RUTTING	L	30.00	SF	
57 WEATHERING	M	5,100.00	SF	

Sample Number: 12

Sample Type: R
Sample PCI: 40
Sample Area (SF): 4,200.00

Sample Comments:

41 ALLIGATOR CRACKING	M	10.00	SF	
43 BLOCK CRACKING	L	1,500.00	SF	LU 10X10
48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	W
50 PATCHING	L	400.00	SF	PCC
52 RAVELING	M	200.00	SF	
57 WEATHERING	M	3,600.00	SF	

Sample Number: 18

Sample Type: R
Sample PCI: 40
Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CRACKING	L	75.00	SF	EDGE
41 ALLIGATOR CRACKING	M	150.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	135.00	Ft	
57 WEATHERING	H	250.00	SF	
57 WEATHERING	M	5,000.00	SF	

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2022
Network ID: AMW

Generate Date: 6/25/2023

Network: AMES MUNICIPAL AIRPORT

Branch - Section ID: A01AM - 001

LCD: 10/1/2000
Use: APRON
Rank: P
Surface: AAC

Length (ft): 300.00
Width (ft): 200.00
True Area (sf): 68,063.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
11-18-2018	PA-AD	Patching - AC Deep	$0.00	0.00	False	-
10-01-2000	OL-AC	Overlay - AC	$0.00	2.00	True	2" P-401 AC Overlay
05-01-1963	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: A01AM - 002

LCD: 6/4/2013
Use: APRON
Rank: P
Surface: PCC

Length (ft): 640.00
Width (ft): 185.00
True Area (sf): 132,848.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-04-2013	CR-PC	Complete Reconstruction - PCC	$0.00	9.00	True	9" PCCP
06-03-2013	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" AGG BASE (P-209)
06-02-2013	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" OVEREXCAVATED FILL MATERIAL (P-152
06-01-2013	SG-CO	Subgrade - Compacted	$0.00	6.00	False	SCARIFY/RECOMPACT 6" EXISTING P-152
07-01-1999	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: R01AM - 001

LCD: 6/1/2004
Use: RUNWAY
Rank: P
Surface: APC

Length (ft): 5,700.00
Width (ft): 100.00
True Area (sf): 570,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-08-2022	GR-PP	Grinding (Localized)	$0.00	0.00	False	LOCALIZED GRINDING, EST
06-08-2022	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST, PARTIAL, VERY SMALL AREA
06-01-2010	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2004	OL-AC	Overlay - AC	$0.00	3.00	True	3" P-401 AC Overlay
06-02-1986	NC-PC	New Construction - PCC	$0.00	6.00	True	6" P-501
06-01-1986	SB-AG	Subbase - Aggregate	$0.00	4.00	False	4" P-154

Branch - Section ID: R13AM - 001

LCD: 10/4/2009
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 2,160.00
Width (ft): 75.00
True Area (sf): 162,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-04-2009	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	6" P-501
10-03-2009	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" P-209 CABC
10-02-2009	SB-AG	Subbase - Aggregate	$0.00	5.00	False	5" P-207 Millings
10-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG
10-01-1991	OL-AS	Overlay - AC Structural	$0.00	0.00	True	Cold-in-place
06-30-1977	NC-AC	New Construction - AC	$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2022
Network ID: AMW

Generate Date: 6/25/2023

Branch - Section ID: R13AM - 002

LCD: 6/1/2004
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 160.00
Width (ft): 75.00
True Area (sf): 12,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-03-1991	CR-AC	Complete Reconstruction - AC	$0.00	4.00	True	4" P-401a
06-02-1991	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" Cold In-Place Recycled AC
06-01-1991	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-209 CAB
06-30-1977	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: R13AM - 003

LCD: 6/1/2004
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 135.00
Width (ft): 75.00
True Area (sf): 10,125.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-03-1991	CR-AC	Complete Reconstruction - AC	$0.00	4.00	True	4" P-401a
06-02-1991	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" Cold In-Place Recycled AC
06-01-1991	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-209 CAB
06-30-1977	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: R13AM - 004

LCD: 10/4/2009
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 921.00
Width (ft): 75.00
True Area (sf): 69,075.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-04-2009	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	6" P-501
10-03-2009	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" P-209 CABC
10-02-2009	SB-AG	Subbase - Aggregate	$0.00	5.00	False	5" P-207 Millings
10-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG
06-01-1991	OL-AS	Overlay - AC Structural	$0.00	0.00	True	Cold-in-place
06-30-1977	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T01AM - 001

LCD: 5/30/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 220.00
Width (ft): 97.00
True Area (sf): 20,200.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-30-1986	NC-PC	New Construction - PCC	$0.00	6.00	True	-
05-29-1986	SB-AG	Subbase - Aggregate	$0.00	6.00	False	-
05-28-1986	SG-CO	Subgrade - Compacted	$0.00	6.00	False	-

WORK HISTORY

Pavement Database: IA 2022
Network ID: AMW

Generate Date: 6/25/2023

Branch - Section ID: T01AM - 002

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 2,658.00
Width (ft): 35.00
True Area (sf): 93,535.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 Overlay
06-02-1988	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401
06-01-1988	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-209

Branch - Section ID: T01AM - 003

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 120.00
Width (ft): 50.00
True Area (sf): 4,681.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1988	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T01AM - 004

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 714.00
Width (ft): 35.00
True Area (sf): 29,783.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1988	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T01AM - 005

LCD: 8/3/2009
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 220.00
Width (ft): 35.00
True Area (sf): 9,071.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-03-2009	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	$0.00	4.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	$0.00	5.00	False	-
08-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	-
06-01-1988	NC-AC	New Construction - AC	$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2022
Network ID: AMW

Generate Date: 6/25/2023

Branch - Section ID: T01AM - 006

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

Length (ft): 200.00
Width (ft): 35.00
True Area (sf): 9,695.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	$0.00	4.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	$0.00	5.00	False	-
08-01-2009	SB-AG	Subbase - Aggregate	$0.00	6.00	False	-
06-01-1988	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T01AM - 007

LCD: 4/3/2010
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 185.00
Width (ft): 35.00
True Area (sf): 9,010.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2010	CR-PC	Complete Reconstruction - PCC	$0.00	9.00	True	9" P-501 PCC
04-02-2010	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" Modified Drainable P-209
04-01-2010	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P-152 Controlled Earth Fill

Branch - Section ID: T01AM - 008

LCD: 6/3/2017
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 222.00
Width (ft): 40.00
True Area (sf): 8,537.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2017	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	6" PCC
06-02-2017	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" AGG SUBBASE
06-01-2017	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" SUBGRADE
01-01-1986	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: T02AM - 001

LCD: 6/4/2001
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,300.00
Width (ft): 35.00
True Area (sf): 45,822.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-08-2022	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST
06-04-2001	CR-AC	Complete Reconstruction - AC	$0.00	2.00	True	2" P-401 AC
06-03-2001	BA-BI	Base Course - Bituminous	$0.00	4.00	False	4" P-401 Bit Base
06-02-2001	BA-AG	Base Course - Aggregate	$0.00	10.00	False	10" P-208 Subbase (Recycled Asphalt Millings)
06-01-2001	SG-CO	Subgrade - Compacted	$0.00	0.00	False	P-152 Compacted SG
06-01-1986	NC-AC	New Construction - AC	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: T02AM - 002

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

Length (ft): 87.00
Width (ft): 35.00
True Area (sf): 4,915.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1986	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T02AM - 003

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

Length (ft): 98.00
Width (ft): 35.00
True Area (sf): 4,710.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2004	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1963	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T02AM - 004

LCD: 6/3/2001
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,145.00
Width (ft): 35.00
True Area (sf): 40,048.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2001	CR-AC	Complete Reconstruction - AC	$0.00	4.00	True	4" P-401 AC
06-02-2001	BA-AG	Base Course - Aggregate	$0.00	9.00	False	9" P-208 Subbase (Recycled Asphalt Millings)
06-01-2001	SG-CO	Subgrade - Compacted	$0.00	0.00	False	P-152 Compacted SG
06-01-1963	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T03AM - 001

LCD: 6/3/2017
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 288.00
Width (ft): 35.00
True Area (sf): 12,116.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2017	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	6" PCC
06-02-2017	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" AGG SUBBASE
06-01-2017	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" SUBGRADE
05-01-1986	NC-PC	New Construction - PCC	$0.00	0.00	True	-

WORK HISTORY

Pavement Database: IA 2022
Network ID: AMW

Generate Date: 6/25/2023

Branch - Section ID: T03AM - 002

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

Length (ft): 75.00
Width (ft): 50.00
True Area (sf): 6,136.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2021	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST
06-01-2010	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
05-01-2004	CR-AC	Complete Reconstruction - AC	$0.00	0.00	True	-

Branch - Section ID: T04AM - 001

LCD: 6/1/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 285.00
Width (ft): 36.00
True Area (sf): 11,338.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1988	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T04AM - 002

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

Length (ft): 45.00
Width (ft): 36.00
True Area (sf): 3,048.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-01-2004	CR-AC	Complete Reconstruction - AC	$0.00	0.00	True	-

Branch - Section ID: T05AM - 001

LCD: 6/1/2003
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 200.00
Width (ft): 35.00
True Area (sf): 7,595.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2003	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1958	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T05AM - 002

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

Length (ft): 180.00
Width (ft): 35.00
True Area (sf): 6,957.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	$0.00	7.00	True	7" P-501 PCC
08-03-2009	BA-AG	Base Course - Aggregate	$0.00	3.00	False	3" P-209 (Clean-Drainable)
08-02-2009	SB-AG	Subbase - Aggregate	$0.00	3.00	False	3" P-207 Millings (Dirty)
08-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG
06-01-1958	NU-IN	New Construction - Initial	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: T05AM - 003

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

Length (ft): 170.00
Width (ft): 25.00
True Area (sf): 4,839.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	NC-PC	New Construction - PCC	$0.00	7.00	True	7" P-501 PCC
08-03-2009	BA-AG	Base Course - Aggregate	$0.00	3.00	False	3" P-209 (Clean-Drainable)
08-02-2009	SB-AG	Subbase - Aggregate	$0.00	3.00	False	3" P-207 Millings (Dirty)
08-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" Compacted SG

Branch - Section ID: T05AM - 004

LCD: 6/4/2013
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 90.00
Width (ft): 35.00
True Area (sf): 3,312.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-04-2013	CR-PC	Complete Reconstruction - PCC	$0.00	9.00	True	9" PCCP
06-03-2013	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" AGG BASE (P-209)
06-02-2013	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" OVEREXCAVATED FILL MATERIAL (P-152)
06-01-2013	SG-CO	Subgrade - Compacted	$0.00	6.00	False	SCARIFY/RECOMPACT 6" EXISTING MATERIAL (P-152)
06-01-2003	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1958	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T06AM - 001

LCD: 6/1/2003
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 260.00
Width (ft): 35.00
True Area (sf): 13,060.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2003	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1963	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: T06AM - 002

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

Length (ft): 140.00
Width (ft): 35.00
True Area (sf): 5,476.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	$0.00	4.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	$0.00	5.00	False	-
08-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	-
06-01-1963	NC-AC	New Construction - AC	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: T07AM - 001

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

Length (ft): 110.00
Width (ft): 35.00
True Area (sf): 4,150.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-04-2009	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	-
08-03-2009	BA-AG	Base Course - Aggregate	$0.00	5.00	False	-
08-02-2009	SB-AG	Subbase - Aggregate	$0.00	4.00	False	-
08-01-2009	SG-CO	Subgrade - Compacted	$0.00	6.00	False	-

Branch - Section ID: T09AM - 001

LCD: 4/3/2010
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 850.00
Width (ft): 35.00
True Area (sf): 29,810.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2010	CR-PC	Complete Reconstruction - PCC	$0.00	9.00	True	9" P-501 PCC
04-02-2010	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" Modified "Drainable" P-209
04-01-2010	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P-152 Controlled Earth Fill
05-01-1986	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: T10AM - 001

LCD: 5/3/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,300.00
Width (ft): 35.00
True Area (sf): 47,270.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
05-03-1986	NC-PC	New Construction - PCC	$0.00	6.00	True	6" P-501 PCC
05-02-1986	SB-AG	Subbase - Aggregate	$0.00	4.00	False	4" P-154 Subbase
05-01-1986	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG

Branch - Section ID: T11AM - 001

LCD: 6/30/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 210.00
Width (ft): 100.00
True Area (sf): 20,748.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-1986	NC-PC	New Construction - PCC	$0.00	6.00	True	-
06-29-1986	SB-AG	Subbase - Aggregate	$0.00	6.00	False	-
06-28-1986	SG-CO	Subgrade - Compacted	$0.00	6.00	False	-
06-01-1986	NU-IN	New Construction - Initial	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: T12AM - 001

LCD: 6/30/1986
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 300.00
Width (ft): 35.00
True Area (sf): 13,198.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-1986	NC-PC	New Construction - PCC	$0.00	6.00	True	-
06-29-1986	SB-AG	Subbase - Aggregate	$0.00	6.00	False	-
06-28-1986	SG-CO	Subgrade - Compacted	$0.00	6.00	False	-

Branch - Section ID: T12AM - 002

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

Length (ft): 150.00
Width (ft): 30.00
True Area (sf): 3,485.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2010	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
05-01-2004	CR-AC	Complete Reconstruction - AC	$0.00	0.00	True	-

Branch - Section ID: T13AM - 001

LCD: 4/3/2010
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 500.00
Width (ft): 35.00
True Area (sf): 19,699.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-03-2010	NC-PC	New Construction - PCC	$0.00	6.00	True	6" P-501 PCC
04-02-2010	BA-AG	Base Course - Aggregate	$0.00	4.00	False	4" P-209 Modified "Drainable" CABC
04-01-2010	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P-152 Controlled Earth Fill

Branch - Section ID: T13AM - 002

LCD: 6/1/1990
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 430.00
Width (ft): 40.00
True Area (sf): 17,200.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1990	NU-IN	New Construction - Initial	$0.00	0.00	True	UNKNOWN

Branch - Section ID: TH01AM - 001

LCD: 10/4/1999
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 1,670.00
Width (ft): 50.00
True Area (sf): 96,765.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
10-04-1999	NU-IN	New Construction - Initial	$0.00	2.00	True	2" P*401 AC
10-03-1999	BA-BI	Base Course - Bituminous	$0.00	3.25	False	3.25" P-401 Bit Base
10-02-1999	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-208 Subbase
10-01-1999	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

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

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

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

Table E-3. 2023 unit costs for localized preventive maintenance actions.

Maintenance Action	Unit Cost
Asphalt Patch—Asphalt-Surfaced Pavement	$15.24/sf
Crack Sealing—Asphalt-Surfaced Pavement	$2.61/lf
Partial Depth PCC Patch—PCC Pavement	$39.04/sf
Full Depth PCC Patch—PCC Pavement	$17.43/sf
Crack Sealing—PCC Pavement	$3.14/lf
Joint Sealing—PCC Pavement	$3.14/lf
Grinding—PCC Pavement	$0.37/sf
Slab Replacement—PCC Pavement	$17.43/sf

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

Table E-4. 2023 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
AC	$10.82	$5.12	$5.12	$5.12	$0.00	$0.00	$0.00
PCC	$18.08	$8.55	$8.55	$8.55	$0.00	$0.00	$0.00

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

APPENDIX F

YEAR 2023 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

Table F-1. Year 2023 localized preventive maintenance details.

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2023 Estimated Cost
A01AM	02	Joint Seal Damage	Medium	1,033	Slabs	Joint Seal (Localized)	$3.14	$62,628
A01AM	02	LTD Cracking	Medium	7	Slabs	Crack Sealing - PCC	$3.14	$232
R13AM	01	Joint Seal Damage	Medium	768	Slabs	Joint Seal (Localized)	$3.14	$43,604
R13AM	04	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	$39.04	$210
R13AM	04	Joint Seal Damage	Medium	737	Slabs	Joint Seal (Localized)	$3.14	$41,697
T01AM	06	Corner Break	Low	3	Slabs	Crack Sealing - PCC	$3.14	$65
T01AM	06	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	$39.04	$318
T01AM	06	LTD Cracking	Medium	1	Slabs	Crack Sealing - PCC	$3.14	$37
T05AM	03	Corner Spalling	High	1	Slabs	Patching - PCC Partial Depth	$39.04	$105
T05AM	03	Joint Seal Damage	Medium	42	Slabs	Joint Seal (Localized)	$3.14	$2,269
T10AM	01	ASR	Medium	29	Slabs	Slab Replacement - PCC	$17.43	$47,126
T10AM	01	Joint Seal Damage	High	515	Slabs	Joint Seal (Localized)	$3.14	$26,744
T10AM	01	LTD Cracking	Medium	11	Slabs	Crack Sealing - PCC	$3.14	$334
T10AM	01	LTD Cracking	High	4	Slabs	Slab Replacement - PCC	$17.43	$5,891
T13AM	01	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$39.04	$197

Table Notes:

1. See Figure 3 for the location of the branch and section.

2. Distress types are defined by ASTM D5340-20. 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 adjustment to reflect specific conditions at Ames Municipal Airport.

PREPARED FOR

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JULY 2023