

Southeast Iowa Regional Airport

PAVEMENT MANAGEMENT REPORT



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SOUTHEAST IOWA REGIONAL AIRPORT PAVEMENT MANAGEMENT REPORT

PREPARED FOR:

**IOWA DEPARTMENT OF TRANSPORTATION
AVIATION BUREAU**

PREPARED BY:

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IN ASSOCIATION WITH:

ROBINSON ENGINEERING COMPANY

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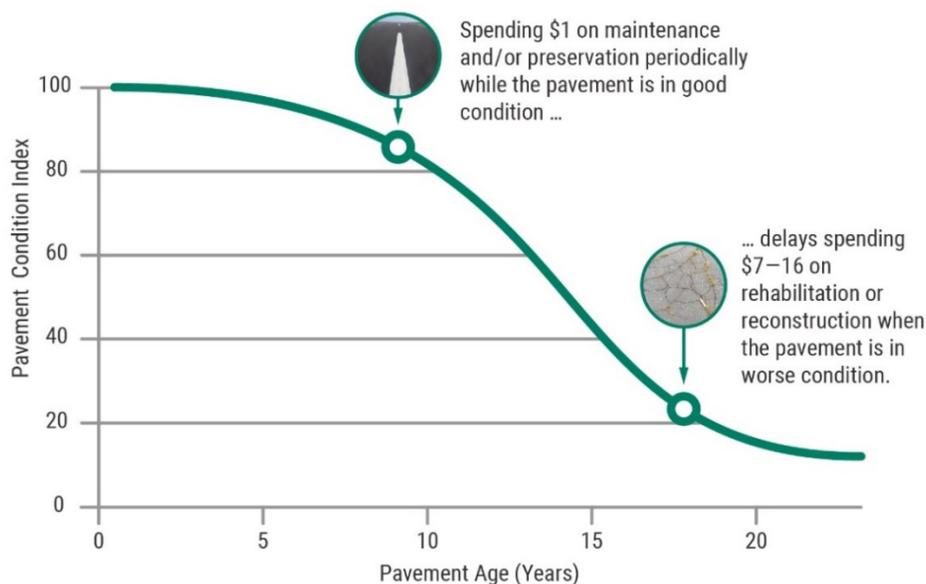
INTRODUCTION

Applied Pavement Technology, Inc. (APTech), with assistance from Robinson Engineering Company, updated the Airport Pavement Management System (APMS) for the Iowa Department of Transportation, Aviation 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 Southeast Iowa Regional Airport were assessed in December 2018 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). The importance of identifying not only the type of repair but also the optimal time of repair is illustrated in Figure 1. 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 Southeast Iowa Regional Airport are presented within this report and can be used by the Iowa DOT, the Federal Aviation Administration (FAA), and Southeast Iowa Regional 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 Southeast Iowa Regional 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, 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, last construction date, 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 condition of the section as a whole.

Approximately 2,678,423 square feet of pavement were evaluated at Southeast Iowa Regional Airport, as illustrated in Figure 2. This figure also shows the area-weighted age in years of the pavements at the time of the inspection. Figure 3 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 Southeast Iowa Regional Airport.

Figure 2. Pavement area by branch use.

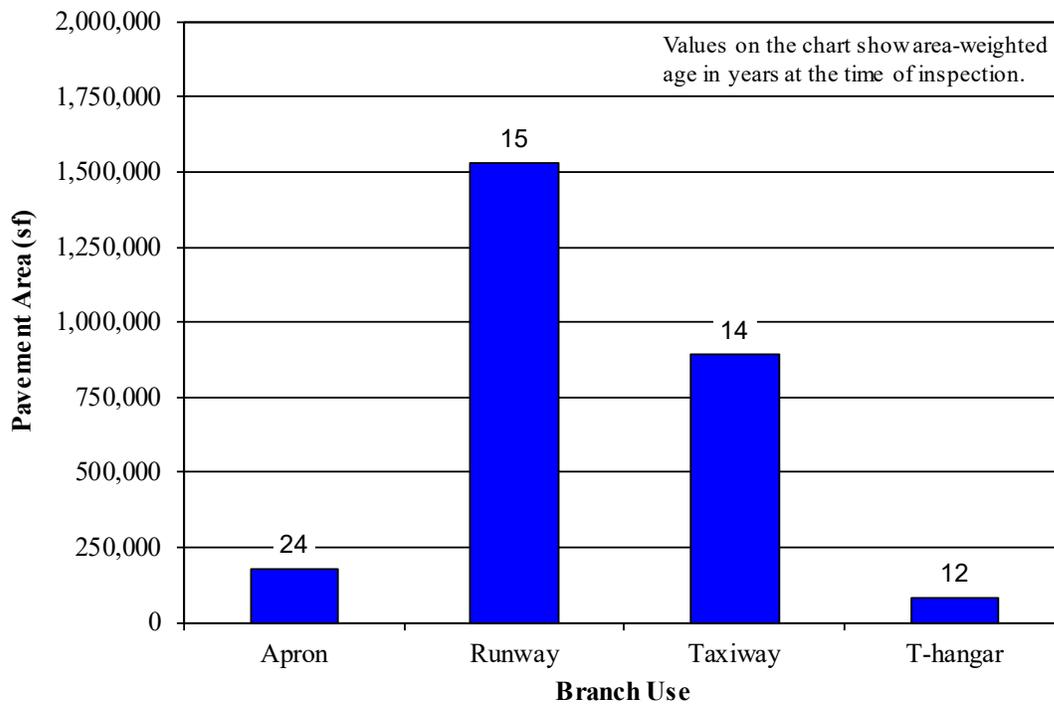
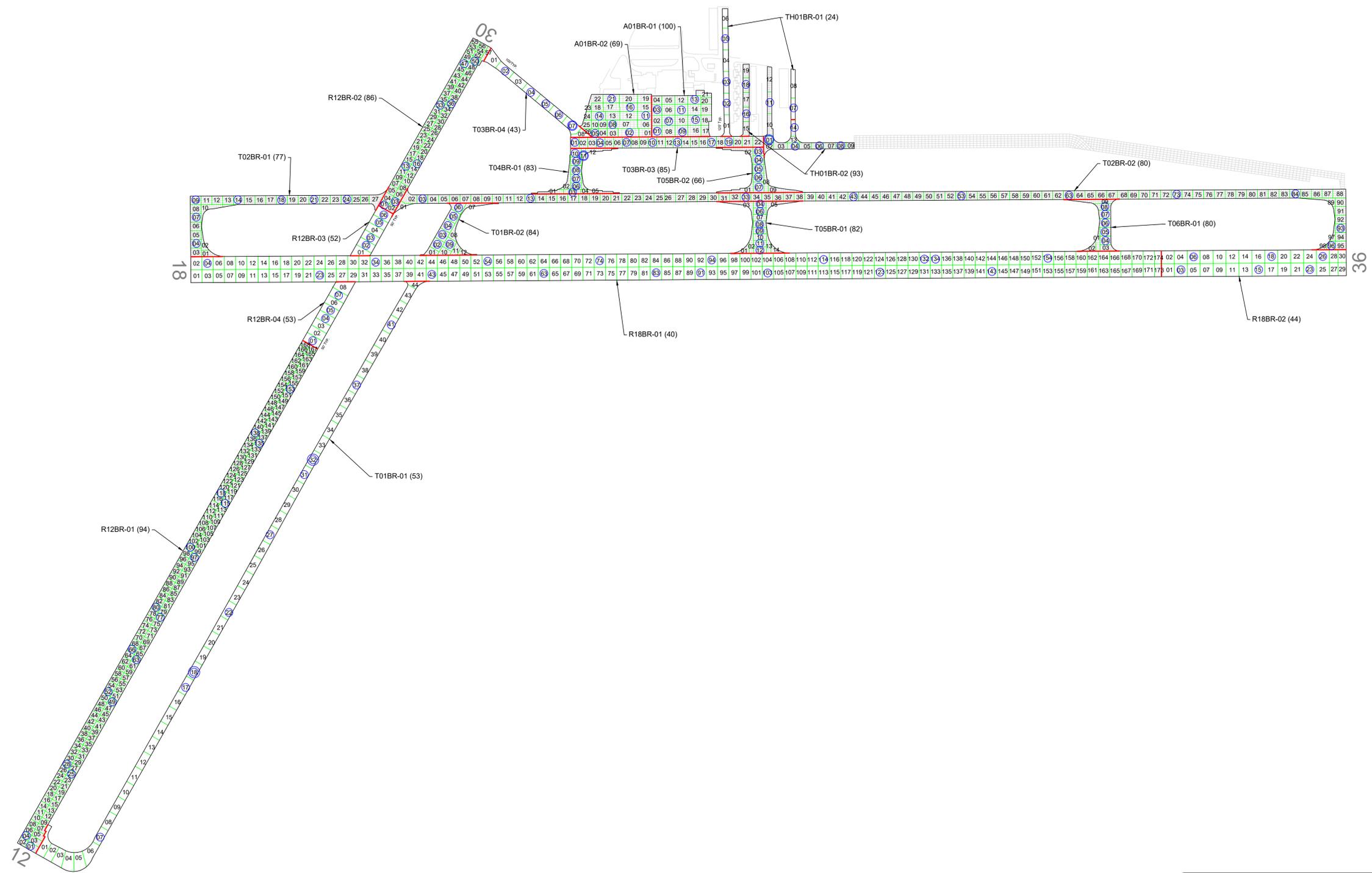


FIGURE 3. NETWORK DEFINITION MAP.



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: Southeast Iowa Regional Airport Burlington, Iowa			
PAGE TITLE: Network Definition Map			
PROJECT DATE: OCT. 2018	CREATION DATE: OCT. 2018	PROJECT MANAGER: LJR	JOB NUMBER: 17-020-AM02
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: JAN. 2019	REVISED BY: KEW	DRAWN BY: DSP
FILENAME: Burlington.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 3

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PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech inspected the pavements at Southeast Iowa Regional Airport using the PCI procedure described in:

- FAA Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements* (https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5380-6C.pdf).
- FAA Advisory Circular 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 Southeast Iowa Regional Airport.

Generally, pavements with relatively high PCIs that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing or joint resealing. As the PCI drops, the pavements may require major rehabilitation, such as an overlay or whitetopping. In some situations where the PCI has dropped low enough, reconstruction may be the only viable alternative due to the substantial damage to the pavement structure. Figure 5 illustrates how the appropriate repair type varies with the PCI of a pavement section and provides the corresponding colors used 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 Southeast Iowa Regional Airport were inspected on December 5 and 6, 2018. The 2018 area-weighted condition of Southeast Iowa Regional Airport is 64, with conditions ranging from 24 to 100 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2014, the area-weighted PCI of the airport was 69.

Figure 6 summarizes the overall condition of the pavements at Southeast Iowa Regional Airport, and Figure 7 presents area-weighted condition (average PCI adjusted to account for the relative size of the pavement sections) by branch use. Figure 8 is a map that displays the condition of the evaluated pavements. Table 1 summarizes the results of the pavement evaluation. Appendix B presents photographs taken during the PCI inspection, and Appendix C contains detailed information on the 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 Southeast Iowa Regional Airport.

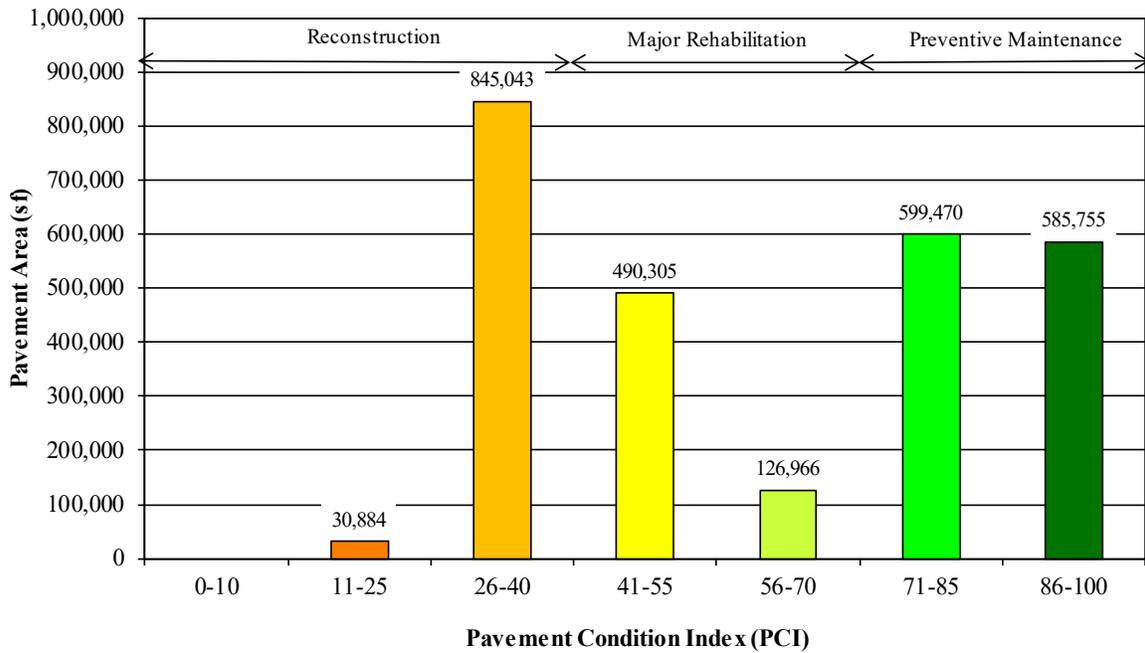


Figure 7. PCI by branch use at Southeast Iowa Regional Airport.

(Values on chart are area-weighted)

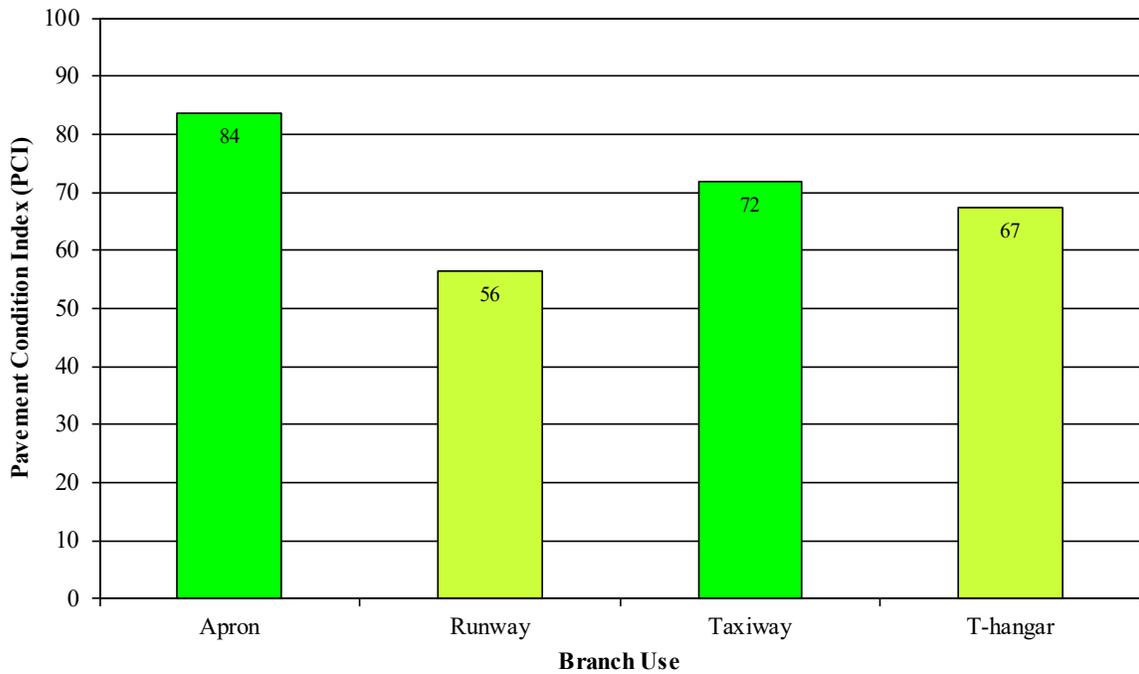
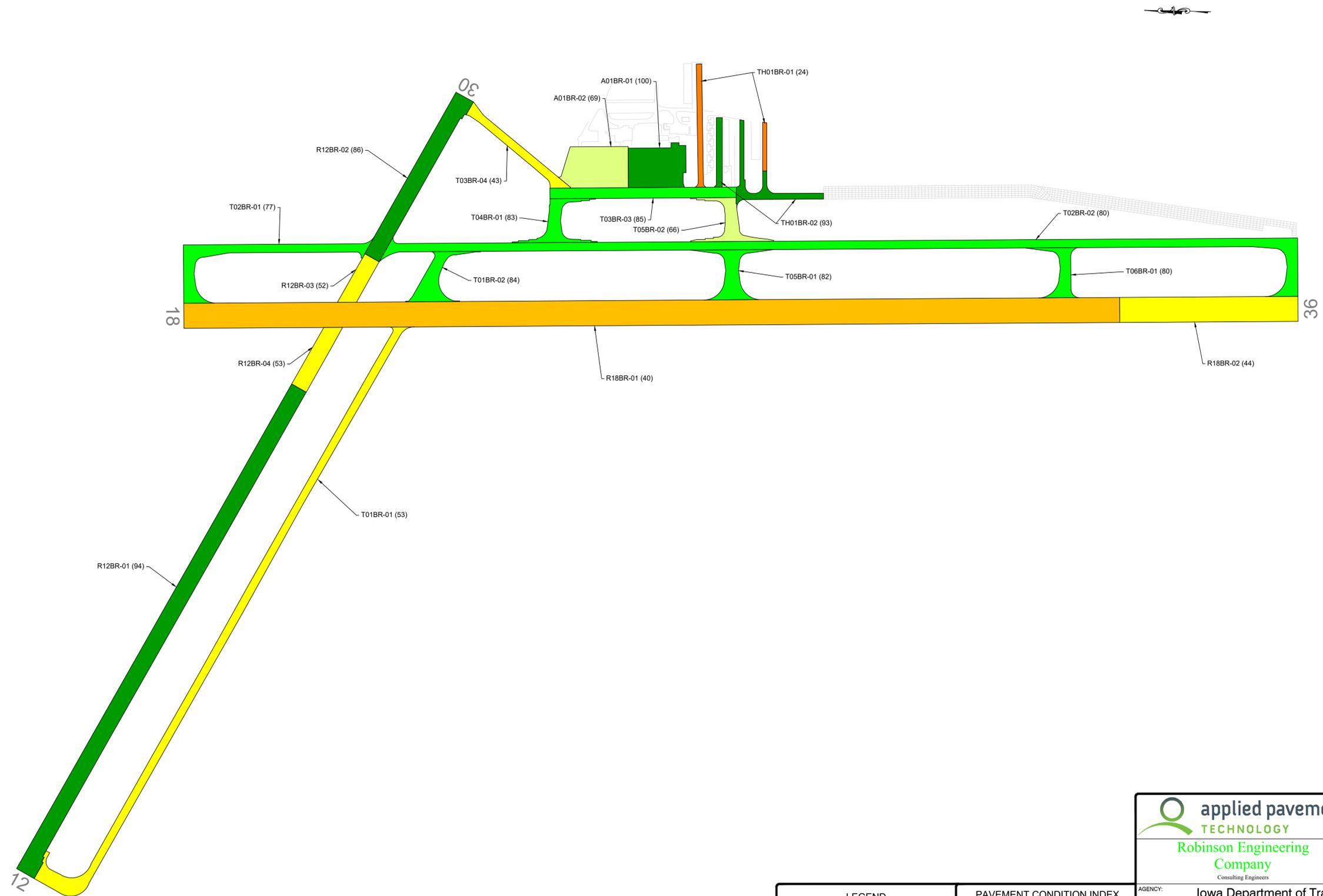


FIGURE 8. PCI MAP.



LEGEND	
	BRANCH IDENTIFIER
	SECTION IDENTIFIER
	PCI VALUE
	SECTION BREAK LINE

PAVEMENT CONDITION INDEX	
PCI	
	86-100
	71-85
	56-70
	41-55
	26-40
	11-25
	0-10

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AGENCY: Iowa Department of Transportation Office of Aviation			
LOCATION: Southeast Iowa Regional Airport Burlington, Iowa			
PAGE TITLE: 2018 Pavement Condition Index Map			
PROJECT DATE: OCT. 2018	CREATION DATE: OCT. 2018	PROJECT MANAGER: LJR	JOB NUMBER: 17-020-AM02
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: APR. 2019	REVISED BY: DSP	DRAWN BY: DSP
FILENAME: Burlington.dwg		LAYOUT NAME/NUMBER: PCI	PAGE NUMBER: 7

Table 1. 2018 pavement evaluation results.

Branch ¹	Section ¹	Surface Type ²	Section Area (sf)	LCD ³	2018 PCI	% Distress due to Load ⁴	% Distress due to Climate/Durability ⁵	% Distress due to Other ⁶	Type of Distresses ⁷
A01BR	01	PCC	83,062	5/14/2016	100	0	0	0	No Distress
A01BR	02	PCC	93,343	6/30/1974	69	49	23	28	Corner Break, Corner Spalling, Joint Seal Damage, Joint Spalling, Large Patch, LTD Cracking, Shattered Slab
R12BR	01	PCC	337,736	6/1/1998	94	8	90	2	Joint Seal Damage, LTD Cracking, Shrinkage Cracking
R12BR	02	PCC	113,107	6/1/1998	86	0	77	23	ASR, Corner Spalling, Joint Seal Damage, Joint Spalling
R12BR	03	APC	30,203	6/1/2005	52	24	68	8	Block Cracking, Raveling, Rutting, Shoving, Weathering
R12BR	04	APC	41,798	6/1/2005	53	0	87	13	Block Cracking, Raveling, Shoving, Weathering
R18BR	01	APC	845,043	6/1/2005	40	0	99	1	Block Cracking, Joint Reflection Cracking, L&T Cracking, Patching, Raveling, Swelling, Weathering
R18BR	02	APC	160,870	6/1/2005	44	0	100	0	Joint Reflection Cracking, L&T Cracking, Raveling, Weathering
T01BR	01	APC	217,774	6/1/2005	53	0	99	1	Block Cracking, L&T Cracking, Patching, Raveling, Swelling, Weathering
T01BR	02	PCC	38,680	1/1/2003	84	0	59	41	Joint Seal Damage, Joint Spalling, Small Patch
T02BR	01	PCC	85,227	1/1/2003	77	25	38	37	Corner Break, Corner Spalling, Faulting, Joint Seal Damage, Joint Spalling, LTD Cracking, Small Patch

Table 1. 2018 pavement evaluation results (continued).

Branch ¹	Section ¹	Surface Type ²	Section Area (sf)	LCD ³	2018 PCI	% Distress due to Load ⁴	% Distress due to Climate/Durability ⁵	% Distress due to Other ⁶	Type of Distresses ⁷
T02BR	02	PCC	303,283	1/1/2003	80	7	51	42	ASR, Corner Spalling, Faulting, Joint Seal Damage, Joint Spalling, LTD Cracking, Shrinkage Cracking, Small Patch
T03BR	03	PCC	70,854	1/1/2003	85	15	63	22	Corner Break, Corner Spalling, Joint Seal Damage, Joint Spalling, Large Patch, LTD Cracking, Small Patch
T03BR	04	AAC	39,660	6/1/2005	43	26	74	0	Alligator Cracking, Block Cracking, Patching, Raveling, Weathering
T04BR	01	PCC	32,954	1/1/2003	83	9	56	35	Corner Break, Corner Spalling, Joint Seal Damage, Joint Spalling, LTD Cracking, Shrinkage Cracking, Small Patch
T05BR	01	PCC	40,000	1/1/2003	82	0	52	48	ASR, Faulting, Joint Seal Damage, Joint Spalling, Small Patch
T05BR	02	PCC	33,623	1/1/2003	66	0	24	76	ASR, Corner Spalling, Joint Seal Damage, Joint Spalling, Small Patch
T06BR	01	PCC	28,472	1/1/2003	80	0	49	51	ASR, Corner Spalling, Joint Seal Damage, Joint Spalling, Shrinkage Cracking
TH01BR	01	AC	30,884	7/3/1995	24	0	99	1	Bleeding, L&T Cracking, Patching, Raveling
TH01BR	02	PCC	51,850	8/3/2012	93	34	64	2	Corner Break, Joint Seal Damage, Joint Spalling, Shattered Slab

Table 1. 2018 pavement evaluation results (continued).

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 asphalt-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 asphalt-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

Southeast Iowa Regional Airport was inspected on December 5 and 6, 2018. There were twenty pavement sections defined during the inspection. Suspected alkali-silica reaction (ASR) was recorded on multiple pavement sections at this airport in accordance with ASTM D5340-12. Laboratory testing and analysis is the only definitive way to validate the presence of ASR.

Runways

Runway 18/36 was defined by two sections. Low- and medium-severity block cracking and longitudinal and transverse (L&T) cracking, medium-severity joint reflection cracking, all severities of raveling, and low-severity swelling, patching, and weathering were observed in Section 01. The low-severity cracking was either sealed or unsealed, and the medium-severity cracking was due to either unsealed crack widths greater than 1/4 in or unsatisfactory crack sealant. Section 02, the runway extension located at the Runway 36 approach, had medium-severity joint reflection cracking and L&T cracking due to either unsealed crack widths that exceeded 1/4 in or unsatisfactory crack sealant, low-severity, unsealed L&T cracking, and low-severity raveling and weathering identified.

Runway 12/30, the secondary runway, consisted of four sections. Section 01 had high-severity joint seal damage recorded along with isolated amounts of low-severity longitudinal, transverse, and diagonal (LTD) cracking and shrinkage cracking. Low-severity ASR, medium-severity corner spalling and joint spalling, and high-severity joint seal damage were observed in Section 02. Section 03 had low-severity, unsealed block cracking, high-severity raveling located at the edge of the pavement, and low-severity rutting, shoving, raveling, and weathering identified. Low-severity block cracking, raveling, shoving, and weathering were recorded in Section 04. The block cracking was unsealed.

Taxiways

Taxiway 01 consisted of two sections located parallel to Runway 12/30. Section 01 was located west of Runway 18/36 and had low-severity block cracking, patching, raveling, and weathering recorded. Additionally, low- and high-severity L&T cracking, medium- and high-severity raveling, and low-severity swelling were recorded in additional sample units according to ASTM D5340-12. The low-severity cracking was unsealed. High-severity joint seal damage, low- and high-severity joint spalling, and low-severity small patching were observed in Section 02.

Taxiway 02 contained two sections. Section 01, located parallel to Runway 18/36 between Runway 12/30 and the Runway 18 approach, had low-severity corner break and faulting, high-severity joint seal damage, low- and medium-severity LTD cracking, and medium-severity corner spalling, joint spalling, and small patching identified throughout. Section 02, located parallel to Runway 18/36 between Runway 12/30 and the Runway 36 approach, had low-severity ASR and small patching, high-severity corner spalling, low- and medium-severity faulting, medium- and high-severity joint seal damage and joint spalling, medium-severity LTD cracking, and shrinkage cracking recorded.

Taxiway 03 was defined by two sections and connected the apron area with the Runway 30 approach. Section 03 had medium-severity corner break and LTD cracking, low- and high-severity corner spalling, medium- and high-severity joint seal damage, low-severity joint spalling and small patching, and high-severity large patching observed at the time of inspection. Medium-severity alligator cracking, low-severity block cracking in an unsealed condition, low-

severity raveling, and low-severity weathering were identified in Section 04. An atypical area of medium-severity patching was recorded as an additional sample unit according to ASTM D5340-12.

Taxiway 04 consisted of one section with high-severity joint seal damage recorded throughout along with low- and medium-severity small patching. An area of low-severity corner break and LTD cracking, high-severity corner spalling and joint spalling, and shrinkage cracking was recorded as an additional sample unit according to ASTM D5340-12.

Taxiway 05 was defined by two sections. Section 01 had low-severity ASR, low- and medium-severity faulting and joint spalling, and medium- and high-severity joint seal damage and small patching observed at the time of inspection. Low- and medium-severity ASR and corner spalling, high-severity joint seal damage, medium-severity joint spalling, and low-severity small patching were identified in Section 02.

Taxiway 06 contained one section with low-severity ASR, all severities of corner spalling, high-severity joint seal damage, low- and medium-severity joint spalling, and shrinkage cracking recorded.

Apron

The apron area consisted of two sections. Section 01 was recently reconstructed and was in excellent condition with no distresses observed. Low-severity corner break and large patching, low- and high-severity corner spalling, high-severity joint seal damage, all severities of joint spalling, low- and medium-severity LTD cracking, and medium-severity shattered slab were identified in Section 02.

T-hangar

The T-hangar area was defined by two sections. Section 01 was in poor condition with bleeding, low-severity unsealed L&T cracking, medium-severity L&T cracking due to either the development of secondary cracking or unsealed crack widths that were greater than 1/4 in, low-severity patching, and medium- and high-severity raveling recorded. High-severity joint seal damage and low-severity joint spalling were observed in Section 02. An atypical area of low-severity corner break and medium-severity shattered slab were recorded as an additional sample unit per ASTM D5340-12.

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 Southeast Iowa Regional 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 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 Southeast Iowa Regional Airport.

Major Rehabilitation Unit Costs

PAVER estimates the cost of major rehabilitation based on the predicted PCI of the pavement section. The Iowa DOT provided the costs for major rehabilitation, 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, 2019, and an inflation rate of 1.5 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 (2019) 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 2020 or 2021, then localized maintenance was not recommended for 2019. While localized preventive maintenance should be an annual undertaking at Southeast Iowa Regional Airport, it is not possible to accurately predict the propagation of cracking and other distress types. Therefore, the airport should budget for maintenance every year and can use the 2019 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 Southeast Iowa Regional Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2019 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
2019	A01BR	02	PCC	Localized Maintenance	\$72,273
2019	R12BR	01	PCC	Localized Maintenance	\$91,044
2019	R12BR	02	PCC	Localized Maintenance	\$63,734
2019	R12BR	03	APC	Major Rehabilitation	\$138,632
2019	R12BR	04	APC	Major Rehabilitation	\$191,853
2019	R18BR	01	APC	Major Rehabilitation	\$8,196,914
2019	R18BR	02	APC	Major Rehabilitation	\$1,340,130
2019	T01BR	01	APC	Major Rehabilitation	\$999,582
2019	T01BR	02	PCC	Localized Maintenance	\$17,129
2019	T02BR	01	PCC	Localized Maintenance	\$31,421
2019	T02BR	02	PCC	Localized Maintenance	\$133,390
2019	T03BR	03	PCC	Localized Maintenance	\$34,324
2019	T03BR	04	AAC	Major Rehabilitation	\$358,964
2019	T04BR	01	PCC	Localized Maintenance	\$9,710
2019	T05BR	01	PCC	Localized Maintenance	\$11,048
2019	T05BR	02	PCC	Localized Maintenance	\$63,996
2019	T06BR	01	PCC	Localized Maintenance	\$9,196
2019	TH01BR	01	AC	Major Rehabilitation	\$299,575
2019	TH01BR	02	PCC	Localized Maintenance	\$12,016

Total Estimated Cost: \$12,075,000

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 meant to provide Southeast Iowa Regional Airport with an indication of the type of pavement-related work required during the next 5 years. Further engineering investigation may be necessary to identify which repair action is most appropriate. In addition, the cost estimates provided are based on overall unit costs for the entire state, and Southeast Iowa Regional Airport should adjust the plan to reflect local costs.

Because an unlimited budget was used in the analysis, it is possible that the pavement repair program may need to be adjusted to consider economic 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, Southeast Iowa Regional Airport is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

General Maintenance Recommendations

In addition to the specific maintenance actions presented in Appendix F, it is recommended that the following strategies 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 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 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)

Because Southeast Iowa Regional Airport is in the National Plan of Integrated Airport Systems (NPIAS), the airport sponsor is required to keep the airport in a viable operating condition. This includes maintaining airport pavements in accordance with Public Law 103-305. 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, Southeast Iowa Regional Airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities.

FAA Advisory Circular 150/5380-7B provides detailed guidance pertaining to the requirements for an acceptable pavement management program (PMP). Appendix A of 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. 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 Southeast Iowa Regional 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, 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 (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 Southeast Iowa Regional 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
A01BR	01					
A01BR	02					
R12BR	01					
R12BR	02					
R12BR	03					
R12BR	04					

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
R18BR	01					
R18BR	02					
T01BR	01					
T01BR	02					
T02BR	01					
T02BR	02					

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
T03BR	03					
T03BR	04					
T04BR	01					
T05BR	01					
T05BR	02					
T06BR	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
TH01BR	01					
TH01BR	02					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Southeast Iowa Regional Airport. A visual inspection of the pavements in 2018 found that the overall condition of the pavement network is a PCI of 64. A 5-year pavement repair program, shown in Table 2, was generated for Southeast Iowa Regional Airport, which revealed that approximately \$12,075,000 needs to be expended on M&R. Southeast Iowa Regional 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.
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

A01BR-01. Overview.



A01BR-02. Overview.



A01BR-02. Joint Spalling (Sample Unit No. 02).



A01BR-02. LTD Cracking (Sample Unit No. 16).



A01BR-02. Shattered Slab (Sample Unit No. 05).



R12BR-01. Overview.



R12BR-01. Joint Seal Damage (Sample Unit No. 153).



R12BR-01. Joint Seal Damage (Sample Unit No. 80).



R12BR-01. Shrinkage Cracking (Sample Unit No. 25).



R12BR-02. Overview.



R12BR-02. ASR (Sample Unit No. 13).



R12BR-02. Joint Seal Damage (Sample Unit No. 01).



R12BR-02. Joint Spalling (Sample Unit No. 01).



R12BR-03. Overview.



R12BR-03. Block Cracking (Sample Unit No. 06).



R12BR-03. Shoving (Sample Unit No. 06).



R12BR-04. Overview.



R12BR-04. Block Cracking (Sample Unit No. 01).



R12BR-04. Shoving (Sample Unit No. 01).



R18BR-01. Overview.



R18BR-01. Block Cracking (Sample Unit No. 143).



R18BR-01. Block Cracking (Sample Unit No. 43).



R18BR-01. L&T Cracking (Sample Unit No. 154).



R18BR-01. Patching (Sample Unit No. 132).



R18BR-01. Patching (Sample Unit No. 43).



R18BR-01. Raveling (Sample Unit No. 43).



R18BR-02. Overview.



R18BR-02. Joint Reflection Cracking (Sample Unit No. 03).



R18BR-02. Raveling (Sample Unit No. 03).



R18BR-02. Weathering (Sample Unit No. 01).



T01BR-01. Overview.



T01BR-01. Block Cracking (Sample Unit No. 41).



T01BR-01. L&T Cracking and Raveling (Additional Sample Unit No. 18).



T01BR-01. L&T Cracking and Raveling (Additional Sample Unit No. 32).



T01BR-01. Patching (Sample Unit No. 31).



T01BR-01. Raveling (Sample Unit No. 41).



T01BR-02. Overview.



T01BR-02. Joint Spalling (Sample Unit No. 04).



T01BR-02. Small Patching (Sample Unit No. 05).



T02BR-01. Overview.



T02BR-01. Corner Spalling (Sample Unit No. 09).



T02BR-01. Small Patching (Sample Unit No. 04).



T02BR-02. Overview.



T02BR-02. Corner Spalling (Sample Unit No. 93).



T02BR-02. Faulting (Sample Unit No. 93).



T02BR-02. Joint Seal Damage (Sample Unit No. 96).



T02BR-02. Joint Spalling (Sample Unit No. 93).



T02BR-02. LTD Cracking (Sample Unit No. 13).



T03BR-03. Overview.



T03BR-03. Joint Seal Damage (Sample Unit No. 19).



T03BR-03. LTD Cracking (Sample Unit No. 01).



T03BR-04. Overview.



T03BR-04. Alligator Cracking (Sample Unit No. 05).



T03BR-04. Block Cracking (Sample Unit No. 02).



T03BR-04. Patching (Additional Sample Unit No. 07).



T03BR-04. Weathering (Sample Unit No. 02).



T04BR-01. Overview.



T04BR-01. Joint Spalling (Additional Sample Unit No. 11).



T04BR-01. Small Patching (Sample Unit No. 06).



T05BR-01. Overview.



T05BR-01. ASR (Sample Unit No. 06).



T05BR-01. Small Patching (Sample Unit No. 06).



T05BR-02. Overview.



T05BR-02. ASR (Sample Unit No. 03).



T06BR-01. Overview.



T06BR-01. Corner Spalling (Sample Unit No. 07).



T06BR-01. Joint Seal Damage (Sample Unit No. 07).



TH01BR-01. Overview.



TH01BR-01. L&T Cracking (Sample Unit No. 02).



TH01BR-01. Raveling (Sample Unit No. 02).



TH01BR-01. Raveling (Sample Unit No. 03).



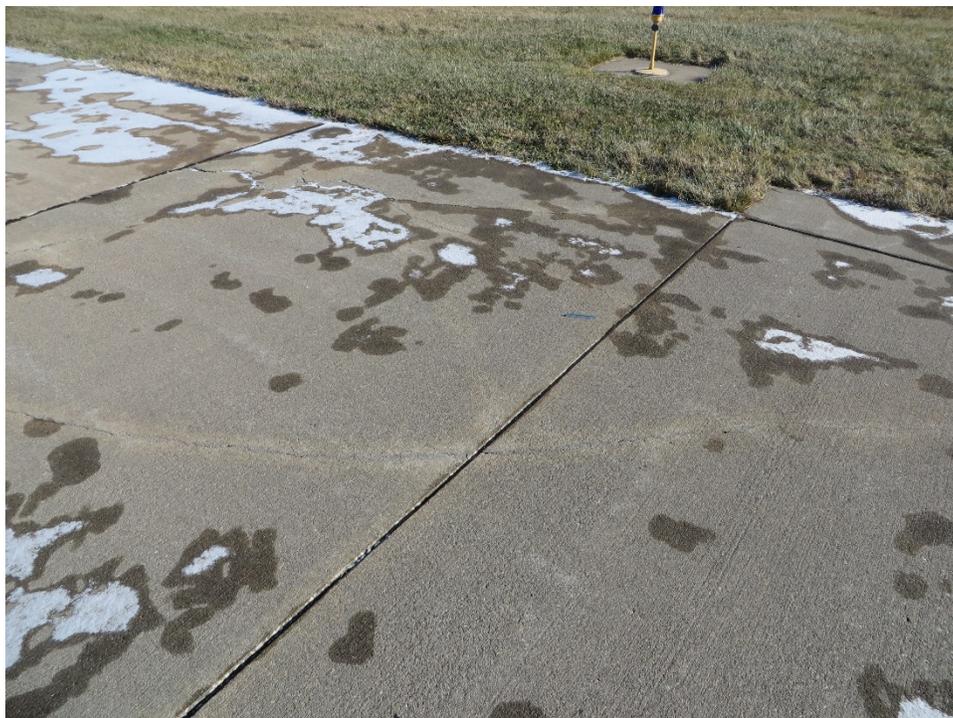
TH01BR-02. Overview.



TH01BR-02. Joint Seal Damage (Sample Unit No. 16).



TH01BR-02. Shattered Slab (Additional Sample Unit No. 01).



APPENDIX C

INSPECTION REPORT

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: A01BR Name: APRON AT BURLINGTON Use: APRON Area: 176,406.25SqFt

Section: 01 of 2 From: S. END OF APRON To: TERMINAL AREA Last Const.: 05/14/2016
Surface: PCC Family: IowaPCCAPSE Zone: Category: Rank: P
Area: 83,062.00SqFt Length: 320.00Ft Width: 238.00Ft
Slabs: 312 Slab Width: 12.50Ft Slab Length: 19.50Ft Joint Length: 9,440.44Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 21 Surveyed: 7

Conditions: PCI : 100

Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 07 Type: R Area: 25.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 09 Type: R Area: 25.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 11 Type: R Area: 25.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 13 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 15 Type: R Area: 25.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: A01BR Name: APRON AT BURLINGTON Use: APRON Area: 176,406.25SqFt

Section: 02 of 2 From: NORTH END OF APRON To: TAXIWAY D Last Const.: 06/30/1974
Surface: PCC Family: IowaPCCAPSE Zone: Category: Rank: P
Area: 93,343.00SqFt Length: 380.00Ft Width: 250.00Ft
Slabs: 415 Slab Width: 12.50Ft Slab Length: 19.50Ft Joint Length: 11,841.79Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: slab sizes vary

Last Insp. Date: 12/05/2018 Total Samples: 26 Surveyed: 7

Conditions: PCI: 69

Inspection Comments:

Sample Number: 02 Type: R Area: 24.00Slabs PCI = 62
Sample Comments:
74 JOINT SPALLING H 2.00 Slabs Comments:
74 JOINT SPALLING M 4.00 Slabs Comments:
62 CORNER BREAK L 2.00 Slabs Comments:
63 LINEAR CRACKING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:

Sample Number: 05 Type: R Area: 16.00Slabs PCI = 45
Sample Comments:
72 SHATTERED SLAB M 3.00 Slabs Comments:
62 CORNER BREAK L 2.00 Slabs Comments:
63 LINEAR CRACKING L 5.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 16.00 Slabs Comments:

Sample Number: 08 Type: R Area: 20.00Slabs PCI = 67
Sample Comments:
74 JOINT SPALLING H 1.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:
63 LINEAR CRACKING L 5.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 11 Type: R Area: 16.00Slabs PCI = 86
Sample Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 16.00 Slabs Comments:

Sample Number: 14 Type: R Area: 32.00Slabs PCI = 72
Sample Comments:
67 LARGE PATCH/UTILITY L 8.00 Slabs Comments:
75 CORNER SPALLING H 2.00 Slabs Comments:
63 LINEAR CRACKING L 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 32.00 Slabs Comments:

Sample Number: 16 Type: R Area: 20.00Slabs PCI = 82
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
63 LINEAR CRACKING M 1.00 Slabs Comments:

Sample Number: 21 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:
63 LINEAR CRACKING M 2.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

63	LINEAR CRACKING	L	2.00	Slabs	Comments:
65	JOINT SEAL DAMAGE	H	20.00	Slabs	Comments:
75	CORNER SPALLING	L	1.00	Slabs	Comments:
75	CORNER SPALLING	H	1.00	Slabs	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: R12BR Name: SECONDARY RUNWAY AT BURL. Use: RUNWAY Area: 522,843.80SqFt

Section: 01 of 4 From: 12 APPROACH To: RUNWAY 18/36 Last Const.: 06/01/1998
Surface: PCC Family: IowaPCCRWSE Zone: Category: Rank: S
Area: 337,736.00SqFt Length: 3,340.00Ft Width: 100.00Ft
Slabs: 3,377 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 63,360.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 168 Surveyed: 17

Conditions: PCI: 94

Inspection Comments:

Sample Number: 01 Type: R Area: 32.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 25 Type: R Area: 20.00Slabs PCI = 99

Sample Comments:
73 SHRINKAGE CRACKING N 1.00 Slabs Comments:

Sample Number: 28 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 49 Type: R Area: 20.00Slabs PCI = 95

Sample Comments:
63 LINEAR CRACKING L 1.00 Slabs Comments:

Sample Number: 52 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 63 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 66 Type: R Area: 20.00Slabs PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 77 Type: R Area: 20.00Slabs PCI = 88

Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 80 Type: R Area: 20.00Slabs PCI = 88

Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 97 Type: R Area: 20.00Slabs PCI = 88

Sample Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
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Sample Number: 100	Type: R	Area: 20.00Slabs	PCI = 88
Sample Comments:			
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 115	Type: R	Area: 20.00Slabs	PCI = 88
Sample Comments:			
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 118	Type: R	Area: 20.00Slabs	PCI = 88
Sample Comments:			
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 135	Type: R	Area: 20.00Slabs	PCI = 88
Sample Comments:			
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 138	Type: R	Area: 20.00Slabs	PCI = 88
Sample Comments:			
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 153	Type: R	Area: 20.00Slabs	PCI = 88
Sample Comments:			
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: R12BR Name: SECONDARY RUNWAY AT BURL. Use: RUNWAY Area: 522,843.80SqFt

Section: 02 of 4 From: RUNWAY 18/36 To: 30 APPROACH Last Const.: 06/01/1998
Surface: PCC Family: IowaPCCRWSE Zone: Category: Rank: S
Area: 113,107.00SqFt Length: 1,100.00Ft Width: 100.00Ft
Slabs: 1,131 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 20,800.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 57 Surveyed: 8

Conditions: PCI : 86

Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 84
Sample Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 03 Type: R Area: 25.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:

Sample Number: 13 Type: R Area: 20.00Slabs PCI = 83
Sample Comments:
76 ASR L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 16 Type: R Area: 20.00Slabs PCI = 84
Sample Comments:
75 CORNER SPALLING M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 33 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 36 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 47 Type: R Area: 20.00Slabs PCI = 84
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:

Sample Number: 50 Type: R Area: 20.00Slabs PCI = 84
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: R12BR Name: SECONDARY RUNWAY AT BURL. Use: RUNWAY Area: 522,843.80SqFt

Section: 03 of 4 From: RUNWAY 18/36 To: R12BR-02 Last Const.: 06/01/2005
Surface: APC Family: IowaAPCRWSouthern Zone: Category: Rank: S
Area: 30,203.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 6 Surveyed: 4

Conditions: PCI: 52

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 6X7
52 RAVELING L 500.00 SqFt Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 7X7
53 RUTTING L 500.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 500.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 4X6

Sample Number: 06 Type: R Area: 6,000.00SqFt PCI = 46
Sample Comments:
57 WEATHERING L 5,975.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 6X8
52 RAVELING L 598.00 SqFt Comments:
54 SHOVING L 200.00 SqFt Comments:
52 RAVELING H 25.00 SqFt Comments:@EDGE

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: R12BR Name: SECONDARY RUNWAY AT BURL. Use: RUNWAY Area: 522,843.80SqFt

Section: 04 of 4 From: R12BR-01 To: RUNWAY 18/36 Last Const.: 06/01/2005
Surface: APC Family: IowaAPCRWSouthern Zone: Category: Rank: S
Area: 41,798.00SqFt Length: 407.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 8 Surveyed: 4

Conditions: PCI: 53

Inspection Comments:

Sample Number: 01 Type: R Area: 5,200.00SqFt PCI = 49
Sample Comments:
54 SHOVING L 300.00 SqFt Comments:
43 BLOCK CRACKING L 5,200.00 SqFt Comments:LU 6X6
57 WEATHERING L 5,200.00 SqFt Comments:
52 RAVELING L 520.00 SqFt Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 500.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 5X8

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 500.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 5X8

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 5X8
52 RAVELING L 500.00 SqFt Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: R18BR Name: PRIMARY RUNWAY AT BURL Use: RUNWAY Area: 1,005,913.00SqFt

Section: 01 of 2 From: 18 APPROACH To: EXTENSION OF RW 18/36 Last Const.: 06/01/2005
Surface: APC Family: IowaAPCRWSouthern Zone: Category: Rank: P
Area: 845,043.00SqFt Length: 5,630.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 174 Surveyed: 17

Conditions: PCI: 40

Inspection Comments:

Sample Number: 04 Type: R Area: 4,875.00SqFt PCI = 54
Sample Comments:
43 BLOCK CRACKING L 4,875.00 SqFt Comments:LU 10X10
52 RAVELING L 4,875.00 SqFt Comments:
57 WEATHERING L 4,875.00 SqFt Comments:

Sample Number: 23 Type: R Area: 4,875.00SqFt PCI = 36
Sample Comments:
43 BLOCK CRACKING L 4,875.00 SqFt Comments:LU 10X10
52 RAVELING M 4,875.00 SqFt Comments:

Sample Number: 34 Type: R Area: 4,875.00SqFt PCI = 54
Sample Comments:
43 BLOCK CRACKING L 4,875.00 SqFt Comments:LU 4X7
57 WEATHERING L 4,875.00 SqFt Comments:
52 RAVELING L 4,875.00 SqFt Comments:

Sample Number: 43 Type: R Area: 4,875.00SqFt PCI = 34
Sample Comments:
50 PATCHING L 175.00 SqFt Comments:PCC
52 RAVELING M 4,700.00 SqFt Comments:
43 BLOCK CRACKING L 4,700.00 SqFt Comments:LS 5X5

Sample Number: 54 Type: R Area: 4,875.00SqFt PCI = 36
Sample Comments:
43 BLOCK CRACKING M 3,875.00 SqFt Comments:FS W 10X4
48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:FS W
57 WEATHERING L 4,875.00 SqFt Comments:
52 RAVELING L 4,875.00 SqFt Comments:

Sample Number: 63 Type: R Area: 4,875.00SqFt PCI = 37
Sample Comments:
43 BLOCK CRACKING M 2,875.00 SqFt Comments:FS W 8X10
43 BLOCK CRACKING L 2,000.00 SqFt Comments:LU
57 WEATHERING L 4,875.00 SqFt Comments:
52 RAVELING L 4,875.00 SqFt Comments:

Sample Number: 74 Type: R Area: 4,875.00SqFt PCI = 40
Sample Comments:
43 BLOCK CRACKING L 2,875.00 SqFt Comments:LU 10X10
43 BLOCK CRACKING M 1,000.00 SqFt Comments:FS W
57 WEATHERING L 4,875.00 SqFt Comments:
52 RAVELING L 4,875.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:LU

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Sample Number:	83	Type: R	Area:	4,875.00SqFt	PCI = 42
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	M	308.00	Ft	Comments:FS W
48	LONGITUDINAL/TRANSVERSE CRACKING	L	205.00	Ft	Comments:LU
47	JOINT REFLECTION CRACKING	M	225.00	Ft	Comments:FS W
57	WEATHERING	L	4,875.00	SqFt	Comments:
52	RAVELING	L	4,875.00	SqFt	Comments:

Sample Number:	91	Type: R	Area:	4,875.00SqFt	PCI = 34
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	M	181.00	Ft	Comments:FS W
48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft	Comments:LU
47	JOINT REFLECTION CRACKING	M	450.00	Ft	Comments:FS W
52	RAVELING	H	1.00	SqFt	Comments:
50	PATCHING	L	100.00	SqFt	Comments:
52	RAVELING	L	4,774.00	SqFt	Comments:
57	WEATHERING	L	4,774.00	SqFt	Comments:

Sample Number:	94	Type: R	Area:	4,875.00SqFt	PCI = 41
Sample Comments:					
43	BLOCK CRACKING	L	700.00	SqFt	Comments:LU
43	BLOCK CRACKING	M	975.00	SqFt	Comments:FS W 5X4
47	JOINT REFLECTION CRACKING	M	130.00	Ft	Comments:FS W
48	LONGITUDINAL/TRANSVERSE CRACKING	M	43.00	Ft	Comments:FS W
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:LU
57	WEATHERING	L	4,875.00	SqFt	Comments:
52	RAVELING	L	4,875.00	SqFt	Comments:

Sample Number:	103	Type: R	Area:	4,875.00SqFt	PCI = 37
Sample Comments:					
50	PATCHING	L	260.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft	Comments:LU
48	LONGITUDINAL/TRANSVERSE CRACKING	M	175.00	Ft	Comments:FS W
47	JOINT REFLECTION CRACKING	M	300.00	Ft	Comments:FS W
56	SWELLING	L	1.00	SqFt	Comments:
57	WEATHERING	L	4,615.00	SqFt	Comments:
52	RAVELING	L	4,615.00	SqFt	Comments:
43	BLOCK CRACKING	L	1,125.00	SqFt	Comments:LU 4X6

Sample Number:	114	Type: R	Area:	4,875.00SqFt	PCI = 43
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	Comments:LU
48	LONGITUDINAL/TRANSVERSE CRACKING	M	148.00	Ft	Comments:FS W
47	JOINT REFLECTION CRACKING	M	375.00	Ft	Comments:FS W
57	WEATHERING	L	4,875.00	SqFt	Comments:
52	RAVELING	L	4,875.00	SqFt	Comments:

Sample Number:	123	Type: R	Area:	4,875.00SqFt	PCI = 41
Sample Comments:					
57	WEATHERING	L	4,875.00	SqFt	Comments:
52	RAVELING	L	4,875.00	SqFt	Comments:
43	BLOCK CRACKING	M	1,000.00	SqFt	Comments:FS 7X4
43	BLOCK CRACKING	L	3,875.00	SqFt	Comments:LU

Sample Number:	132	Type: R	Area:	4,875.00SqFt	PCI = 38
Sample Comments:					
50	PATCHING	L	130.00	SqFt	Comments:PCC
57	WEATHERING	L	4,745.00	SqFt	Comments:
52	RAVELING	L	4,745.00	SqFt	Comments:

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Report Generated Date: June 25, 2019

43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:FS
43 BLOCK CRACKING	L	3,745.00	SqFt	Comments:LU 7X5

Sample Number: 134	Type: R	Area: 4,875.00SqFt	PCI = 38
Sample Comments:			
57 WEATHERING	L	4,875.00 SqFt	Comments:
52 RAVELING	L	4,875.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,875.00 SqFt	Comments:LU 7X5
43 BLOCK CRACKING	M	2,000.00 SqFt	Comments:FS W

Sample Number: 143	Type: R	Area: 4,875.00SqFt	PCI = 37
Sample Comments:			
43 BLOCK CRACKING	L	2,000.00 SqFt	Comments:LU
43 BLOCK CRACKING	M	2,875.00 SqFt	Comments:FS W
57 WEATHERING	L	4,875.00 SqFt	Comments:
52 RAVELING	L	4,875.00 SqFt	Comments:

Sample Number: 154	Type: R	Area: 4,875.00SqFt	PCI = 37
Sample Comments:			
47 JOINT REFLECTION CRACKING	M	408.00 Ft	Comments:FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft	Comments:LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	302.00 Ft	Comments:W FS
57 WEATHERING	L	4,875.00 SqFt	Comments:
52 RAVELING	L	4,875.00 SqFt	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: R18BR Name: PRIMARY RUNWAY AT BURL. Use: RUNWAY Area: 1,005,913.00SqFt

Section: 02 of 2 From: EXTENSION OF RW 18/36 To: 36 APPROACH Last Const.: 06/01/2005

Surface: APC Family: IowaAPCRWSouthern Zone: Category: Rank: P

Area: 160,870.00SqFt Length: 1,072.50Ft Width: 150.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 30 Surveyed: 6

Conditions: PCI: 44

Inspection Comments:

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 42

Sample Comments:

47 JOINT REFLECTION CRACKING	M	450.00 Ft	Comments:FS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	225.00 Ft	Comments:W FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft	Comments:LU
57 WEATHERING	L	5,625.00 SqFt	Comments:
52 RAVELING	L	5,625.00 SqFt	Comments:

Sample Number: 06 Type: R Area: 5,625.00SqFt PCI = 47

Sample Comments:

47 JOINT REFLECTION CRACKING	M	600.00 Ft	Comments:FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00 Ft	Comments:LU
57 WEATHERING	L	5,625.00 SqFt	Comments:
52 RAVELING	L	5,625.00 SqFt	Comments:

Sample Number: 15 Type: R Area: 5,625.00SqFt PCI = 43

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft	Comments:W FS
47 JOINT REFLECTION CRACKING	M	525.00 Ft	Comments:FS
57 WEATHERING	L	5,625.00 SqFt	Comments:
52 RAVELING	L	5,625.00 SqFt	Comments:

Sample Number: 18 Type: R Area: 5,625.00SqFt PCI = 47

Sample Comments:

47 JOINT REFLECTION CRACKING	M	600.00 Ft	Comments:FS W
48 LONGITUDINAL/TRANSVERSE CRACKING	L	193.00 Ft	Comments:LU
57 WEATHERING	L	5,625.00 SqFt	Comments:
52 RAVELING	L	5,625.00 SqFt	Comments:

Sample Number: 23 Type: R Area: 5,625.00SqFt PCI = 38

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00 Ft	Comments:W
47 JOINT REFLECTION CRACKING	M	525.00 Ft	Comments:W FS
57 WEATHERING	L	5,625.00 SqFt	Comments:
52 RAVELING	L	5,625.00 SqFt	Comments:

Sample Number: 26 Type: R Area: 5,625.00SqFt PCI = 45

Sample Comments:

47 JOINT REFLECTION CRACKING	M	675.00 Ft	Comments:FS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.00 Ft	Comments:LU
57 WEATHERING	L	5,625.00 SqFt	Comments:
52 RAVELING	L	5,625.00 SqFt	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T01BR Name: TAXIWAY 01 AT BURLINGTON Use: TAXIWAY Area: 256,454.00SqFt

Section: 01 of 2 From: R12BR-01 To: R18BR-01 Last Const.: 06/01/2005

Surface: APC Family: IowaAPCTWSouthern Zone: Category: Rank: P

Area: 217,774.00SqFt Length: 4,500.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 44 Surveyed: 9

Conditions: PCI: 53

Inspection Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU7X10

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 8X7

Sample Number: 18 Type: A Area: 5,000.00SqFt PCI = 37
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING H 46.00 Ft Comments:@GRINDING
56 SWELLING L 46.00 SqFt Comments:@GRINDING
48 LONGITUDINAL/TRANSVERSE CRACKING L 12.00 Ft Comments:LU
43 BLOCK CRACKING L 4,500.00 SqFt Comments:LU 5X5
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:
52 RAVELING M 46.00 SqFt Comments:GRINDING
52 RAVELING H 10.00 SqFt Comments:GRINDING

Sample Number: 22 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 12X4
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
52 RAVELING L 5,000.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU 10X10

Sample Number: 31 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:
43 BLOCK CRACKING L 4,775.00 SqFt Comments:LU 10X5
57 WEATHERING L 4,775.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:
50 PATCHING L 225.00 SqFt Comments:PCC

Sample Number: 32 Type: A Area: 5,000.00SqFt PCI = 38
Sample Comments:

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43	BLOCK CRACKING	L	4,000.00	SqFt	Comments:LU 6X6
56	SWELLING	L	100.00	SqFt	Comments:@GRINDING
48	LONGITUDINAL/TRANSVERSE CRACKING	H	100.00	Ft	Comments:@GRINDING
57	WEATHERING	L	5,000.00	SqFt	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft	Comments:LU
52	RAVELING	M	100.00	SqFt	Comments:GRINDING

Sample Number: 37 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

43	BLOCK CRACKING	L	5,000.00	SqFt	Comments:LU 6X4
57	WEATHERING	L	5,000.00	SqFt	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:

Sample Number: 41 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

57	WEATHERING	L	5,000.00	SqFt	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:
43	BLOCK CRACKING	L	5,000.00	SqFt	Comments:LU 6X6

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T01BR Name: TAXIWAY 01 AT BURLINGTON Use: TAXIWAY Area: 256,454.00SqFt

Section: 02 of 2 From: R18BR-01 To: T02BR-02 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 38,680.00SqFt Length: 344.00Ft Width: 107.00Ft
Slabs: 248 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 5,438.28Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 12 Surveyed: 6

Conditions: PCI : 84

Inspection Comments:

Sample Number: 02 Type: R Area: 25.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:

Sample Number: 03 Type: R Area: 25.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:

Sample Number: 04 Type: R Area: 25.00Slabs PCI = 68
Sample Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:
74 JOINT SPALLING H 4.00 Slabs Comments:

Sample Number: 05 Type: R Area: 25.00Slabs PCI = 86
Sample Comments:
66 SMALL PATCH L 3.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:

Sample Number: 06 Type: R Area: 28.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 28.00 Slabs Comments:

Sample Number: 09 Type: R Area: 25.00Slabs PCI = 85
Sample Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:
74 JOINT SPALLING L 2.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T02BR Name: TAXIWAY 02 AT BURLINGTON Use: TAXIWAY Area: 388,510.00SqFt

Section: 01 of 2 From: R18BR-01 To: R12BR-02 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 85,227.00SqFt Length: 1,371.00Ft Width: 50.00Ft
Slabs: 555 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 9,547.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 27 Surveyed: 7

Conditions: PCI: 77

Inspection Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
71 FAULTING L 5.00 Slabs Comments:
66 SMALL PATCH M 5.00 Slabs Comments:SKIN, AC
74 JOINT SPALLING M 3.00 Slabs Comments:

Sample Number: 07 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:
63 LINEAR CRACKING L 4.00 Slabs Comments:
63 LINEAR CRACKING M 2.00 Slabs Comments:
66 SMALL PATCH M 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 09 Type: R Area: 20.00Slabs PCI = 84
Sample Comments:
75 CORNER SPALLING M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 14 Type: R Area: 20.00Slabs PCI = 83
Sample Comments:
71 FAULTING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 18 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 21 Type: R Area: 20.00Slabs PCI = 74
Sample Comments:
71 FAULTING L 2.00 Slabs Comments:
63 LINEAR CRACKING L 1.00 Slabs Comments:
62 CORNER BREAK L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 24 Type: R Area: 20.00Slabs PCI = 83
Sample Comments:
71 FAULTING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T02BR Name: TAXIWAY 02 AT BURLINGTON Use: TAXIWAY Area: 388,510.00SqFt

Section: 02 of 2 From: R12BR-02 To: R18BR-02 Last Const.: 01/01/2003
 Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
 Area: 303,283.00SqFt Length: 5,815.00Ft Width: 50.00Ft
 Slabs: 2,052 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 40,655.00Ft
 Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 98 Surveyed: 10

Conditions: PCI: 80

Inspection Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 82

Sample Comments:

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

Sample Number: 13 Type: R Area: 20.00Slabs PCI = 72

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:@63
63 LINEAR CRACKING	M	2.00 Slabs	Comments:

Sample Number: 33 Type: R Area: 20.00Slabs PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
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Sample Number: 43 Type: R Area: 20.00Slabs PCI = 87

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
76 ASR	L	2.00 Slabs	Comments:

Sample Number: 53 Type: R Area: 20.00Slabs PCI = 83

Sample Comments:

76 ASR	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 63 Type: R Area: 20.00Slabs PCI = 81

Sample Comments:

75 CORNER SPALLING	H	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Sample Number: 73 Type: R Area: 20.00Slabs PCI = 88

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
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Sample Number: 84 Type: R Area: 20.00Slabs PCI = 81

Sample Comments:

76 ASR	L	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Sample Number:	93	Type:	R	Area:	20.00Slabs	PCI = 51
Sample Comments:						
75	CORNER SPALLING			H	4.00 Slabs	Comments:
74	JOINT SPALLING			H	1.00 Slabs	Comments:
74	JOINT SPALLING			M	3.00 Slabs	Comments:
71	FAULTING			M	2.00 Slabs	Comments:
71	FAULTING			L	2.00 Slabs	Comments:
65	JOINT SEAL DAMAGE			H	20.00 Slabs	Comments:

Sample Number:	96	Type:	R	Area:	16.00Slabs	PCI = 88
Sample Comments:						
65	JOINT SEAL DAMAGE			H	16.00 Slabs	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T03BR Name: TAXIWAY 03 AT BURLINGTON Use: TAXIWAY Area: 110,514.00SqFt

Section: 03 of 2 From: T03BR-04 To: T05BR-02 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 70,854.00SqFt Length: 1,120.00Ft Width: 63.00Ft
Slabs: 463 Slab Width: 12.50Ft Slab Length: 12.25Ft Joint Length: 10,221.80Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 22 Surveyed: 7

Conditions: PCI: 85

Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:
63 LINEAR CRACKING M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
62 CORNER BREAK M 1.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
66 SMALL PATCH L 1.00 Slabs Comments:
67 LARGE PATCH/UTILITY H 1.00 Slabs Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 78
Sample Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
66 SMALL PATCH L 1.00 Slabs Comments:
75 CORNER SPALLING H 1.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 07 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:
75 CORNER SPALLING H 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE M 20.00 Slabs Comments:

Sample Number: 10 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:
65 JOINT SEAL DAMAGE M 20.00 Slabs Comments:

Sample Number: 13 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:
65 JOINT SEAL DAMAGE M 20.00 Slabs Comments:

Sample Number: 17 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:
65 JOINT SEAL DAMAGE M 20.00 Slabs Comments:

Sample Number: 19 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T03BR Name: TAXIWAY 03 AT BURLINGTON Use: TAXIWAY Area: 110,514.00SqFt

Section: 04 of 2 From: R12BR-02 To: T03BR-03 Last Const.: 06/01/2005
Surface: AAC Family: IowaAACTWSouthern Zone: Category: Rank: P
Area: 39,660.00SqFt Length: 745.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 8 Surveyed: 5

Conditions: PCI: 43

Inspection Comments:

Sample Number: 02 Type: R Area: 4,820.00SqFt PCI = 46

Sample Comments:

41 ALLIGATOR CRACKING	M	15.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,805.00 SqFt	Comments:LU 4X4
57 WEATHERING	L	4,820.00 SqFt	Comments:
52 RAVELING	L	4,820.00 SqFt	Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 48

Sample Comments:

41 ALLIGATOR CRACKING	M	10.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,990.00 SqFt	Comments:LU 4X4
57 WEATHERING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 36

Sample Comments:

41 ALLIGATOR CRACKING	M	100.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,900.00 SqFt	Comments:LU 4X4
57 WEATHERING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 48

Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,990.00 SqFt	Comments:LU 5X6
41 ALLIGATOR CRACKING	M	10.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 07 Type: A Area: 5,830.00SqFt PCI = 35

Sample Comments:

50 PATCHING	M	450.00 SqFt	Comments:AC, DUE TO 54
57 WEATHERING	L	5,380.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,280.00 SqFt	Comments:LU 4X6
41 ALLIGATOR CRACKING	M	100.00 SqFt	Comments:
52 RAVELING	L	5,380.00 SqFt	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T04BR Name: TAXIWAY 04 AT BURLINGTON Use: TAXIWAY Area: 32,954.00SqFt

Section: 01 of 1 From: T01BR-02 To: T03BR-03 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 32,954.00SqFt Length: 262.00Ft Width: 85.00Ft
Slabs: 249 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 3,216.20Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 12 Surveyed: 7

Conditions: PCI: 83

Inspection Comments:

Sample Number: 03 Type: R Area: 16.00Slabs PCI = 86
Sample Comments:
66 SMALL PATCH L 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 16.00 Slabs Comments:

Sample Number: 06 Type: R Area: 15.00Slabs PCI = 83
Sample Comments:
66 SMALL PATCH L 5.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 15.00 Slabs Comments:

Sample Number: 07 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 08 Type: R Area: 20.00Slabs PCI = 86
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
66 SMALL PATCH L 2.00 Slabs Comments:

Sample Number: 09 Type: R Area: 20.00Slabs PCI = 84
Sample Comments:
66 SMALL PATCH L 1.00 Slabs Comments:
66 SMALL PATCH M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 10 Type: R Area: 20.00Slabs PCI = 81
Sample Comments:
66 SMALL PATCH L 5.00 Slabs Comments:
66 SMALL PATCH M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 11 Type: A Area: 13.00Slabs PCI = 58
Sample Comments:
63 LINEAR CRACKING L 1.00 Slabs Comments:
74 JOINT SPALLING H 1.00 Slabs Comments:
75 CORNER SPALLING H 2.00 Slabs Comments:
62 CORNER BREAK L 1.00 Slabs Comments:
66 SMALL PATCH L 2.00 Slabs Comments:
73 SHRINKAGE CRACKING N 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 13.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T05BR Name: TAXIWAY 05 AT BURLINGTON Use: TAXIWAY Area: 73,623.00SqFt

Section: 01 of 2 From: R18BR-01 To: T02BR-02 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 300.00Ft Width: 80.00Ft
Slabs: 263 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 3,460.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 14 Surveyed: 6

Conditions: PCI: 82

Inspection Comments:

Sample Number: 04 Type: R Area: 18.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 18.00 Slabs Comments:

Sample Number: 06 Type: R Area: 18.00Slabs PCI = 72
Sample Comments:
66 SMALL PATCH H 1.00 Slabs Comments:
76 ASR L 8.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 18.00 Slabs Comments:

Sample Number: 08 Type: R Area: 18.00Slabs PCI = 91
Sample Comments:
65 JOINT SEAL DAMAGE M 18.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 09 Type: R Area: 18.00Slabs PCI = 83
Sample Comments:
65 JOINT SEAL DAMAGE M 18.00 Slabs Comments:
76 ASR L 4.00 Slabs Comments:

Sample Number: 11 Type: R Area: 18.00Slabs PCI = 66
Sample Comments:
71 FAULTING L 2.00 Slabs Comments:
71 FAULTING M 2.00 Slabs Comments:
66 SMALL PATCH M 1.00 Slabs Comments:SKIN, AC
74 JOINT SPALLING M 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE M 18.00 Slabs Comments:

Sample Number: 12 Type: R Area: 18.00Slabs PCI = 93
Sample Comments:
65 JOINT SEAL DAMAGE M 18.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T05BR Name: TAXIWAY 05 AT BURLINGTON Use: TAXIWAY Area: 73,623.00SqFt

Section: 02 of 2 From: T02BR-02 To: T03BR-03 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 33,623.00SqFt Length: 264.00Ft Width: 75.00Ft
Slabs: 238 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 2,829.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 9 Surveyed: 5

Conditions: PCI: 66

Inspection Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 53
Sample Comments:
76 ASR M 5.00 Slabs Comments:
76 ASR L 4.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 71
Sample Comments:
76 ASR L 5.00 Slabs Comments:
76 ASR M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 05 Type: R Area: 20.00Slabs PCI = 70
Sample Comments:
76 ASR L 6.00 Slabs Comments:
76 ASR M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 06 Type: R Area: 20.00Slabs PCI = 79
Sample Comments:
76 ASR L 6.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

Sample Number: 07 Type: R Area: 25.00Slabs PCI = 57
Sample Comments:
75 CORNER SPALLING M 1.00 Slabs Comments:
66 SMALL PATCH L 1.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:
76 ASR M 3.00 Slabs Comments:
76 ASR L 4.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 25.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: T06BR Name: TAXIWAY 06 AT BURLINGTON Use: TAXIWAY Area: 28,472.00SqFt

Section: 01 of 1 From: R18BR-01 To: T02BR-02 Last Const.: 01/01/2003
Surface: PCC Family: IowaPCCTWSE Zone: Category: Rank: P
Area: 28,472.00SqFt Length: 300.00Ft Width: 65.00Ft
Slabs: 182 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 2,755.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 9 Surveyed: 5

Conditions: PCI : 80

Inspection Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 86

Sample Comments:

65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:

Sample Number: 05 Type: R Area: 20.00Slabs PCI = 72

Sample Comments:

75 CORNER SPALLING H 2.00 Slabs Comments:
76 ASR L 1.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:

Sample Number: 06 Type: R Area: 24.00Slabs PCI = 86

Sample Comments:

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

Sample Number: 07 Type: R Area: 24.00Slabs PCI = 72

Sample Comments:

75 CORNER SPALLING M 2.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:
76 ASR L 3.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 24.00 Slabs Comments:
75 CORNER SPALLING H 1.00 Slabs Comments:

Sample Number: 08 Type: R Area: 22.00Slabs PCI = 83

Sample Comments:

75 CORNER SPALLING H 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 22.00 Slabs Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: TH01BR Name: T-HANGAR 01 AT BURLINGTON Use: T-HANGAR Area: 82,734.00SqFt

Section: 01 of 2 From: SEE MAP To: SEE MAP Last Const.: 07/03/1995
Surface: AC Family: IowaASPHALTHH Zone: Category: Rank: P
Area: 30,884.00SqFt Length: 1,050.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/05/2018 Total Samples: 8 Surveyed: 4

Conditions: PCI : 24

Inspection Comments:

Sample Number: 02 Type: R Area: 3,750.00SqFt PCI = 33

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00 Ft	Comments:LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00 Ft	Comments:W 2NDY
52 RAVELING	M	3,750.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 3,750.00SqFt PCI = 14

Sample Comments:

52 RAVELING	H	750.00 SqFt	Comments:
52 RAVELING	M	3,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	265.00 Ft	Comments:2NDY W
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00 Ft	Comments:LU

Sample Number: 05 Type: R Area: 3,750.00SqFt PCI = 18

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	155.00 Ft	Comments:W 2NDY
48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00 Ft	Comments:LU
52 RAVELING	H	350.00 SqFt	Comments:
50 PATCHING	L	150.00 SqFt	Comments:
52 RAVELING	M	3,250.00 SqFt	Comments:

Sample Number: 07 Type: R Area: 3,125.00SqFt PCI = 34

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	93.00 Ft	Comments:W 2NDY
42 BLEEDING	N	25.00 SqFt	Comments:
52 RAVELING	M	3,100.00 SqFt	Comments:

Re-inspection Report

IA2018ALL

Report Generated Date: June 25, 2019

Network: BRL Name: SOUTHEAST IOWA REGIONAL AIRPORT

Branch: TH01BR Name: T-HANGAR 01 AT BURLINGTON Use: T-HANGAR Area: 82,734.00SqFt

Section: 02 of 2 From: SEE MAP To: SEE MAP Last Const.: 08/03/2012
Surface: PCC Family: IowaPCCTH Zone: Category: Rank: P
Area: 51,850.00SqFt Length: 1,550.00Ft Width: 35.00Ft
Slabs: 377 Slab Width: 12.00Ft Slab Length: 12.00Ft Joint Length: 7,456.67Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/06/2018 Total Samples: 19 Surveyed: 8

Conditions: PCI: 93

Inspection Comments:

Sample Number: 01 Type: A Area: 15.00Slabs PCI = 68
Sample Comments:
72 SHATTERED SLAB M 1.00 Slabs Comments:
62 CORNER BREAK L 1.00 Slabs Comments:
65 JOINT SEAL DAMAGE H 15.00 Slabs Comments:

Sample Number: 04 Type: R Area: 21.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 06 Type: R Area: 21.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 18.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 11 Type: R Area: 20.00Slabs PCI = 86
Sample Comments:
65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 14 Type: R Area: 18.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 16 Type: R Area: 21.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 21.00 Slabs Comments:

Sample Number: 18 Type: R Area: 21.00Slabs PCI = 88
Sample Comments:
65 JOINT SEAL DAMAGE H 21.00 Slabs Comments:

APPENDIX D

WORK HISTORY REPORT

Date:07/01/2019

Work History Report

1 of 4

Pavement Database:IA2018All

Network: BRL **Branch:** A01BR (APRON AT BURLINGTON) **Section:** 01 **Surface:** PCC
L.C.D.: 05/14/2016 **Use:** APRON **Rank** P **Length:** 320.00 Ft **Width:** 238.00 Ft **True Area:** 83,062.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
05/14/2016	CR-PC	Complete Reconstruction - PC	\$0	8.00	True	-
05/13/2016	BA-AG	Base Course - Aggregate	\$0	4.00	False	Geotextile fabric was also installed
05/12/2016	SG-CO	Subgrade - Compacted	\$0	0.00	False	-
06/30/1974	NC-PC	New Construction - PCC	\$0	0.00	True	-
06/02/1943	NC-PC	New Construction - PCC	\$0	6.00	True	6" PCC
06/01/1943	SB-AG	Subbase - Aggregate	\$0	11.00	False	11" P154 SUBBASE

Network: BRL **Branch:** A01BR (APRON AT BURLINGTON) **Section:** 02 **Surface:** PCC
L.C.D.: 06/30/1974 **Use:** APRON **Rank** P **Length:** 380.00 Ft **Width:** 250.00 Ft **True Area:** 93,343.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2010	SL-PC	Slab Replacement - PCC	\$0	0.00	False	State Funded - \$51,850
06/30/1974	INITIAL	Initial Construction	-	-	True	-
06/02/1943	NC-PC	New Construction - PCC	\$0	9.00	True	9" PCC SURFACE
06/01/1943	BA-AG	Base Course - Aggregate	\$0	10.00	False	10" P209 CABG

Network: BRL **Branch:** R12BR (SECONDARY RUNWAY AT BURL.) **Section:** 01 **Surface:** PCC
L.C.D.: 06/01/1998 **Use:** RUNWAY **Rank** S **Length:** 3,340.00 Ft **Width:** 100.00 Ft **True Area:** 337,736.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2016	JS-SI	Joint Seal - Silicon	\$0	0.00	False	FIELD EST, PARTIAL
06/01/1998	OL-PU	Overlay - PCC Unbonded	-	6.00	True	-
06/30/1977	OL-AC	Overlay - AC	\$0	2.00	True	2" P401 AC OVERLAY
06/01/1944	NC-PC	New Construction - PCC	\$0	0.00	True	10"-8"-10" PCC

Network: BRL **Branch:** R12BR (SECONDARY RUNWAY AT BURL.) **Section:** 02 **Surface:** PCC
L.C.D.: 06/01/1998 **Use:** RUNWAY **Rank** S **Length:** 1,100.00 Ft **Width:** 100.00 Ft **True Area:** 113,107.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1998	OL-PU	Overlay - PCC Unbonded	-	6.00	True	-
06/30/1977	OL-AC	Overlay - AC	-	2.00	True	2" P401 AC OVERLAY
06/01/1944	NC-PC	New Construction - PCC	\$0	0.00	True	10"-8"-10" PCC

Network: BRL **Branch:** R12BR (SECONDARY RUNWAY AT BURL.) **Section:** 03 **Surface:** APC
L.C.D.: 06/01/2005 **Use:** RUNWAY **Rank** S **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,203.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2005	OL-AS	Overlay - AC Structural	\$0	2.00	True	W/AC BASE COURSE, 2017 CORE avg 4.4" AC/ 7.9" PCC
06/30/1977	OL-AC	Overlay - AC	\$0	2.00	True	2" P401 AC OVERLAY
06/01/1944	NC-PC	New Construction - PCC	\$0	0.00	True	10"-8"-10" PCC

Network: BRL **Branch:** R12BR (SECONDARY RUNWAY AT BURL.) **Section:** 04 **Surface:** APC
L.C.D.: 06/01/2005 **Use:** RUNWAY **Rank** S **Length:** 407.00 Ft **Width:** 100.00 Ft **True Area:** 41,798.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2005	OL-AS	Overlay - AC Structural	\$0	2.00	True	W/AC BASE COURSE, 2017 CORE avg 5" AC/7.8"PCC
06/01/1997	OL-AC	Overlay - AC	-	-	True	-
06/30/1977	OL-AC	Overlay - AC	\$0	2.00	True	2" P401 AC OVERLAY
06/01/1944	NC-PC	New Construction - PCC	\$0	0.00	True	10"-8"-10" PCC

Date:07/01/2019

Work History Report

2 of 4

Pavement Database:IA2018All

Network: BRL **Branch:** R18BR (PRIMARY RUNWAY AT BURL.) **Section:** 01 **Surface:** APC
L.C.D.: 06/01/2005 **Use:** RUNWAY **Rank** P **Length:** 5,630.00 Ft **Width:** 150.00 Ft **True Area:**845,043.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2016	PA-AS	Patching - AC Shallow	\$0	0.00	False	FIELD EST, 2017 CORE: avg 6" AC/8.4" PCC
10/01/2011	PA-AS	Patching - AC Shallow	\$0	0.00	False	-
06/01/2005	OL-AS	Overlay - AC Structural	\$3,391,996	2.00	True	W/AC BASE COURSE; Total Project Cost \$4,038,090
06/30/1977	OL-AC	Overlay - AC	-	3.00	True	3" P401 AC Overlay
06/01/1970	OL-AC	Overlay - AC	\$0	3.00	True	EST. DATE
06/01/1944	NC-PC	New Construction - PCC	\$0	0.00	True	10"-8"-10" PCC

Network: BRL **Branch:** R18BR (PRIMARY RUNWAY AT BURL.) **Section:** 02 **Surface:** APC
L.C.D.: 06/01/2005 **Use:** RUNWAY **Rank** P **Length:** 1,072.50 Ft **Width:** 150.00 Ft **True Area:**160,870.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2011	PA-AD	Patching - AC Deep	\$0	0.00	False	-
06/01/2005	OL-AS	Overlay - AC Structural	\$646,094	4.00	True	W/AC BASE COURSE; Total Project Cost \$4,038,090
06/03/1968	NC-PC	New Construction - PCC	\$0	9.00	True	9" P501 PCC, 2017 CORE: 4.2" AC/9.5" PCC
06/02/1968	SB-AG	Subbase - Aggregate	\$0	10.00	False	10" P154 SUBBASE
06/01/1968	SG-ST	Subgrade - Stabilized	\$0	9.00	False	9" P301 LIME-TREATED SUBGRADE

Network: BRL **Branch:** T01BR (TAXIWAY 01 AT BURLINGTON) **Section:** 01 **Surface:** APC
L.C.D.: 06/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 4,500.00 Ft **Width:** 50.00 Ft **True Area:**217,774.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2005	OL-AS	Overlay - AC Structural	\$0	1.50	True	W/AC BASE COURSE
06/01/1977	OL-AC	Overlay - AC	\$0	3.00	True	3" P401 AC SURFACE
06/02/1943	NC-PC	New Construction - PCC	\$0	10.00	True	10" PCC SURFACE
06/01/1943	SG-CO	Subgrade - Compacted	\$0	8.00	False	8" SUBGRADE

Network: BRL **Branch:** T01BR (TAXIWAY 01 AT BURLINGTON) **Section:** 02 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 344.00 Ft **Width:** 107.00 Ft **True Area:** 38,680.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-
06/02/1943	NC-PC	New Construction - PCC	\$0	10.00	True	10" PCC
06/01/1943	SG-CO	Subgrade - Compacted	\$0	8.00	False	8" SUBGRADE

Network: BRL **Branch:** T02BR (TAXIWAY 02 AT BURLINGTON) **Section:** 01 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 1,371.00 Ft **Width:** 50.00 Ft **True Area:** 85,227.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-

Network: BRL **Branch:** T02BR (TAXIWAY 02 AT BURLINGTON) **Section:** 02 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 5,815.00 Ft **Width:** 50.00 Ft **True Area:**303,283.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-

Network: BRL **Branch:** T03BR (TAXIWAY 03 AT BURLINGTON) **Section:** 03 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 1,120.00 Ft **Width:** 63.00 Ft **True Area:** 70,854.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-

Date:07/01/2019

Work History Report

3 of 4

Pavement Database:IA2018All

Network: BRL **Branch:** T03BR (TAXIWAY 03 AT BURLINGTON) **Section:** 04 **Surface:** AAC
L.C.D.: 06/01/2005 **Use:** TAXIWAY **Rank P** **Length:** 745.00 Ft **Width:** 50.00 Ft **True Area:** 39,660.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2005	OL-AS	Overlay - AC Structural	\$0	1.50	True	W/AC BASE COURSE
06/02/1943	NC-PC	New Construction - PCC	\$0	10.00	True	10" PCC
06/01/1943	SG-CO	Subgrade - Compacted	\$0	8.00	False	8" SUBGRADE

Network: BRL **Branch:** T04BR (TAXIWAY 04 AT BURLINGTON) **Section:** 01 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank P** **Length:** 262.00 Ft **Width:** 85.00 Ft **True Area:** 32,954.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-

Network: BRL **Branch:** T05BR (TAXIWAY 05 AT BURLINGTON) **Section:** 01 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank P** **Length:** 300.00 Ft **Width:** 80.00 Ft **True Area:** 40,000.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-

Network: BRL **Branch:** T05BR (TAXIWAY 05 AT BURLINGTON) **Section:** 02 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank P** **Length:** 264.00 Ft **Width:** 75.00 Ft **True Area:** 33,623.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-

Network: BRL **Branch:** T06BR (TAXIWAY 06 AT BURLINGTON) **Section:** 01 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank P** **Length:** 300.00 Ft **Width:** 65.00 Ft **True Area:** 28,472.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	-	-	True	-
06/02/1943	NC-PC	New Construction - PCC	\$0	10.00	True	10" PCC SURFACE
06/01/1943	SG-CO	Subgrade - Compacted	\$0	8.00	False	8" SUBGRADE

Network: BRL **Branch:** TH01BR (T-HANGAR 01 AT BURLINGTON) **Section:** 01 **Surface:** AC
L.C.D.: 07/03/1995 **Use:** T-HANGAR **Rank P** **Length:** 1,050.00 Ft **Width:** 30.00 Ft **True Area:** 30,884.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	PA-AD	Patching - AC Deep	\$0	0.00	False	FIELD EST.
07/03/1995	NC-AC	New Construction - AC	\$0	2.00	True	2" AC IDOT TYPE B
07/02/1995	BA-AG	Base Course - Aggregate	\$0	3.00	False	3" BASE IDOT GRADE #26
07/01/1995	SB-AG	Subbase - Aggregate	\$0	7.50	False	7.5" SUBBASE IDOT GRAD. #12

Network: BRL **Branch:** TH01BR (T-HANGAR 01 AT BURLINGTON) **Section:** 02 **Surface:** PCC
L.C.D.: 08/03/2012 **Use:** T-HANGAR **Rank P** **Length:** 1,550.00 Ft **Width:** 35.00 Ft **True Area:** 51,850.00 SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/03/2012	CR-PC	Complete Reconstruction - PC	\$0	6.00	True	6" PCC
08/02/2012	SB-AG	Subbase - Aggregate	\$0	6.00	False	6" P-154 SUBBASE
08/01/2012	SG-ST	Subgrade - Stabilized	\$0	12.00	False	12" P-158 FLY ASH SUBGRADE

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	3	207,289.00	5.67	3.79
Complete Reconstruction - PCC	2	134,912.00	7.00	1.41
Initial Construction	9	726,436.00	-	-
Joint Seal - Silicon	1	337,736.00	.00	-
New Construction - AC	1	30,884.00	2.00	-
New Construction - PCC	13	2,112,810.00	4.92	4.86
Overlay - AC	8	2,472,502.00	2.43	.53
Overlay - AC Structural	6	1,335,348.00	2.17	.93
Overlay - PCC Unbonded	2	450,843.00	6.00	.00
Patching - AC Deep	2	191,754.00	.00	.00
Patching - AC Shallow	2	1,690,086.00	.00	.00
Slab Replacement - PCC	1	93,343.00	.00	-
Subbase - Aggregate	4	326,666.00	8.63	2.29
Subgrade - Compacted	5	407,648.00	6.40	3.58
Subgrade - Stabilized	2	212,720.00	10.50	2.12

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
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. 2019 unit costs for preventive maintenance actions.

Maintenance Action	Unit Cost
Asphalt Patch—Asphalt-Surfaced Pavement	\$13.66/sf
Crack Sealing—Asphalt-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. 2019 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 2019 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

Table F-1. Year 2019 localized preventive maintenance details.

Branch ¹	Section ¹	Distress Type ²	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost ³	2019 Estimated Cost ³
A01BR	02	Corner Break	Low	11	Slabs	Crack Sealing - PCC	\$2.81	\$259
A01BR	02	Corner Spalling	High	8	Slabs	Patching - PCC Partial Depth	\$34.97	\$792
A01BR	02	Joint Seal Damage	High	415	Slabs	Joint Seal (Localized)	\$2.81	\$33,276
A01BR	02	Joint Spalling	Medium	14	Slabs	Patching - PCC Partial Depth	\$34.97	\$3,166
A01BR	02	Joint Spalling	High	8	Slabs	Patching - PCC Partial Depth	\$34.97	\$2,375
A01BR	02	LTD Cracking	Medium	8	Slabs	Crack Sealing - PCC	\$2.81	\$378
A01BR	02	Shattered Slab	Medium	8	Slabs	Slab Replacement - PCC	\$15.62	\$32,028
R12BR	01	Joint Seal Damage	High	1,727	Slabs	Joint Seal (Localized)	\$2.81	\$91,044
R12BR	02	Corner Spalling	Medium	7	Slabs	Patching - PCC Partial Depth	\$34.97	\$645
R12BR	02	Joint Seal Damage	High	1,131	Slabs	Joint Seal (Localized)	\$2.81	\$58,445
R12BR	02	Joint Spalling	Medium	21	Slabs	Patching - PCC Partial Depth	\$34.97	\$4,644
T01BR	02	Joint Seal Damage	High	248	Slabs	Joint Seal (Localized)	\$2.81	\$15,299
T01BR	02	Joint Spalling	High	7	Slabs	Patching - PCC Partial Depth	\$34.97	\$1,830
T02BR	01	Corner Break	Low	4	Slabs	Crack Sealing - PCC	\$2.81	\$91
T02BR	01	Corner Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	\$34.97	\$373
T02BR	01	Joint Seal Damage	High	555	Slabs	Joint Seal (Localized)	\$2.81	\$26,825
T02BR	01	Joint Spalling	Medium	12	Slabs	Patching - PCC Partial Depth	\$34.97	\$2,686
T02BR	01	LTD Cracking	Medium	8	Slabs	Crack Sealing - PCC	\$2.81	\$278
T02BR	01	Small Patch	Medium	28	Slabs	Patching - PCC Full Depth	\$15.62	\$1,166
T02BR	02	Corner Spalling	High	63	Slabs	Patching - PCC Partial Depth	\$34.97	\$5,911
T02BR	02	Faulting	Medium	21	Slabs	Grinding (Localized)	\$0.34	\$89
T02BR	02	Joint Seal Damage	Medium	419	Slabs	Joint Seal (Localized)	\$2.81	\$23,315
T02BR	02	Joint Seal Damage	High	1,633	Slabs	Joint Seal (Localized)	\$2.81	\$90,927
T02BR	02	Joint Spalling	Medium	42	Slabs	Patching - PCC Partial Depth	\$34.97	\$9,458

Table F-1. Year 2019 localized preventive maintenance details (continued).

Branch ¹	Section ¹	Distress Type ²	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost ³	2019 Estimated Cost ³
T02BR	02	Joint Spalling	High	11	Slabs	Patching - PCC Partial Depth	\$34.97	\$2,956
T02BR	02	LTD Cracking	Medium	21	Slabs	Crack Sealing - PCC	\$2.81	\$735
T03BR	03	Corner Break	Medium	3	Slabs	Patching - PCC Full Depth	\$15.62	\$1,668
T03BR	03	Corner Spalling	High	7	Slabs	Patching - PCC Partial Depth	\$34.97	\$622
T03BR	03	Joint Seal Damage	Medium	265	Slabs	Joint Seal (Localized)	\$2.81	\$16,423
T03BR	03	Joint Seal Damage	High	198	Slabs	Joint Seal (Localized)	\$2.81	\$12,317
T03BR	03	Large Patch	High	3	Slabs	Patching - PCC Full Depth	\$15.62	\$3,178
T03BR	03	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	\$2.81	\$115
T04BR	01	Corner Break	Low	1	Slabs	Crack Sealing - PCC	\$2.81	\$23
T04BR	01	Corner Spalling	High	2	Slabs	Patching - PCC Partial Depth	\$34.97	\$188
T04BR	01	Joint Seal Damage	High	249	Slabs	Joint Seal (Localized)	\$2.81	\$9,038
T04BR	01	Joint Spalling	High	1	Slabs	Patching - PCC Partial Depth	\$34.97	\$282
T04BR	01	Small Patch	Medium	4	Slabs	Patching - PCC Full Depth	\$15.62	\$179
T05BR	01	Faulting	Medium	5	Slabs	Grinding (Localized)	\$0.34	\$21
T05BR	01	Joint Seal Damage	Medium	175	Slabs	Joint Seal (Localized)	\$2.81	\$6,482
T05BR	01	Joint Seal Damage	High	88	Slabs	Joint Seal (Localized)	\$2.81	\$3,241
T05BR	01	Joint Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	\$34.97	\$1,100
T05BR	01	Small Patch	Medium	2	Slabs	Patching - PCC Full Depth	\$15.62	\$102
T05BR	01	Small Patch	High	2	Slabs	Patching - PCC Full Depth	\$15.62	\$102
T05BR	02	ASR	Medium	23	Slabs	Slab Replacement - PCC	\$15.62	\$55,321
T05BR	02	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$34.97	\$213
T05BR	02	Joint Seal Damage	High	238	Slabs	Joint Seal (Localized)	\$2.81	\$7,950
T05BR	02	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$34.97	\$512
T06BR	01	Corner Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	\$34.97	\$311

Table F-1. Year 2019 localized preventive maintenance details (continued).

Branch ¹	Section ¹	Distress Type ²	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost ³	2019 Estimated Cost ³
T06BR	01	Corner Spalling	High	8	Slabs	Patching - PCC Partial Depth	\$34.97	\$778
T06BR	01	Joint Seal Damage	High	182	Slabs	Joint Seal (Localized)	\$2.81	\$7,732
T06BR	01	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	\$34.97	\$374
TH01BR	02	Corner Break	Low	1	Slabs	Crack Sealing - PCC	\$2.81	\$23
TH01BR	02	Joint Seal Damage	High	175	Slabs	Joint Seal (Localized)	\$2.81	\$9,744
TH01BR	02	Shattered Slab	Medium	1	Slabs	Slab Replacement - PCC	\$15.62	\$2,249

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

²Distress 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.

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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