

Audubon County Airport

PAVEMENT MANAGEMENT REPORT



PREPARED BY

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AUDUBON COUNTY AIRPORT PAVEMENT MANAGEMENT REPORT

PREPARED FOR:

**IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION**

PREPARED BY:

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IN ASSOCIATION WITH:

ROBINSON ENGINEERING COMPANY

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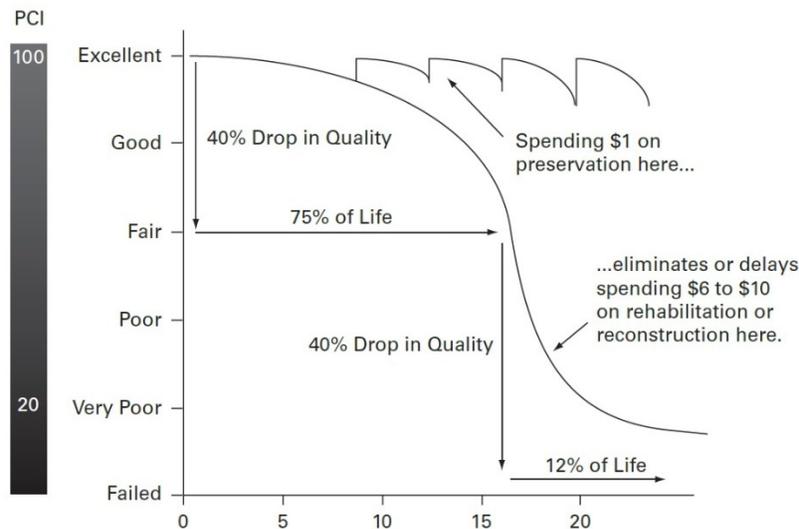
INTRODUCTION

Applied Pavement Technology, Inc. (APTech), with assistance from Robinson Engineering Company, updated the airport pavement management system (APMS) for the Iowa Department of Transportation, Office of Aviation (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 Audubon County Airport were assessed in December 2017 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 also to identify the most cost-effective time to perform major rehabilitation (such as an overlay or whitetopping). The importance of identifying not only the type of repair, but also the optimal time of repair is illustrated in Figure 1 (taken from <http://www.fhwa.dot.gov/pavement/preservation/ppc0621.cfm>). This figure shows that there is a point in a pavement's life cycle where the rate of deterioration increases. The financial impact of delaying repairs beyond this point can be severe.

Figure 1. Pavement condition versus cost of repair.



The pavement evaluation results for Audubon County Airport are presented within this report and can be used by the Iowa DOT, the Federal Aviation Administration (FAA), and Audubon County Airport to identify, prioritize, and schedule pavement maintenance and rehabilitation (M&R) actions at the airport. In addition to this report, the web-based Interactive Data Exchange Application (IDEA) containing the pavement management information collected during this project was updated and may be accessed from the Iowa DOT's website.

PAVEMENT INVENTORY

The pavement network at Audubon County Airport was divided into branches, sections, and sample units for pavement management purposes. 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, and aprons 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, last construction date, traffic level, and performance. Using this approach, if a runway was built in 1968 and then extended in 1984, it would be comprised of 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 condition of the section as a whole.

Approximately 343,431 square feet of pavement were evaluated at Audubon County Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of 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 Audubon County Airport.

Figure 2. Pavement area by branch use.

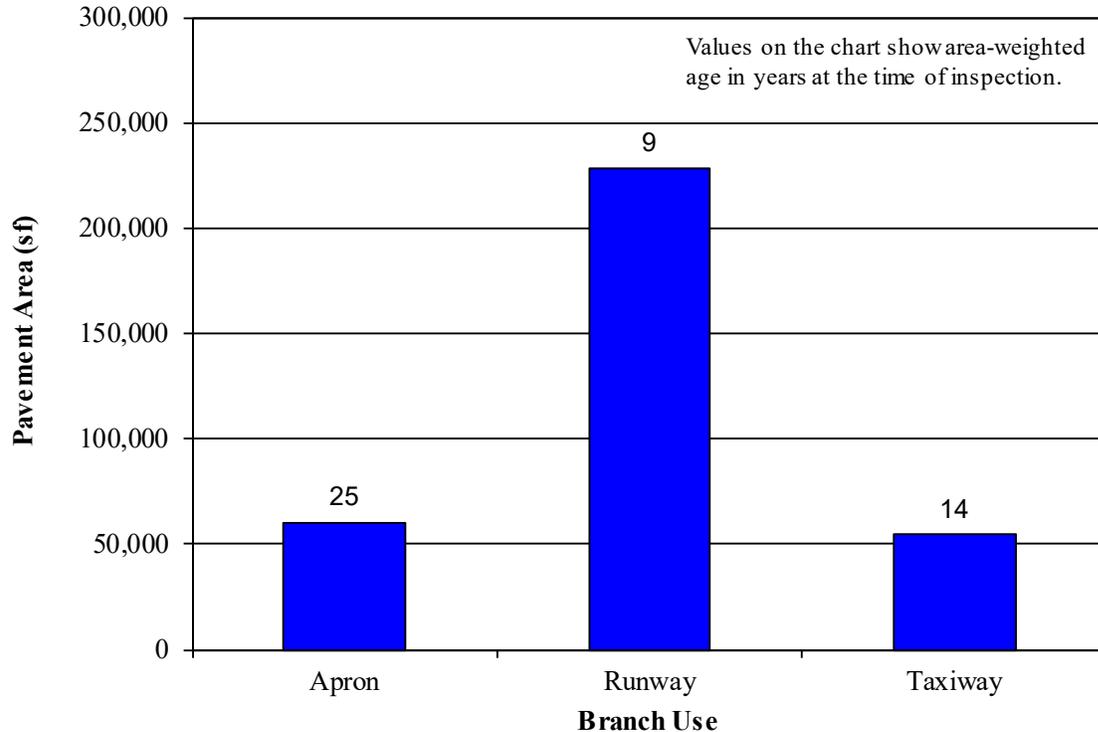
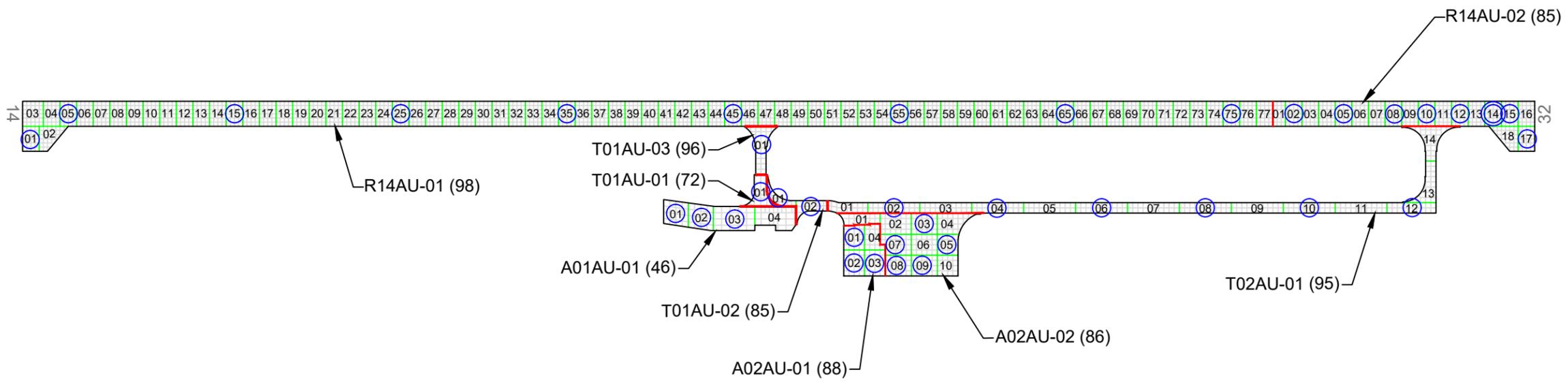


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

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

AGENCY: Iowa Department of Transportation Office of Aviation			
LOCATION: Audubon County Airport Audubon, Iowa			
PAGE TITLE: Network Definition Map			
PROJECT DATE: SEP. 2017	CREATION DATE: SEP. 2017	PROJECT MANAGER: LJR	JOB NUMBER: 2017-020-AM01
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: MAY 2018	REVISED BY: KEW	DRAWN BY: DSP
FILENAME: Audubon.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 3

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PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech inspected the pavements at Audubon County Airport using the PCI procedure described in:

- FAA Advisory Circular (AC) 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements* (https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5380-6C.pdf)
- FAA AC 150/5380-7B, *Airport Pavement Management Program (PMP)* (https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5380-7B.pdf)
- ASTM D5340-12, *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 (representing a pavement in a failed condition) to a value of 100 (representing a pavement in excellent condition).

Figure 4. Visual representation of PCI scale on typical pavement surfaces¹.



¹Photographs shown are not specific to Audubon County Airport.

In general terms, 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 also provides the corresponding colors used for the maps and charts in this report for each range of PCIs.

Figure 5. PCI versus repair type.

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

The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration. PCI distress types are characterized as load-related (such as alligator cracking on asphalt-surfaced pavements or shattered slabs on portland cement concrete [PCC] pavements), climate/durability-related (such as weathering [a climate-related distress type on asphalt-surfaced pavements] and durability cracking [a durability-related distress type on PCC pavements]), and other (distress types that cannot be attributed solely to load or climate/durability). Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates its recurrence.

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 Audubon County Airport were inspected on December 7, 2017. The 2017 area-weighted condition of Audubon County Airport is 91, with conditions ranging from 46 to 98 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2014, the area-weighted PCI of the airport was 92.

Figure 6 summarizes the overall condition of the pavements at Audubon County 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 distresses 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 Audubon County Airport.

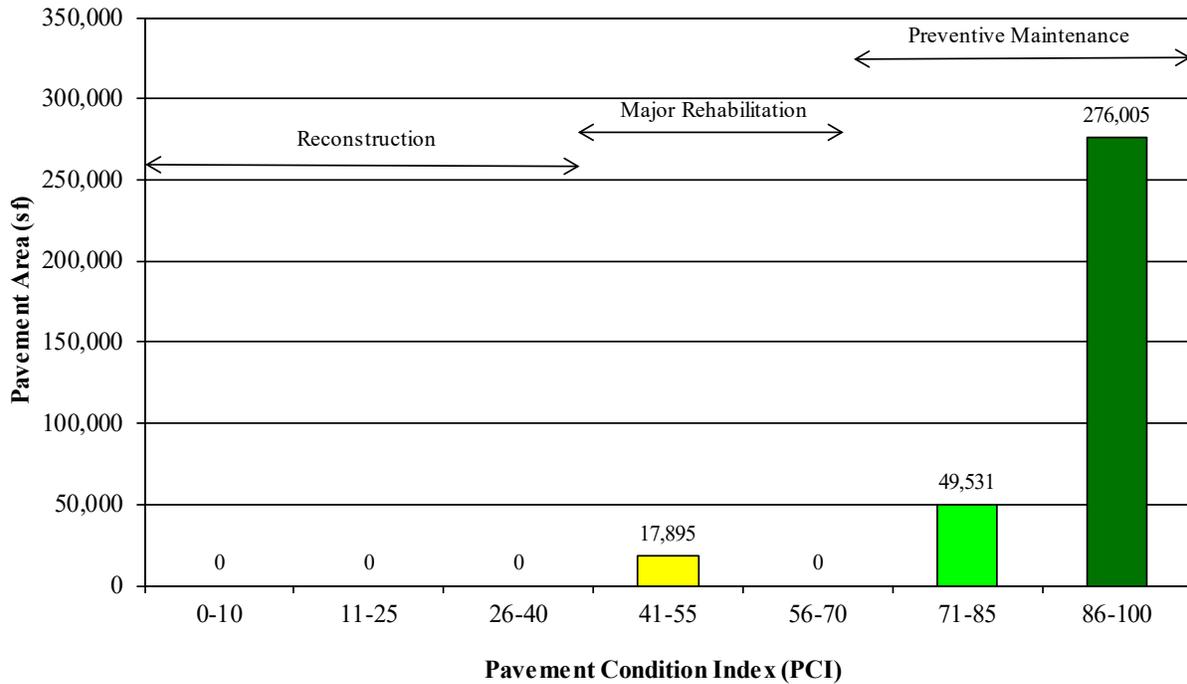


Figure 7. PCI by branch use at Audubon County Airport.
(Values on chart are area-weighted)

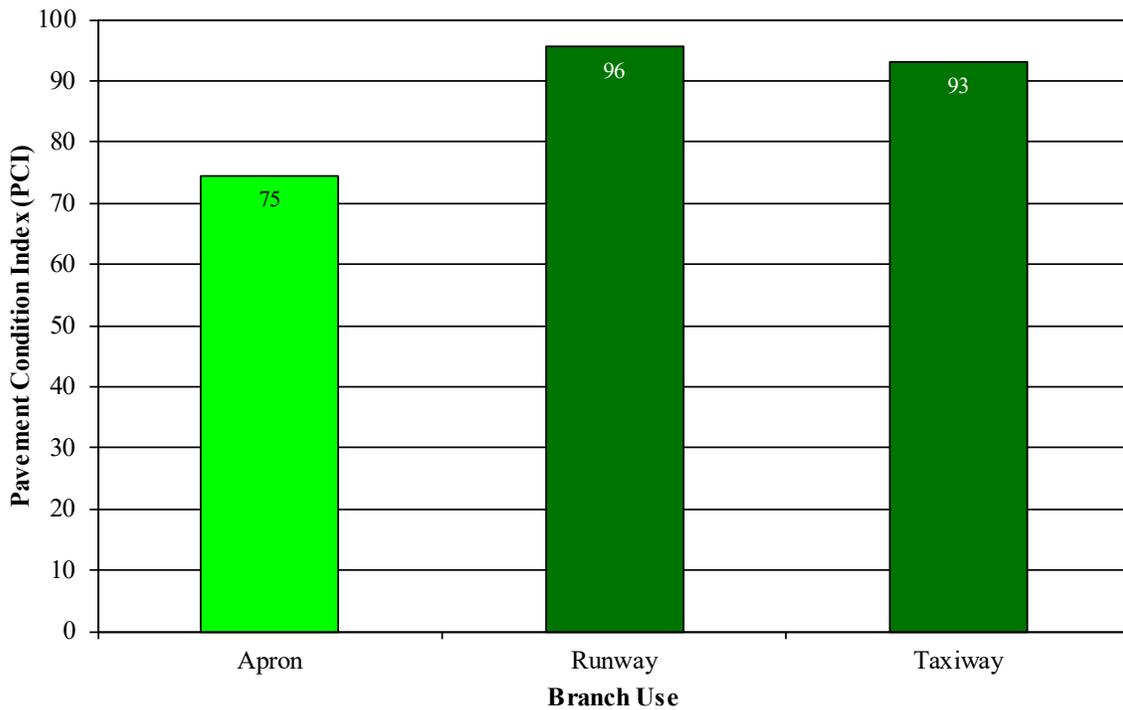
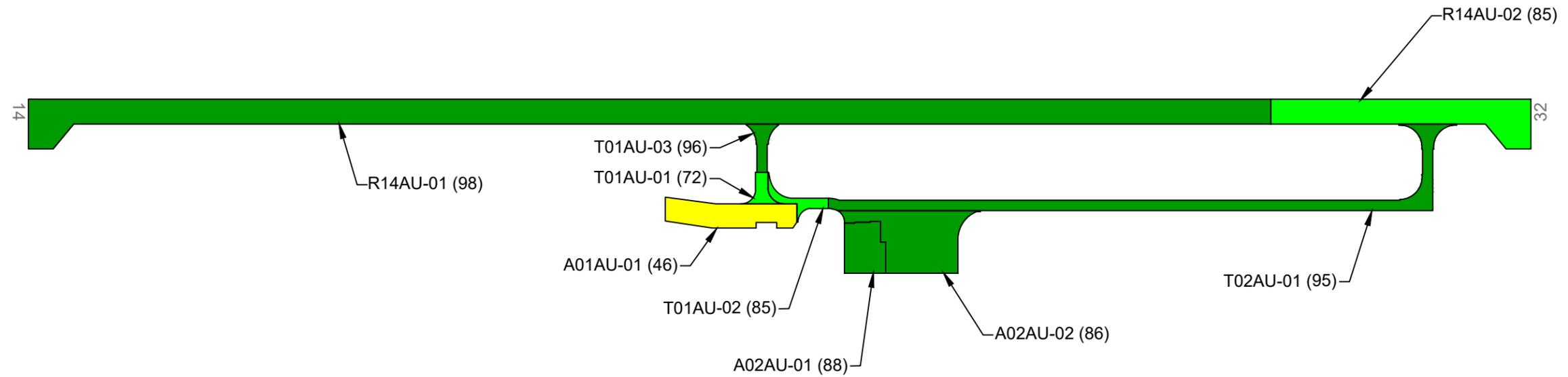
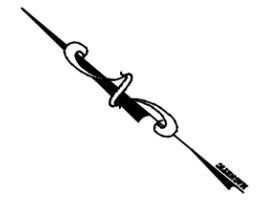


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
 SECTION IDENTIFIER
 PCI VALUE

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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

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		322 1st Street East Independence, IA 50644 Tel: (319) 334-7211	
AGENCY: Iowa Department of Transportation Office of Aviation			
LOCATION: Audubon County Airport Audubon, Iowa			
PAGE TITLE: 2017 Pavement Condition Index Map			
PROJECT DATE: SEP. 2017	CREATION DATE: SEP. 2017	PROJECT MANAGER: LJR	JOB NUMBER: 2017-020-AM01
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: MAY 2018	REVISED BY: ABF	DRAWN BY: DSP
FILENAME: Audubon.dwg		LAYOUT NAME/NUMBER: PCI	PAGE NUMBER: 8

Table 1. 2017 pavement evaluation results.

Branch ¹	Section ¹	Surface Type ²	Section Area (sf)	LCD ³	2017 PCI	% Distress due to Load ⁴	% Distress due to Climate/Durability ⁵	% Distress due to Other ⁶	Type of Distresses ⁷
A01AU	01	PCC	17,895	11/1/1970	46	89	2	9	Corner Spalling, Joint Seal Damage, Joint Spalling, LTD Cracking, Scaling, Shattered Slab, Shrinkage Cracking
A02AU	01	PCC	11,700	6/1/1990	88	0	14	86	Faulting, Joint Seal Damage, Joint Spalling, Small Patch
A02AU	02	PCC	30,927	11/3/2006	86	31	13	56	Corner Break, Faulting, Joint Seal Damage, Joint Spalling, LTD Cracking, Shrinkage Cracking
R14AU	01	PCC	185,700	6/3/2012	98	0	85	15	Joint Seal Damage, Joint Spalling
R14AU	02	PCC	42,900	6/1/1990	85	27	68	5	Corner Break, Joint Seal Damage, Joint Spalling, LTD Cracking, Shrinkage Cracking
T01AU	01	PCC	2,896	11/1/1970	72	60	7	33	Corner Spalling, Joint Seal Damage, Joint Spalling, LTD Cracking
T01AU	02	PCC	3,735	6/1/1990	85	59	13	28	Corner Spalling, Joint Seal Damage, Joint Spalling, LTD Cracking
T01AU	03	PCC	3,894	6/3/2012	96	0	56	44	Corner Spalling, Joint Seal Damage
T02AU	01	PCC	43,784	11/3/2006	95	21	39	40	Joint Seal Damage, Joint Spalling, Large Patch, LTD Cracking

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

²AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.

³LCD = last construction date.

⁴Distress due to load includes those distresses attributed to a structural deficiency in the pavement, such as alligator cracking or rutting on AC-surfaced pavements or shattered slabs on a PCC pavement.

⁵Distress due to climate or durability includes those distresses attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking in AC-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] in a PCC pavement). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.

⁶Other refers to distresses not attributed to one factor but rather may be caused by a combination of factors.

⁷Distress types are defined by ASTM D5340-12. L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.

Inspection Comments

Audubon County Airport was inspected on December 7, 2017. There were nine pavement sections defined during the inspection.

Runway

Runway 14-32 consisted of two sections. Section 01, the majority of the runway, was in excellent condition with low-severity joint seal damage recorded throughout. Isolated amounts of low-severity joint spalling were also observed. Section 02, the runway extension located at the Runway 32 approach, had low-severity corner breaking; high-severity joint seal damage; low-severity joint spalling; low-severity longitudinal, transverse, and diagonal (LTD) cracking; and shrinkage cracking noted at the time of inspection. An area with medium-severity LTD cracking was observed and recorded as an additional sample unit, in accordance with the PCI procedure.

Taxiways

Taxiway 01 contained three sections. Section 01, located between Apron 01 and Runway 14-32, had medium-severity corner and joint spalling and low-severity joint seal damage and LTD cracking. Section 02 was located between Apron 01 and Apron 02. Medium-severity joint spalling and low-severity corner spalling, joint seal damage, and LTD cracking were observed in this section. Section 03 had low-severity corner spalling and joint seal damage noted at the time of inspection.

Taxiway 02 consisted of one section with low-severity joint seal damage observed throughout. In addition, smaller amounts of low-severity LTD cracking, large patching, and joint spalling were recorded.

Aprons

Apron 01 was defined by one section. Low-severity corner spalling and joint seal damage; low- and medium-severity joint spalling, LTD cracking, and shattered slab; and shrinkage cracking were identified in Section 01. An isolated amount of medium-severity scaling was also recorded.

Apron 02 contained two sections, adjacent to Taxiway 02. Low-severity faulting, joint seal damage, and joint spalling and high-severity small patching were observed in Section 01. Low-severity corner breaking, faulting, joint seal damage, and LTD cracking; low- and medium-severity joint spalling; and shrinkage cracking were identified in Section 02.

PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM

Using the information collected during the pavement inspection, the PAVER pavement management software was used to develop a 5-year M&R program for Audubon County 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.

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 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 maintenance policies and unit costs may require adjustment to reflect specific conditions at Audubon County 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 more accurately estimate the cost of such work.

Budget and Inflation Rate

An unlimited budget with a start date of July 1, 2018 and an inflation rate of 2 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 (2018) 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 2019 or 2020, then localized maintenance was not recommended for 2018. While localized preventive maintenance should be an annual undertaking at Audubon County 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 2018 localized preventive

maintenance plan as a baseline for that work. As the pavements age, it can be assumed that the amount of localized maintenance required will increase.

Analysis Results

A summary of the M&R program for Audubon County Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2018 is contained in Appendix F.

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

Year	Branch ¹	Section ¹	Surface Type ²	Type of Repair ³	Estimated Cost ⁴
2018	A01AU	01	PCC	Major Rehabilitation	\$222,172
2018	A02AU	01	PCC	Localized Maintenance	\$53
2018	A02AU	02	PCC	Localized Maintenance	\$935
2018	R14AU	02	PCC	Localized Maintenance	\$19,790
2018	T01AU	01	PCC	Localized Maintenance	\$320
2018	T01AU	02	PCC	Localized Maintenance	\$226

Total Estimated Cost: \$244,000

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

²AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.

³Major Rehabilitation: such as pavement reconstruction or an overlay. Localized Preventive Maintenance: such as crack sealing or patching.

⁴The costs provided are of a general nature for the entire state and may require adjustment to reflect specific conditions at the airport.

The recommendations made in this report are based on a broad network-level analysis and are meant to provide Audubon County 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 Audubon County 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 take into account economic and/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, Audubon County 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 are 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 is important because this information is used to update the APMS records and is required to remain in compliance with Public Law 103-305 (see the next section of this report for further information on this law).
3. Conduct an aggressive campaign against weed growth through timely herbicide applications and/or mowing programs of the safety areas. Vegetation growth in pavement cracks is very 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)

Since Audubon County 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, Audubon County Airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities.

FAA AC 150/5380-7B provide detailed guidance pertaining to the requirements for an acceptable pavement management program (PMP). Appendix A of FAA AC 150/5380-7B outlines what needs to be included in a PMP to remain in compliance with this law and Grant Assurance #11. 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 AC.**

FAA AC 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, and aprons at Audubon County Airport. If any new pavements are constructed or any pavement areas are permanently closed, this map must be updated. Maps can be updated by submitting the project plans to the Iowa DOT after project completion.

- b. *Dimensions of pavement sections.*

The dimensions of all runways, taxiways, and aprons are stored in the PAVER database. Appendix C provides information on length, width, and area. In addition, the network definition map (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 the airport is listed in Table 1 of this report and is also stored in the PAVER database. Any changes to 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 Audubon County 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 a monthly drive-by inspection. 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: _____

Branch¹	Section¹	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01AU	01					
A02AU	01					
A02AU	02					
R14AU	01					
R14AU	02					
T01AU	01					

Table 3. Pavement inspection report (continued).

Inspected By: _____
 Date Inspected: _____

Branch¹	Section¹	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
T01AU	02					
T01AU	03					
T02AU	01					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Audubon County Airport. During a visual inspection of the pavements in 2017, it was found that the overall condition of the pavement network is a PCI of 91. A 5-year pavement repair program, shown in Table 2, was generated for Audubon County Airport, which revealed that approximately \$244,000 needs to be expended on M&R. Audubon County 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 AC surface under repeated traffic loading.
Bleeding	Excessive amounts of AC cement or tars in the mix and/or low air void content.
Block Cracking	Shrinkage of the AC 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 AC 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 AC surface due to low temperatures or hardening of the AC, 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	AC 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 AC 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	AC 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.
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.
Settlement	Upheaval or consolidation.
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

A01AU-01. Overview



A01AU-01. Joint Spalling (Sample Unit No. 03).



A01AU-01. LTD Cracking (Sample Unit No. 03).



A01AU-01. Scaling (Sample Unit No. 01).



A01AU-01. Shattered Slab (Sample Unit No. 03).



A02AU-01. Overview



A02AU-01. Faulting (Sample Unit No. 03).



A02AU-01. Small Patching (Sample Unit No. 02).



A02AU-02. Overview



A02AU-02. Joint Spalling (Sample Unit No. 07).



R14AU-01. Overview



R14AU-01. Joint Seal Damage (Sample Unit No. 15).



R14AU-02. Overview



R14AU-02. Corner Break (Sample Unit No. 17).



R14AU-02. Joint Seal Damage (Sample Unit No. 02).



R14AU-02. Joint Seal Damage (Sample Unit No. 10).



R14AU-02. Joint Spalling (Sample Unit No. 10).



R14AU-02. LTD Cracking (Additional Sample Unit No. 14).



R14AU-02. Shrinkage Cracking (Sample Unit No. 02).



T01AU-01. Overview



T01AU-01. Joint Spalling (Sample Unit No. 01).



T01AU-01. LTD Cracking (Sample Unit No. 01).



T01AU-02. Overview



T01AU-02. LTD Cracking (Sample Unit No. 02).



T01AU-03. Overview



T01AU-03. Corner Spalling (Sample Unit No. 01).



T02AU-01. Overview



T02AU-01. LTD Cracking (Sample Unit No. 12).



T02AU-01. Large Patching (Sample Unit No. 12).



APPENDIX C
INSPECTION REPORT

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: A01AU Name: APRON 01 AT AUDUBON Use: APRON Area: 5,395.00SqFt

Section: 01 of 1 From: HANGER To: TAXIWAY 01 Last Const.: 11/01/1970
Surface: PCC Family: IowaPCCAPSC Zone: Category: Rank: P
Area: 17,895.00SqFt Length: 305.00Ft Width: 60.00Ft
Slabs: 76 Slab Width: 12.50Ft Slab Length: 20.00Ft Joint Length: 2,014.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 4 Surveyed: 3

Conditions: PCI : 46

Inspection Comments:

Sample Number: 01 Type: R Area: 16.00Slabs PCI = 57

Sample Comments:

63 LINEAR CRACKING	L	2.00 Slabs	Comments:LS
63 LINEAR CRACKING	M	1.00 Slabs	Comments:FS
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:

Sample Number: 02 Type: R Area: 16.00Slabs PCI = 63

Sample Comments:

63 LINEAR CRACKING	L	7.00 Slabs	Comments:LS
75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:FS
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 23

Sample Comments:

72 SHATTERED SLAB	M	2.00 Slabs	Comments:
72 SHATTERED SLAB	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	5.00 Slabs	Comments:FS
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: A02AU Name: APRON 02 AT AUDUBON Use: APRON Area: 42,627.00SqFt

Section: 01 of 2 From: T01AU-02 To: END OF APRON Last Const.: 06/01/1990
Surface: PCC Family: IowaPCCAPSC Zone: Category: Rank: P
Area: 11,700.00SqFt Length: 125.00Ft Width: 100.00Ft
Slabs: 76 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 1,775.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 4 Surveyed: 3

Conditions: PCI : 88

Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 93

Sample Comments:

74 JOINT SPALLING L 3.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 02 Type: R Area: 20.00Slabs PCI = 92

Sample Comments:

66 SMALL PATCH H 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 79

Sample Comments:

71 FAULTING L 5.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: A02AU Name: APRON 02 AT AUDUBON Use: APRON Area: 42,627.00SqFt

Section: 02 of 2 From: . To: . Last Const.: 11/03/2006
Surface: PCC Family: IowaPCCAPSC Zone: Category: Rank: P
Area: 30,927.00SqFt Length: 175.00Ft Width: 150.00Ft
Slabs: 193 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 3,875.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 10 Surveyed: 5

Conditions: PCI : 86

Inspection Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 79

Sample Comments:

71 FAULTING L 5.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 05 Type: R Area: 16.00Slabs PCI = 86

Sample Comments:

74 JOINT SPALLING L 1.00 Slabs Comments:
63 LINEAR CRACKING L 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 16.00 Slabs Comments:

Sample Number: 07 Type: R Area: 22.00Slabs PCI = 84

Sample Comments:

73 SHRINKAGE CRACKING N 1.00 Slabs Comments:
63 LINEAR CRACKING L 2.00 Slabs Comments:LS
65 JOINT SEAL DAMAGE L 22.00 Slabs Comments:
62 CORNER BREAK L 1.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 08 Type: R Area: 20.00Slabs PCI = 92

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:

Sample Number: 09 Type: R Area: 20.00Slabs PCI = 91

Sample Comments:

74 JOINT SPALLING L 2.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: R14AU Name: RUNWAY 14/32 AT AUDUBON Use: RUNWAY Area: 187,938.00SqFt

Section: 01 of 2 From: RUNWAY END 14 To: RUNWAY END 32 Last Const.: 06/03/2012
Surface: PCC Family: IowaPCCRWSC Zone: Category: Rank: P
Area: 185,700.00SqFt Length: 3,000.00Ft Width: 60.00Ft
Slabs: 1,800 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 32,940.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 77 Surveyed: 9

Conditions: PCI: 98

Inspection Comments:

Sample Number: 01 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 05 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 15 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 25 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 35 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 45 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 55 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 65 Type: R Area: 24.00Slabs PCI = 95
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:
74 JOINT SPALLING L 2.00 Slabs Comments:

Sample Number: 75 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: R14AU Name: RUNWAY 14/32 AT AUDUBON Use: RUNWAY Area: 187,938.00SqFt

Section: 02 of 2 From: SOUTHEAST END OF 01 To: SOUTHEAST END OF RWY Last Const.: 06/01/1990
Surface: PCC Family: IowaPCCRWSC Zone: Category: Rank: P
Area: 42,900.00SqFt Length: 639.00Ft Width: 60.00Ft
Slabs: 438 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 6,969.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 18 Surveyed: 8

Conditions: PCI : 85

Inspection Comments:

Sample Number: 02 Type: R Area: 24.00Slabs PCI = 87

Sample Comments:

65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:
73 SHRINKAGE CRACKING N 1.00 Slabs Comments:

Sample Number: 05 Type: R Area: 24.00Slabs PCI = 88

Sample Comments:

65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 08 Type: R Area: 24.00Slabs PCI = 88

Sample Comments:

65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 10 Type: R Area: 24.00Slabs PCI = 85

Sample Comments:

74 JOINT SPALLING L 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 12 Type: R Area: 24.00Slabs PCI = 88

Sample Comments:

65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 14 Type: A Area: 24.00Slabs PCI = 66

Sample Comments:

63 LINEAR CRACKING M 5.00 Slabs Comments:FS
65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 15 Type: R Area: 24.00Slabs PCI = 88

Sample Comments:

65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 17 Type: R Area: 24.00Slabs PCI = 79

Sample Comments:

73 SHRINKAGE CRACKING N 2.00 Slabs Comments:
62 CORNER BREAK L 1.00 Slabs Comments:
63 LINEAR CRACKING L 1.00 Slabs Comments:LU
65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: T01AU Name: TAXIWAY 01 AT AUDUBON Use: TAXIWAY Area: 5,275.00SqFt

Section: 01 of 3 From: APRON 01 To: RUNWAY 14/32 Last Const.: 11/01/1970
Surface: PCC Family: IowaPCCTWSC Zone: Category: Rank: P
Area: 2,896.00SqFt Length: 80.00Ft Width: 30.00Ft
Slabs: 17 Slab Width: 15.00Ft Slab Length: 20.00Ft Joint Length: 170.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 1 Surveyed: 1

Conditions: PCI : 72

Inspection Comments:

Sample Number: 01 Type: R Area: 17.00Slabs PCI = 72

Sample Comments:

63 LINEAR CRACKING	L	5.00 Slabs	Comments:LS
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	17.00 Slabs	Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: T01AU Name: TAXIWAY 01 AT AUDUBON Use: TAXIWAY Area: 5,275.00SqFt

Section: 02 of 3 From: APRON 01 To: APRON 02 Last Const.: 06/01/1990
Surface: PCC Family: IowaPCCTWSC Zone: Category: Rank: P
Area: 3,735.00SqFt Length: 220.00Ft Width: 25.00Ft
Slabs: 28 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 635.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 2 Surveyed: 2

Conditions: PCI : 85

Inspection Comments:

Sample Number: 01 Type: R Area: 16.00Slabs PCI = 81

Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:LS
63 LINEAR CRACKING	L	1.00 Slabs	Comments:LU
65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:

Sample Number: 02 Type: R Area: 12.00Slabs PCI = 91

Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: T01AU Name: TAXIWAY 01 AT AUDUBON Use: TAXIWAY Area: 5,275.00SqFt

Section: 03 of 3 From: SEE MAP To: SEE MAP Last Const.: 06/03/2012
Surface: PCC Family: IowaPCCTWSC Zone: Category: Rank: P
Area: 3,894.00SqFt Length: 115.00Ft Width: 25.00Ft
Slabs: 28 Slab Width: 12.50Ft Slab Length: 12.75Ft Joint Length: 315.49Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 1 Surveyed: 1

Conditions: PCI : 96

Inspection Comments:

Sample Number: 01 Type: R Area: 28.00Slabs PCI = 96

Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	28.00 Slabs	Comments:

Re-inspection Report

Iowa2017_All

Report Generated Date: May 23, 2018

Network: ADU Name: AUDUBON COUNTY AIRPORT

Branch: T02AU Name: TAXIWAY 02 AUDUBON Use: TAXIWAY Area: 43,784.00SqFt

Section: 01 of 1 From: . To: . Last Const.: 11/03/2006
Surface: PCC Family: IowaPCCTWSC Zone: Category: Rank: P
Area: 43,784.00SqFt Length: 1,600.00Ft Width: 25.00Ft
Slabs: 277 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 4,775.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/07/2017 Total Samples: 14 Surveyed: 6

Conditions: PCI : 95

Inspection Comments:

Sample Number: 02 Type: R Area: 20.00Slabs PCI = 95

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

74 JOINT SPALLING L 2.00 Slabs Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 98

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 06 Type: R Area: 20.00Slabs PCI = 98

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 08 Type: R Area: 20.00Slabs PCI = 98

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 10 Type: R Area: 20.00Slabs PCI = 96

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 12 Type: R Area: 20.00Slabs PCI = 87

Sample Comments:

67 LARGE PATCH/UTILITY L 2.00 Slabs Comments:

63 LINEAR CRACKING L 1.00 Slabs Comments:LS

65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

APPENDIX D

WORK HISTORY REPORT

Date:05/01/2018

Work History Report

1 of 3

Pavement Database:IOWA2017_ALL

Network: ADU **Branch:** A01AU (APRON 01 AT AUDUBON) **Section:** 01 **Surface:** PCC
L.C.D.: 11/01/1970 **Use:** APRON **Rank P Length:** 305.00 Ft **Width:** 60.00 Ft **True Area:** 17,895.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2016	CS-PC	Crack Sealing - PCC	\$0	0.00	False	P-605
06/01/2016	JS-LC	Joint Seal (Localized)	\$0	0.00	False	P-605
06/01/2016	SL-PC	Slab Replacement - PCC	\$0	6.00	False	P-505 over 4" P-154 Agg Base, over P-152
11/01/1970	NC-PC	New Construction - PCC	\$0	0.00	True	-

Network: ADU **Branch:** A02AU (APRON 02 AT AUDUBON) **Section:** 01 **Surface:** PCC
L.C.D.: 06/01/1990 **Use:** APRON **Rank P Length:** 125.00 Ft **Width:** 100.00 Ft **True Area:** 11,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2016	JS-LC	Joint Seal (Localized)	\$0	0.00	False	P-605
06/01/2016	CS-PC	Crack Sealing - PCC	\$0	0.00	False	P-605
06/01/1990	NC-PC	New Construction - PCC	\$0	0.00	True	-

Network: ADU **Branch:** A02AU (APRON 02 AT AUDUBON) **Section:** 02 **Surface:** PCC
L.C.D.: 11/03/2006 **Use:** APRON **Rank P Length:** 175.00 Ft **Width:** 150.00 Ft **True Area:** 30,927.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2016	CS-PC	Crack Sealing - PCC	\$0	0.00	False	P-605
06/01/2016	JS-LC	Joint Seal (Localized)	\$0	0.00	False	P-605
11/03/2006	NC-PC	New Construction - PCC	\$0	6.00	True	P-505
11/02/2006	BA-AG	Base Course - Aggregate	\$0	4.00	False	P-209
11/01/2006	SB-ST	Subbase - Stabilized	\$0	10.00	False	P-158 Fly Ash Treated

Network: ADU **Branch:** R14AU (RUNWAY 14/32 AT AUDUBON) **Section:** 01 **Surface:** PCC
L.C.D.: 06/03/2012 **Use:** RUNWAY **Rank P Length:** 3,000.00 Ft **Width:** 60.00 Ft **True Area:** 185,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/03/2012	CR-PC	Complete Reconstruction - PC	\$0	6.00	True	3" P501 PCC
06/02/2012	BA-AG	Base Course - Aggregate	\$0	4.00	False	4" AGG BASE (P209 OR P219)
06/01/2012	SG-ST	Subgrade - Stabilized	\$0	9.00	False	9" P158 FLY ASH TREATED SUBGRADE
11/01/1970	NC-PC	New Construction - PCC	\$0	0.00	True	-

Network: ADU **Branch:** R14AU (RUNWAY 14/32 AT AUDUBON) **Section:** 02 **Surface:** PCC
L.C.D.: 06/01/1990 **Use:** RUNWAY **Rank P Length:** 639.00 Ft **Width:** 60.00 Ft **True Area:** 42,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2012	JS-LC	Joint Seal (Localized)	\$0	0.00	False	-
06/01/1990	NC-PC	New Construction - PCC	\$0	0.00	True	-

Network: ADU **Branch:** T01AU (TAXIWAY 01 AT AUDUBON) **Section:** 01 **Surface:** PCC
L.C.D.: 11/01/1970 **Use:** TAXIWAY **Rank P Length:** 80.00 Ft **Width:** 30.00 Ft **True Area:** 2,896.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2016	SL-PC	Slab Replacement - PCC	\$0	0.00	False	P-505
06/01/2016	JS-LC	Joint Seal (Localized)	\$0	0.00	False	P-605
06/01/2016	CS-PC	Crack Sealing - PCC	\$0	0.00	False	P-605
11/01/1970	NC-PC	New Construction - PCC	\$0	0.00	True	-

Date:05/01/2018

Work History Report

2 of 3

Pavement Database:IOWA2017_ALL

Network: ADU **Branch:** T01AU (TAXIWAY 01 AT AUDUBON) **Section:** 02 **Surface:** PCC
L.C.D.: 06/01/1990 **Use:** TAXIWAY **Rank P Length:** 220.00 Ft **Width:** 25.00 Ft **True Area:** 3,735.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2016	CS-PC	Crack Sealing - PCC	\$0	0.00	False	P-605
06/01/2016	JS-LC	Joint Seal (Localized)	\$0	0.00	False	P-605
06/01/1990	NC-PC	New Construction - PCC	\$0	0.00	True	-

Network: ADU **Branch:** T01AU (TAXIWAY 01 AT AUDUBON) **Section:** 03 **Surface:** PCC
L.C.D.: 06/03/2012 **Use:** TAXIWAY **Rank P Length:** 115.00 Ft **Width:** 25.00 Ft **True Area:** 3,894.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/03/2012	CR-PC	Complete Reconstruction - PC	\$0	6.00	True	6" P501 PCC
06/02/2012	BA-AG	Base Course - Aggregate	\$0	4.00	False	4" AGG BASE (P209 OR P219)
06/01/2012	SG-ST	Subgrade - Stabilized	\$0	9.00	False	9" FLY ASH TREATED SUBGRADE
11/01/1970	NC-PC	New Construction - PCC	\$0	0.00	True	

Network: ADU **Branch:** T02AU (TAXIWAY 02 AUDUBON) **Section:** 01 **Surface:** PCC
L.C.D.: 11/03/2006 **Use:** TAXIWAY **Rank P Length:** 1,600.00 Ft **Width:** 25.00 Ft **True Area:** 43,784.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2016	JS-LC	Joint Seal (Localized)	\$0	0.00	False	P-605
06/01/2016	CS-PC	Crack Sealing - PCC	\$0	0.00	False	P-605
06/01/2016	PA-AD	Patching - AC Deep	\$0	0.00	False	-
11/03/2006	NC-PC	New Construction - PCC	\$0	6.00	True	P-505
11/02/2006	BA-AG	Base Course - Aggregate	\$0	4.00	False	P-209
11/01/2006	SG-ST	Subgrade - Stabilized	\$0	10.00	False	P-158 Fly Ash Treated

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	4	264,305.00	4.00	.00
Complete Reconstruction - PCC	2	189,594.00	6.00	.00
Crack Sealing - PCC	6	110,937.00	.00	.00
Joint Seal (Localized)	7	153,837.00	.00	.00
New Construction - PCC	9	343,431.00	1.33	2.65
Patching - AC Deep	1	43,784.00	.00	-
Slab Replacement - PCC	2	20,791.00	3.00	4.24
Subbase - Stabilized	1	30,927.00	10.00	-
Subgrade - Stabilized	3	233,378.00	9.33	.58

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

Distress Type	Severity Level	Maintenance Action
Alligator Cracking	Low	Monitor
Alligator Cracking	Medium	AC Patch
Alligator Cracking	High	AC Patch
Bleeding	N/A	Monitor
Block Cracking	Low	Monitor
Block Cracking	Medium	Crack Seal – AC
Block Cracking	High	Crack Seal – AC
Corrugation	Low	Monitor
Corrugation	Medium	AC Patch
Corrugation	High	AC Patch
Depression	Low	Monitor
Depression	Medium	Monitor
Depression	High	AC Patch
Jet-Blast Erosion	N/A	AC Patch
Joint Reflection Cracking	Low	Monitor
Joint Reflection Cracking	Medium	Crack Seal – AC
Joint Reflection Cracking	High	Crack Seal – AC
L&T Cracking	Low	Monitor
L&T Cracking	Medium	Crack Seal – AC
L&T Cracking	High	Crack Seal – AC
Oil Spillage	N/A	AC Patch
Patching	Low	Monitor
Patching	Medium	AC Patch
Patching	High	AC Patch
Polished Aggregate	N/A	Monitor
Raveling	Low	Monitor
Raveling	Medium	AC Patch
Raveling	High	AC Patch
Rutting	Low	Monitor
Rutting	Medium	Monitor
Rutting	High	AC Patch
Shoving	Low	Monitor
Shoving	Medium	AC Patch
Shoving	High	AC Patch
Slippage Cracking	N/A	AC Patch
Swelling	Low	Monitor
Swelling	Medium	Monitor
Swelling	High	AC Patch
Weathering	Low	Monitor
Weathering	Medium	Monitor
Weathering	High	AC 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
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
Settlement	Low	Monitor
Settlement	Medium	Grinding
Settlement	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. 2018 unit costs for preventive maintenance actions.

Maintenance Action	Unit Cost
AC Patch – AC-Surfaced Pavement	\$13.66/sf
Crack Sealing – AC-Surfaced Pavement	\$2.34/lf
Partial Depth PCC Patch – PCC Pavement	\$34.97/sf
Full Depth PCC Patch – PCC Pavement	\$15.62/sf
Crack Sealing – PCC Pavement	\$2.81/lf
Joint Sealing – PCC Pavement	\$2.81/lf
Grinding – PCC Pavement	\$0.34/sf
Slab Replacement – PCC Pavement	\$15.62/sf

Table E-4. 2018 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	\$9.70	\$4.59	\$4.59	\$4.59	\$0.00	\$0.00	\$0.00
PCC	\$16.19	\$7.65	\$7.65	\$7.65	\$0.00	\$0.00	\$0.00

APPENDIX F

YEAR 2018 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

Table F-1. Year 2018 localized preventive maintenance details.

Branch ¹	Section ¹	Distress Type ²	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost ³	2018 Estimated Cost ³
A02AU	01	Small Patch	High	1	Slabs	Patching - PCC Full Depth	\$15.62	\$53
A02AU	02	Corner Break	Low	2	Slabs	Crack Sealing - PCC	\$2.81	\$45
A02AU	02	Joint Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	\$34.97	\$890
R14AU	02	Corner Break	Low	3	Slabs	Crack Sealing - PCC	\$2.81	\$57
R14AU	02	Joint Seal Damage	High	438	Slabs	Joint Seal (Localized)	\$2.81	\$19,593
R14AU	02	LTD Cracking	Medium	5	Slabs	Crack Sealing - PCC	\$2.81	\$141
T01AU	01	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$34.97	\$94
T01AU	01	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$34.97	\$226
T01AU	02	Joint Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	\$34.97	\$226

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

²L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.

³The costs provided are of a general nature for the entire state and may require adjustment to reflect specific conditions at the airport.



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