Fort Dodge Regional Airport

Pavement Management Report

PREPARED BY

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applied pavement TECHNOLOGY

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FORT DODGE REGIONAL AIRPORT
PAVEMENT MANAGEMENT REPORT

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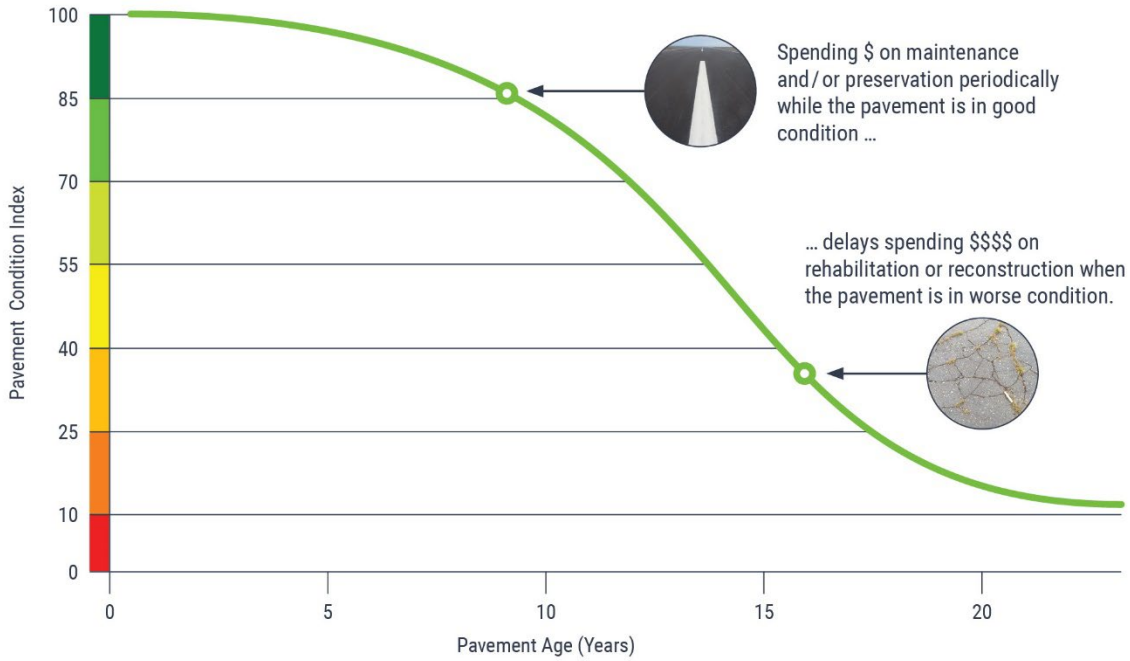
INTRODUCTION

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

As part of this project, pavement conditions at Fort Dodge Regional Airport were assessed in November 2022 using the Pavement Condition Index (PCI) procedure. During a PCI inspection, the types, severities, and amounts of distress present in a pavement are quantified. This information is then used to develop a composite index that represents the overall condition of the pavement in numerical terms, ranging from 0 (failed) to 100 (excellent). The PCI provides an overall measure of condition and an indication of the level of work that will be required to maintain or repair a pavement. The distress information also provides insight into what is causing the pavement to deteriorate, which is the first step in selecting the appropriate repair action to correct the problem.

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

Figure 1. Pavement condition versus cost of repair.



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

PAVEMENT INVENTORY

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

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

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

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

Approximately 2,479,300 square feet of pavement were evaluated at Fort Dodge 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 Fort Dodge Regional Airport.

Figure 2. Pavement area by branch use at Fort Dodge Regional Airport.

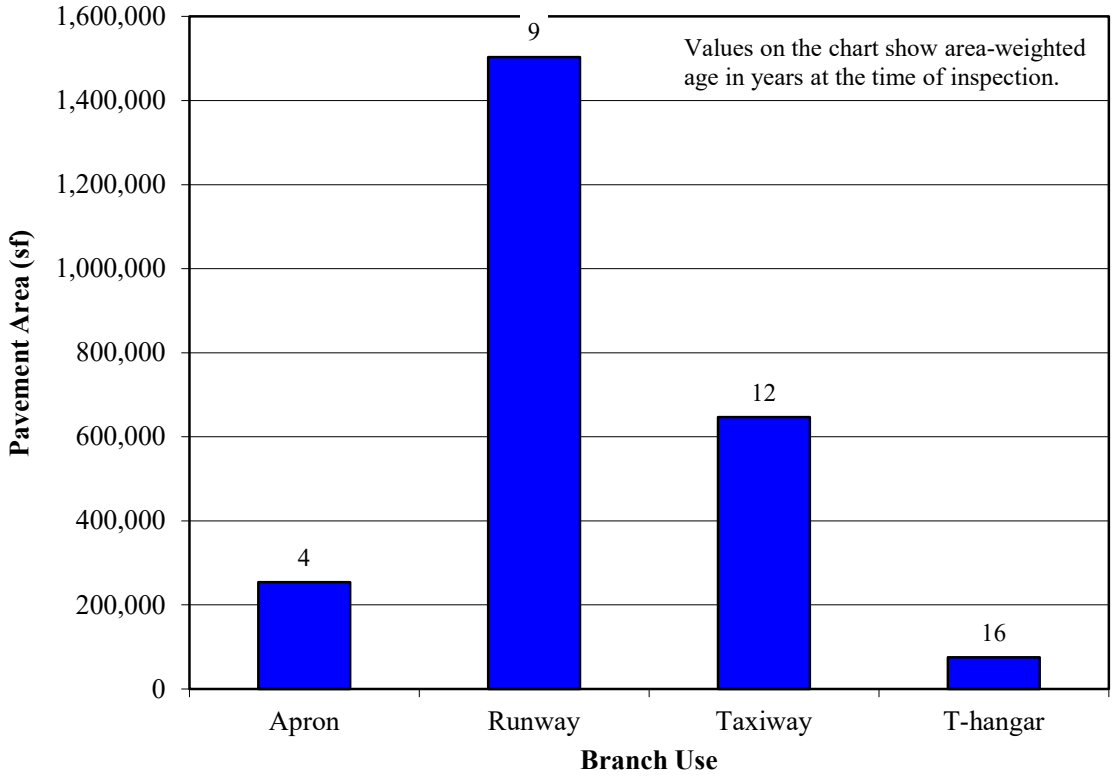
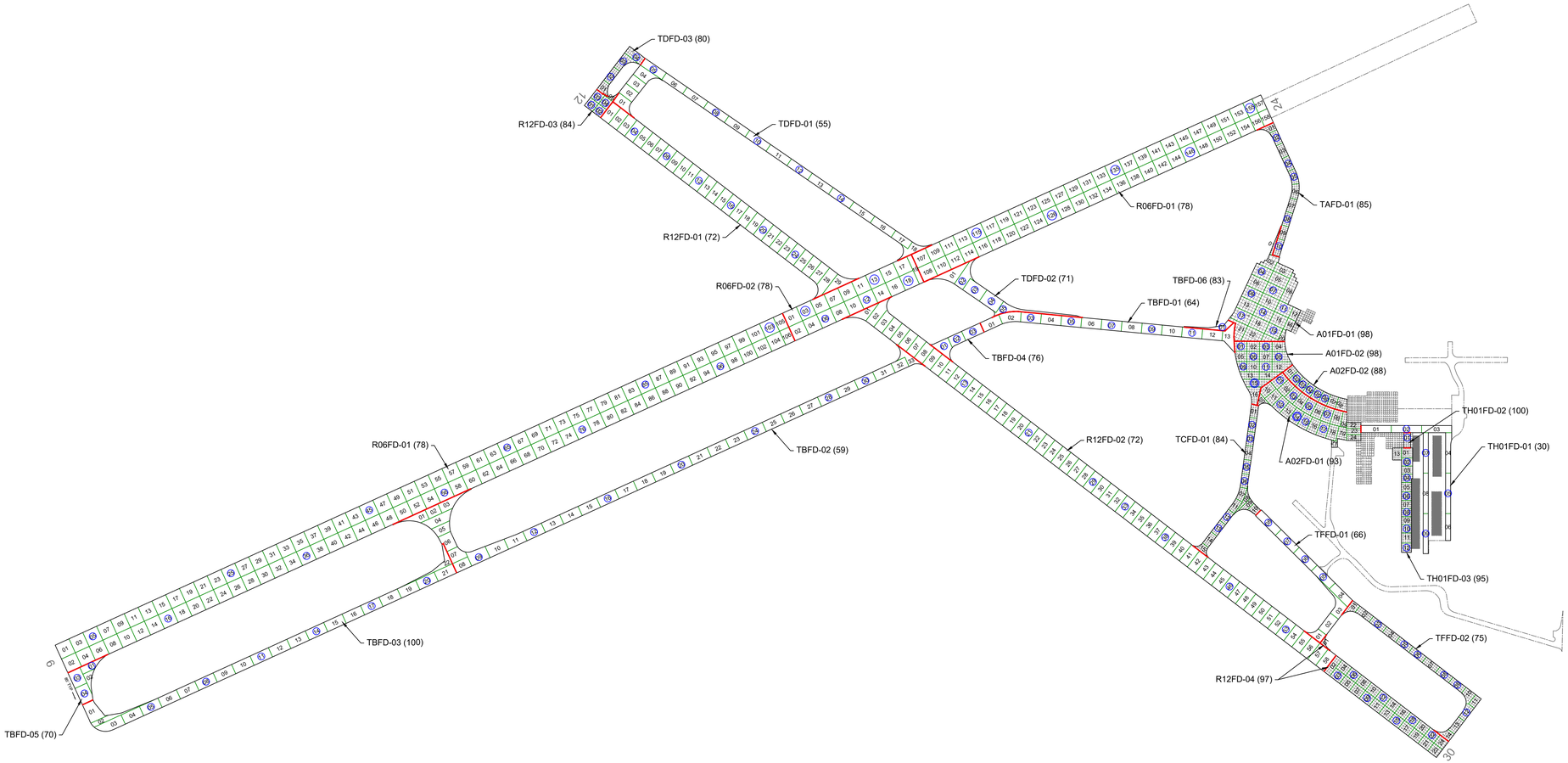


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

R06FD-01 (67)

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

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AGENCY: Iowa Department of Transportation Modal Transportation Bureau			
LOCATION: Fort Dodge Regional Airport Fort Dodge, Iowa			
PAGE TITLE: Network Definition Map			
PROJECT DATE: OCT. 2022	CREATION DATE: OCT. 2022	PROJECT MANAGER: LJR	JOB NUMBER: 2021-125-AM01
DRAWING SCALE: 1"=300'	LAST MODIFIED DATE: MAY 2023	REVISED BY: DMS	DRAWN BY: KEW
FILENAME: Fort Dodge.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

APTech inspected the pavements at Fort Dodge Regional Airport using the PCI procedure described in:

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

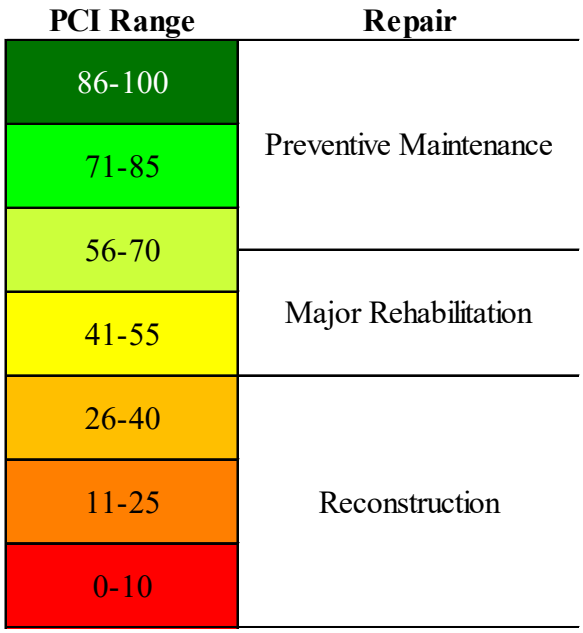
The PCI provides a numerical indication of overall pavement condition, as illustrated in Figure 4. The types and amounts of deterioration are used to calculate the PCI of the section. The PCI ranges from a value of 0, which represents a pavement in a failed condition, to a value of 100, which represents a pavement in excellent condition. It is important to note that factors other than overall PCI need to be considered when identifying the appropriate type of repair, including types of distress present and rate of deterioration. Also, since the PCI does not assess the structural integrity or capacity of the pavement structure, further testing may be needed to validate and refine the treatment strategy.

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

Note: Photographs shown are not specific to Fort Dodge 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.



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

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

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

Pavement Evaluation Results

The pavements at Fort Dodge Regional Airport were inspected in November 2022. The 2022 area-weighted condition of Fort Dodge Regional Airport is 77, with conditions ranging from 30 to 100 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2019, the area-weighted PCI of the airport was 83.

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

Figure 6. Pavement area by PCI range at Fort Dodge Regional Airport.

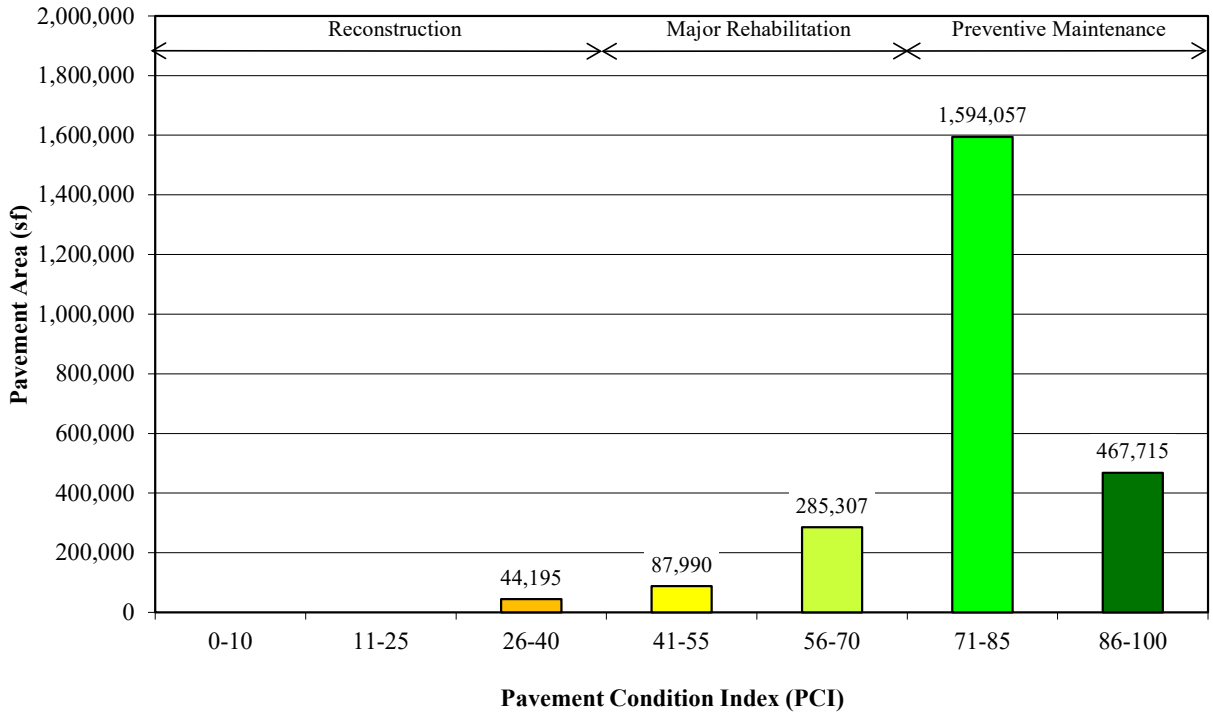


Figure 7. Area-weighted PCI by branch use at Fort Dodge Regional Airport.
(Values on chart are area-weighted)

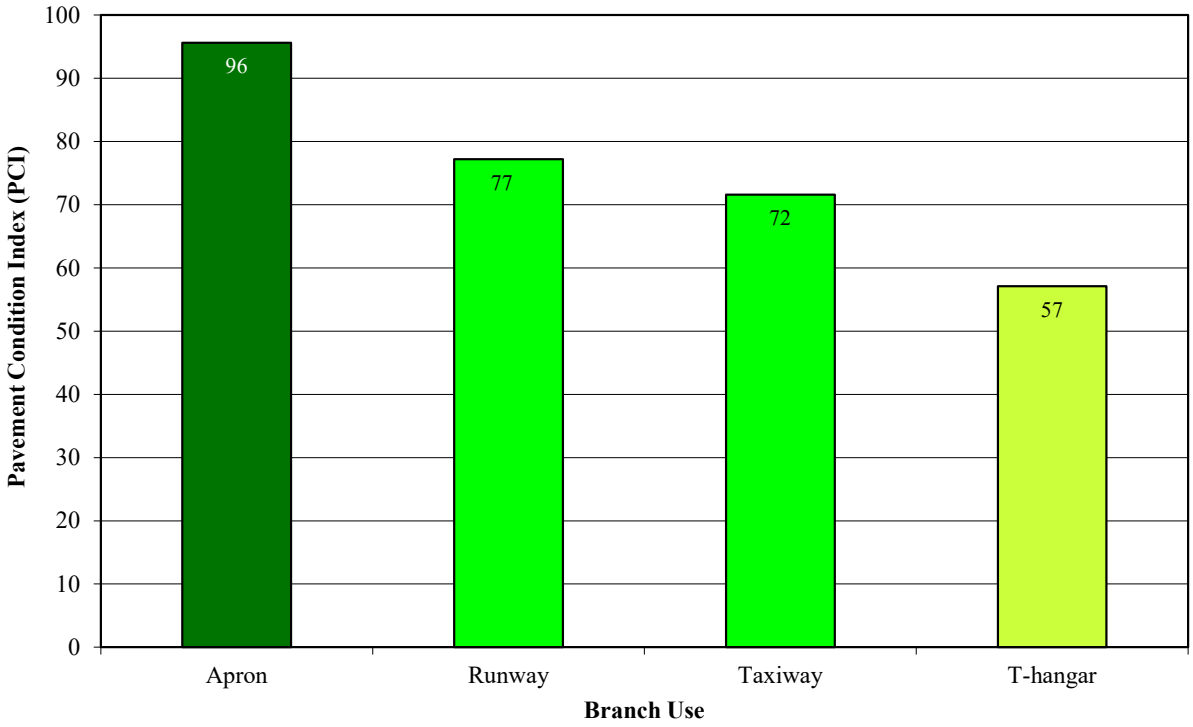
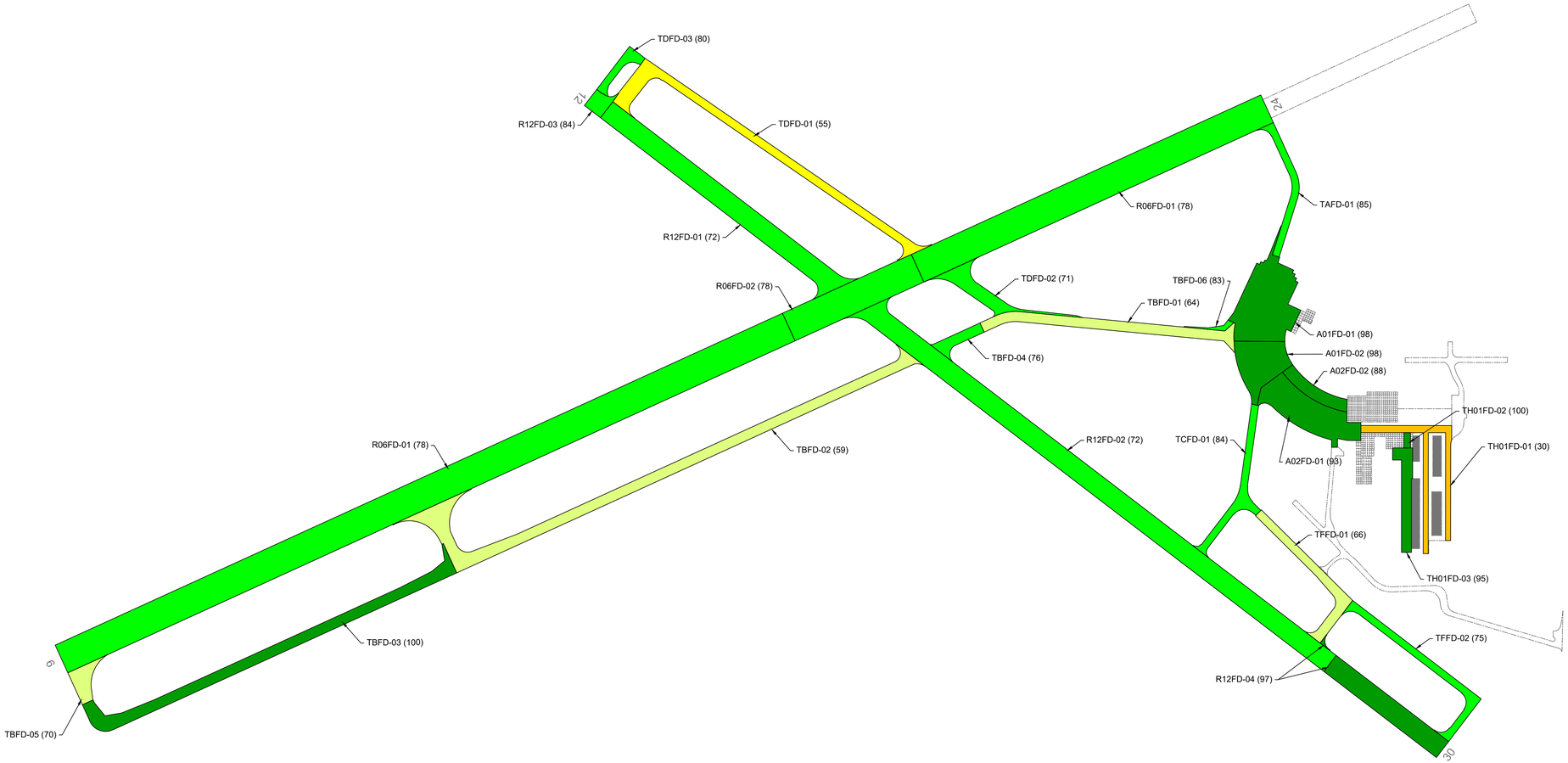


FIGURE 8. PCI MAP.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE
R06FD-01 (67)
SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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

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AGENCY:	Iowa Department of Transportation Modal Transportation Bureau
LOCATION:	Fort Dodge Regional Airport Fort Dodge, Iowa
PAGE TITLE:	2022 Pavement Condition Index Map

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
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1"=300'	MAY 2023	DMS	KEW
FILENAME:		LAYOUT NAME/NUMBER:	PAGE NUMBER:
Fort Dodge.dwg		PCI	10

Table 1. 2022 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2022 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
A01FD	01	PCC	102,275	6/3/2019	98	0	100	0	Joint Seal Damage
A01FD	02	PCC	53,202	6/3/2019	98	0	70	30	Corner Spalling, Joint Seal Damage
A02FD	01	PCC	76,791	6/3/2019	93	12	80	8	Corner Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking
A02FD	02	PCC	21,688	7/3/2012	88	9	56	35	Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking
R06FD	01	AAC	877,200	6/3/2015	78	0	100	0	L&T Cracking, Weathering
R06FD	02	AAC	105,000	6/1/2012	78	22	78	0	Alligator Cracking, L&T Cracking, Weathering
R12FD	01	APC	147,855	6/1/2012	72	0	100	0	L&T Cracking, Raveling, Weathering
R12FD	02	APC	291,412	6/1/2012	72	0	100	0	L&T Cracking, Raveling, Weathering
R12FD	03	PCC	10,869	5/1/2004	84	85	8	7	Corner Break, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab
R12FD	04	PCC	70,952	5/1/2004	97	31	0	69	Corner Spalling, Faulting, Joint Spalling, LTD Cracking
TAFD	01	PCC	25,248	8/16/2001	85	25	67	8	Corner Break, Joint Spalling, Joint Seal Damage, LTD Cracking
TBFD	01	AAC	65,568	6/3/2015	64	0	100	0	L&T Cracking, Raveling, Weathering
TBFD	02	AAC	162,730	6/1/2007	59	0	100	0	L&T Cracking, Weathering
TBFD	03	AC	111,503	6/3/2022	100	0	0	0	No distress
TBFD	04	AAC	14,250	6/1/2012	76	0	100	0	L&T Cracking, Weathering
TBFD	05	AAC	17,528	6/1/2015	70	0	100	0	L&T Cracking, Raveling, Weathering
TBFD	06	AC	3,245	6/3/2019	83	0	100	0	Raveling, Weathering

Table 1. 2022 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2022 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
TCFD	01	PCC	34,299	8/1/2001	84	4	67	29	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage
TDFD	01	AAC	87,990	6/1/2007	55	0	100	0	L&T Cracking, Raveling, Weathering
TDFD	02	AAC	32,689	6/1/2015	71	0	100	0	L&T Cracking, Raveling, Weathering
TDFD	03	PCC	13,390	6/3/2007	80	42	49	9	Corner Break, Joint Spalling, Joint Seal Damage, LTD Cracking
TFFD	01	AC	39,481	6/5/1991	66	0	100	0	L&T Cracking, Weathering
TFFD	02	PCC	38,600	6/3/2007	75	58	38	4	Corner Break, Corner Spalling, Joint Seal Damage, LTD Cracking
TH01FD	01	AC	44,195	6/4/1995	30	34	65	1	Alligator Cracking, Depression, L&T Cracking, Raveling, Swelling, Weathering
TH01FD	02	PCC	2,495	3/3/2018	100	0	0	0	No distress
TH01FD	03	PCC	28,809	6/3/2021	95	91	0	9	Corner Break, Corner Spalling, LTD Cracking

Table Notes:

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

Inspection Comments

Fort Dodge Regional Airport was inspected on November 9-10, 2022. There were twenty-six pavement sections defined during the inspection.

Runways

Runway 06/24 was defined by two sections. Section 01 contained areas of low- and medium-severity longitudinal and transverse (L&T) cracking and all severities of weathering. Low- and medium-severity L&T cracking and low-severity alligator cracking and weathering were recorded in Section 02. The low-severity L&T cracking in Sections 01 and 02 was either sealed or unsealed, and the medium-severity L&T cracking was primarily due to crack sealant that was no longer performing satisfactorily.

Runway 12/30 consisted of four sections. Section 01 contained low-severity L&T cracking, raveling, and weathering. Areas of low- and medium-severity L&T cracking and low-severity raveling and weathering were recorded in Section 02. Most of the low-severity L&T cracking in Sections 01 and 02 was sealed, and the medium-severity L&T cracking was due to unsatisfactory crack sealant. Section 03 contained areas of low-severity corner break, corner spalling, joint seal damage, and joint spalling; low- and medium-severity longitudinal, transverse, and diagonal (LTD) cracking; and medium-severity shattered slab. Section 04 was in excellent condition with small amounts of low-severity corner spalling, faulting, joint spalling, and LTD cracking noted.

Taxiways

Taxiway A contained one section that had areas of high-severity joint seal damage and medium-severity corner break, joint spalling, and LTD cracking.

Taxiway B was defined by six sections. Section 01 contained low-severity L&T cracking, raveling, and weathering. Areas of low- and medium-severity L&T cracking and weathering were noted in Section 02. Section 03 was in excellent condition with no distress noted at the time of inspection. Section 04 contained areas low-severity L&T cracking and weathering. Low-severity raveling and low- and medium-severity L&T cracking and weathering were observed in Section 05. The low-severity L&T cracking in Sections 01, 02, 04, and 05 was sealed and unsealed, and the medium-severity L&T cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded ¼ in. Section 06 contained low-severity raveling and weathering.

Taxiway C consisted of one section. Section 01 contained areas of high-severity joint seal damage and low-severity corner break, corner spalling, faulting, and joint spalling.

Taxiway D was defined by three sections. All severities of weathering and low- and medium-severity L&T cracking and raveling were recorded in Section 01. Areas of low-severity L&T cracking, raveling, and weathering were identified in Section 02. The low-severity L&T cracking in Sections 01 and 02 was sealed and unsealed, and the medium-severity L&T cracking in Section 01 was due to either unsatisfactory crack sealant or unsealed crack widths greater than ¼ in. Section 03 contained areas of low- and medium-severity corner break, high-severity joint seal damage, and medium-severity joint spalling and LTD cracking.

Taxiway F contained two sections. Section 01 contained all severities of L&T cracking and medium-severity weathering. The low-severity L&T cracking was sealed and unsealed, and the medium-severity L&T cracking was due unsatisfactory crack sealant. Low-severity corner break,

medium-severity corner spalling, high-severity joint seal damage, and low- and medium-severity LTD cracking were observed in Section 02.

Aprons

Apron 01 contained two sections. Section 01 was in excellent condition with low-severity joint seal damage recorded throughout. Section 02 was also in excellent condition with low-severity joint seal damage noted. An atypical area of medium-severity corner spalling was observed and recorded as an additional sample unit in accordance with ASTM D5340-20.

Apron 02 was defined by two sections. Section 01 contained medium-severity joint seal damage throughout. An atypical area of shrinkage cracking and low-severity corner spalling and LTD cracking was observed and recorded as an additional sample unit in accordance with ASTM D5340-20. Medium-severity corner spalling, joint seal damage, and joint spalling; low-severity LTD cracking; and shrinkage cracking were observed in Section 02.

T-Hangar

The T-hangar area consisted of three sections. Section 01 was in poor condition with low-severity raveling, swelling, and depression; medium-severity weathering and alligator cracking; and all severities of L&T cracking observed. The low-severity L&T cracking was unsealed, and the medium-severity L&T cracking was due to either the development of secondary cracking, unsatisfactory crack sealant, or unsealed crack widths that exceeded ¼ in. Section 02 was in excellent condition with no distress noted at the time of inspection. Section 03 was also in excellent condition with areas of low-severity corner break, corner spalling, and LTD cracking identified during the inspection.

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 Fort Dodge 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 the different distress types and severities. The Iowa DOT provided unit costs for each of the localized preventive maintenance actions included in these policies, and these costs are detailed in Appendix E. Please note that this information is of a general nature for the entire state. The localized preventive maintenance policies and unit costs may require adjustment to reflect specific conditions at Fort Dodge 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 estimate the cost of such work more accurately.

Budget and Inflation Rate

An unlimited budget with a start date of July 1, 2023 and an inflation rate of 4.0 percent was used during the analysis.

Analysis Approach

The 5-year M&R program was prepared with the goal of maintaining the pavements above established critical PCIs. During this analysis, major rehabilitation was recommended for pavements in the year they dropped below their critical PCI. For the first year (2023) of the analysis only, a localized preventive maintenance plan was developed for those pavement sections that were above their critical PCI. If major rehabilitation was triggered for a section in 2024 or 2025, then localized preventive maintenance was not recommended for 2023. While localized preventive maintenance should be an annual undertaking at Fort Dodge 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 2023

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

Analysis Results

A summary of the M&R program for Fort Dodge Regional Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2023 is provided in Appendix F.

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2023	A01FD	02	PCC	Preventive Maintenance	$105
2023	A02FD	01	PCC	Preventive Maintenance	$36,490
2023	A02FD	02	PCC	Preventive Maintenance	$11,421
2023	R06FD	01	AAC	Preventive Maintenance	$26,796
2023	R06FD	02	AAC	Preventive Maintenance	$468
2023	R12FD	02	APC	Preventive Maintenance	$761
2023	R12FD	03	PCC	Preventive Maintenance	$3,181
2023	TAFD	01	PCC	Preventive Maintenance	$14,764
2023	TBFD	02	AAC	Major Rehabilitation	$833,159
2023	TBFD	05	AAC	Preventive Maintenance	$952
2023	TCFD	01	PCC	Preventive Maintenance	$17,339
2023	TDFD	01	AAC	Major Rehabilitation	$450,499
2023	TDFD	03	PCC	Preventive Maintenance	$7,436
2023	TFFD	01	AC	Preventive Maintenance	$2,326
2023	TFFD	02	PCC	Preventive Maintenance	$17,844
2023	TH01FD	01	AC	Major Rehabilitation	$478,208
2023	TH01FD	03	PCC	Preventive Maintenance	$178
2025	TBFD	01	AAC	Major Rehabilitation	$363,094
2026	R12FD	01	APC	Major Rehabilitation	$851,523
2026	R12FD	02	APC	Major Rehabilitation	$1,678,293
2026	TFFD	01	AC	Major Rehabilitation	$227,378
2027	TBFD	05	AAC	Major Rehabilitation	$104,985
2027	TDFD	02	AAC	Major Rehabilitation	$195,792
				Total Estimated Cost:	**$5,323,000**

Table Notes:

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

The recommendations made in this report are based on a broad network-level analysis and meant to provide Fort Dodge 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 Fort Dodge Regional Airport should adjust the plan to reflect local costs.

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

General Maintenance Recommendations

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

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

FAA Requirements (Public Law 103-305)

Because Fort Dodge 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, Fort Dodge 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 the FAA Advisory Circular 150/5380-7B outlines what needs to be included in a PMP to remain in compliance with this law and Grant Assurance #11. The following is a copy of this Appendix, along with instructions for supplementing this report so that all requirements are met. Note that the italicized words are direct quotations from the FAA Advisory Circular.

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

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

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

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

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

b. Dimensions of pavement sections.

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

c. Type of pavement surface.

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

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

Dates for pavement construction, rehabilitation, or reconstruction must be recorded. The current pavement history for Fort Dodge 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 monthly drive-by inspections. A sample pavement inspection report form is provided in Table 3 of this report.

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

a. *Inspection date*

b. Location

c. Distress types

d. Maintenance scheduled or performed

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

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01FD	01					
A01FD	02					
A02FD	01					
A02FD	02					
R06FD	01					
R06FD	02					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
R12FD	01					
R12FD	02					
R12FD	03					
R12FD	04					
TAFD	01					
TBFD	01					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

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

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TDFD	01					
TDFD	02					
TDFD	03					
TFFD	01					
TFFD	02					
TH01FD	01					

Table 3. Pavement inspection report (continued).

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
TH01FD	02					
TH01FD	03					

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Fort Dodge Regional Airport. A visual inspection of the pavements in 2022 found that the overall condition of the pavement network is a PCI of 77. A 5-year pavement repair program, shown in Table 2, was generated for Fort Dodge Regional Airport, which revealed that approximately $5,323,000 needs to be expended on M&R. Fort Dodge 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.
Faulting	Upheaval or consolidation.
Joint Seal Damage	Stripping of joint sealant, extrusion of joint sealant, weed growth, hardening of the filler (oxidation), loss of bond to the slab edges, or absence of sealant in the joint.
LTD Cracking	Combination of load repetition, curling stresses, and shrinkage stresses.
Patching (Small and Large)	N/A
Popouts	Freeze-thaw action in combination with expansive aggregates.
Pumping	Poor drainage, poor joint sealant.
Scaling	Over finishing of concrete, deicing salts, improper construction, freeze-thaw cycles, and poor aggregate.
Shattered Slab	Load repetition.
Shrinkage Cracking	Setting and curing of the concrete.
Spalling (Joint and Corner)	Excessive stresses at the joint caused by infiltration of incompressible materials or traffic loads; weak concrete at the joint combined with traffic loads.

APPENDIX B

INSPECTION PHOTOGRAPHS

A01FD-01. Overview.

A01FD-02. Overview.

A01FD-02. Corner Spalling (Additional Sample Unit No. 15).

A02FD-01. Overview.

A02FD-01. Joint Seal Damage (Sample Unit No. 07).

A02FD-01. LTD Cracking (Additional Sample Unit No. 14).

A02FD-02. Overview.

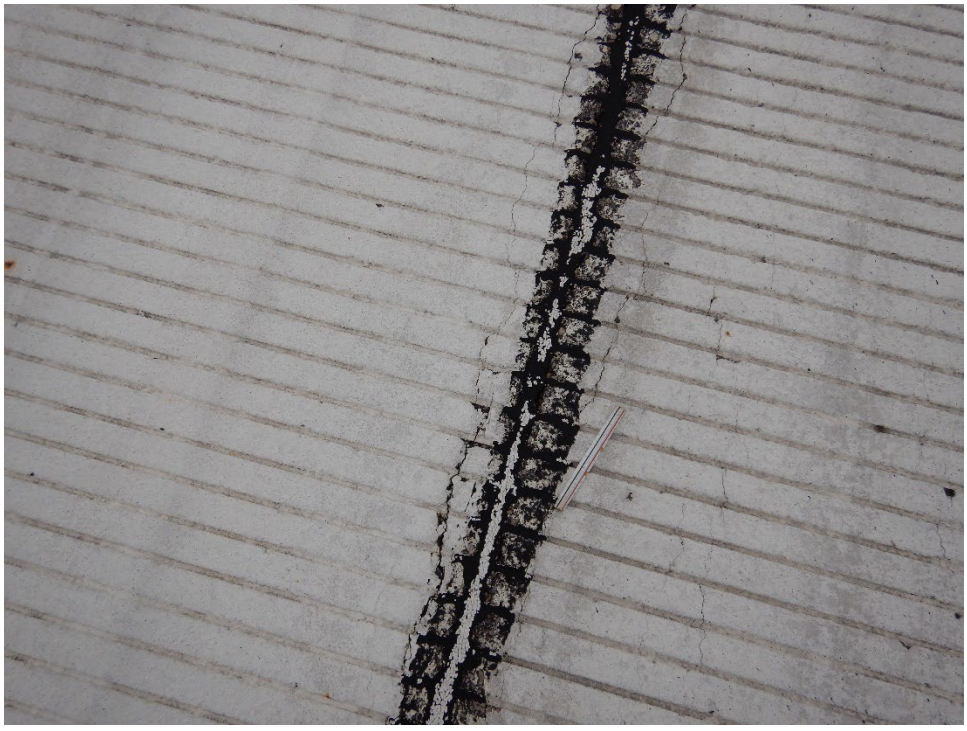
A02FD-02. Joint Spalling (Sample Unit No. 04).

A02FD-02. LTD Cracking (Sample Unit No. 04).

A02FD-02. Shrinkage Cracking (Sample Unit No. 04).

R06FD-01. Overview.

R06FD-01. L&T Cracking (Sample Unit No. 155).



R06FD-01. L&T Cracking (Sample Unit No. 96).

R06FD-01. Weathering (Sample Unit No. 155).

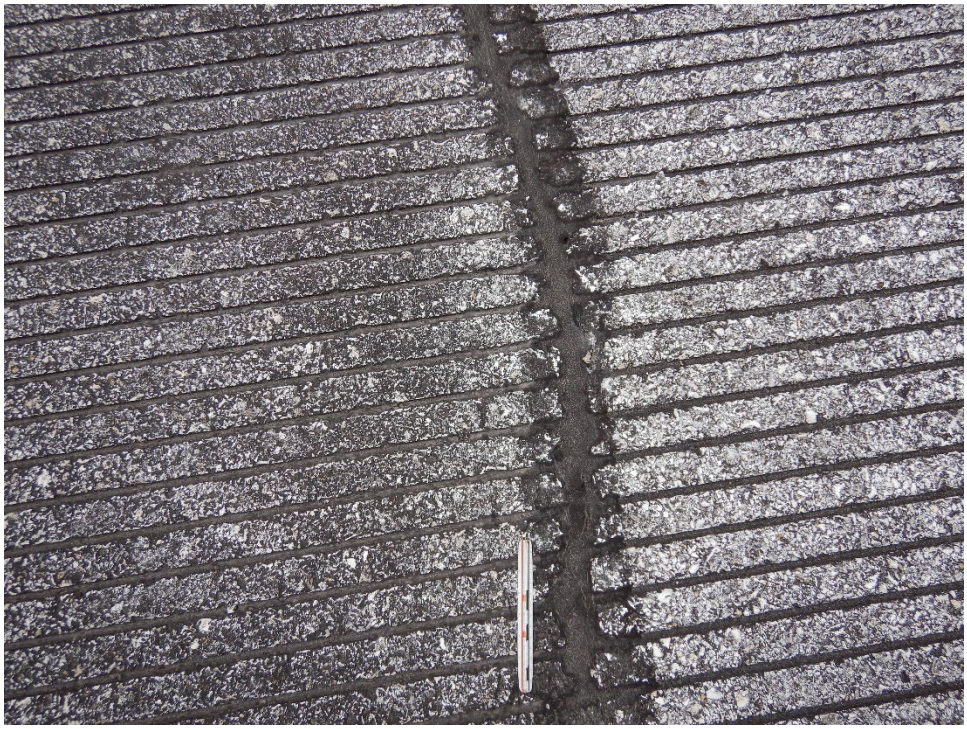
R06FD-02. Overview.

R06FD-02. L&T Cracking (Sample Unit No. 18).

R06FD-02. Weathering (Sample Unit No. 18).

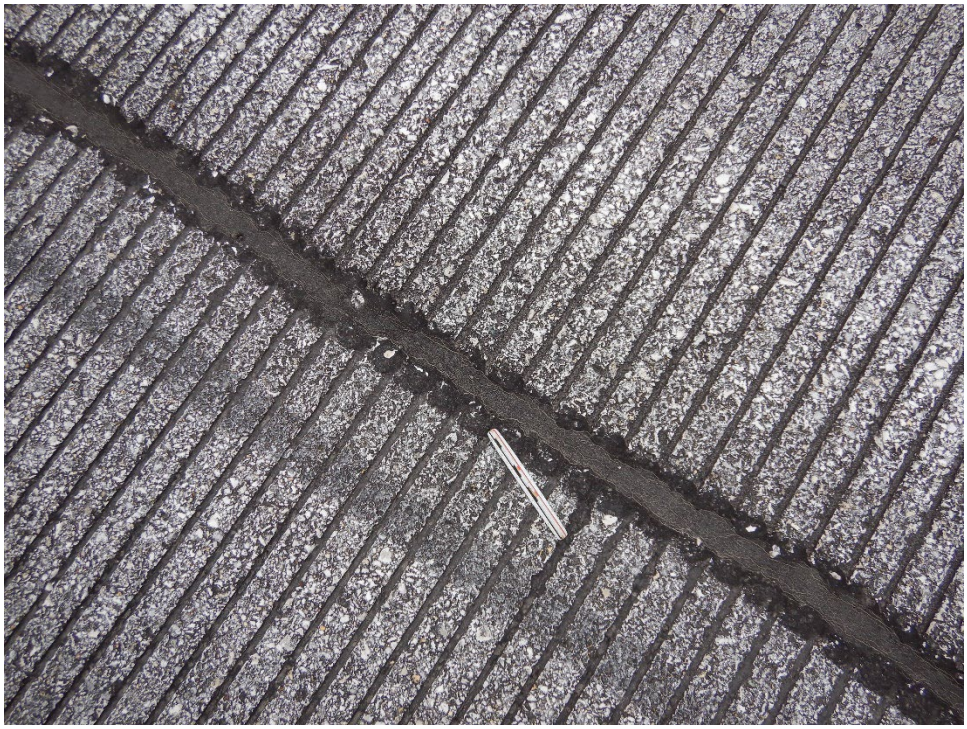
R12FD-01. Overview.

R12FD-01. L&T Cracking (Sample Unit No. 24).

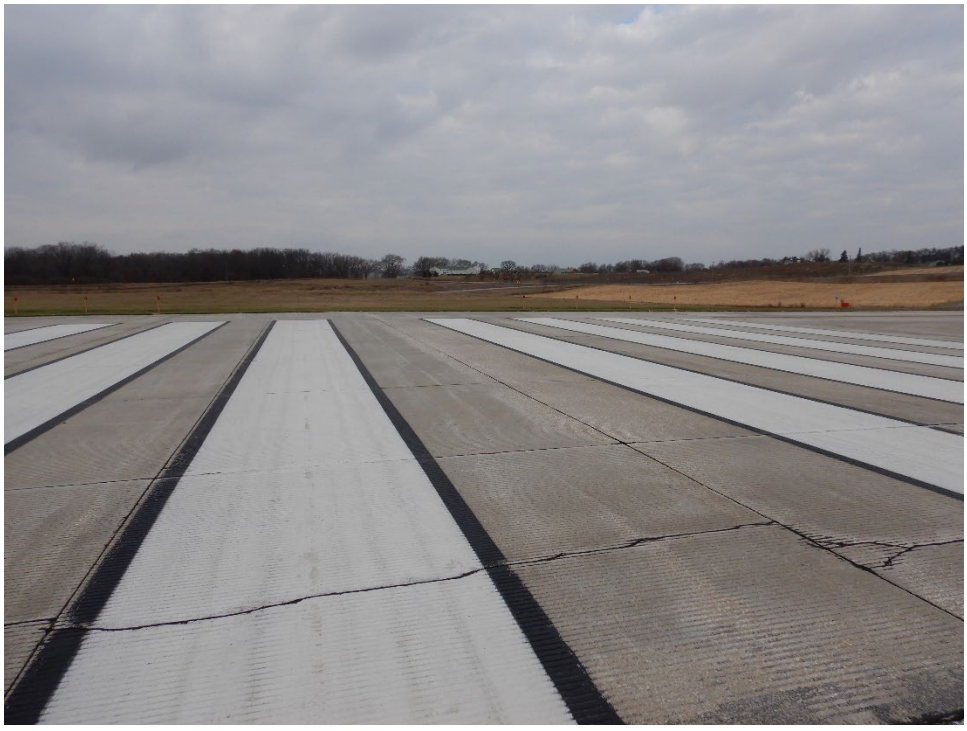


R12FD-02. Overview.

R12FD-02. L&T Cracking (Sample Unit No. 53).



R12FD-03. Overview.



R12FD-03. LTD Cracking (Sample Unit No. 02).

R12FD-04. Overview.

R12FD-04. Corner Spalling (Sample Unit No. 12).

TAFD-01. Overview.

TAFD-01. LTD Cracking (Sample Unit No. 10).

TBFD-01. Overview.

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

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

TBFD-02. Overview.

TBFD-02. L&T Cracking (Sample Unit No. 09).

TBFD-02. Weathering (Sample Unit No. 09).

TBFD-03. Overview (1).

TBFD-03. Overview (2).

TBFD-04. Overview.

TBFD-04. L&T Cracking (Sample Unit No. 03).

TBFD-05. Overview.

TBFD-05. L&T Cracking (Sample Unit No. 03).

TBFD-05. Weathering (Sample Unit No. 03).

TBFD-06. Overview.

TBFD-06. Weathering (Sample Unit No. 01).

TCFD-01. Overview.

TCFD-01. Joint Seal Damage (Sample Unit No. 12).

TDFD-01. Overview.

TDFD-01. L&T Cracking (Sample Unit No. 05).

TDFD-01. Weathering (Sample Unit No. 05).

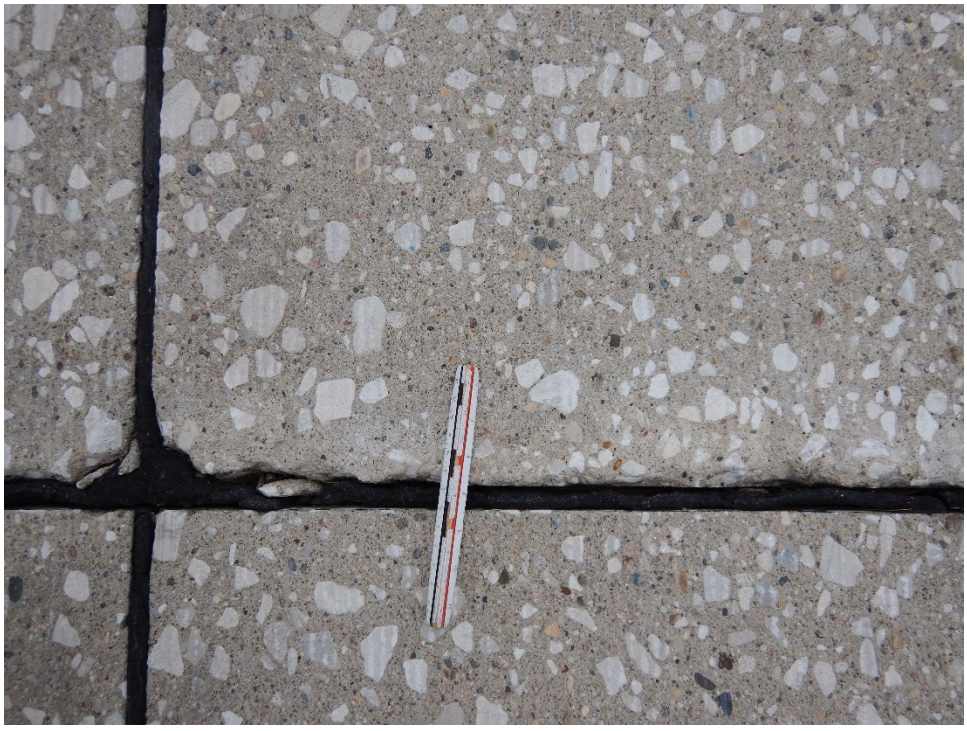
TDFD-02. Overview.

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

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

TDFD-03. Overview.

TDFD-03. Joint Seal Damage (Sample Unit No. 03).



TDFD-03. LTD Cracking (Sample Unit No. 03).

TFFD-01. Overview.

TFFD-01. L&T Cracking (Sample Unit. 05).

TFFD-01. Weathering (Sample Unit. 05).

TFFD-02. Overview.

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

TFFD-02. LTD Cracking (Sample Unit No. 12).

TH01FD-01. Overview.

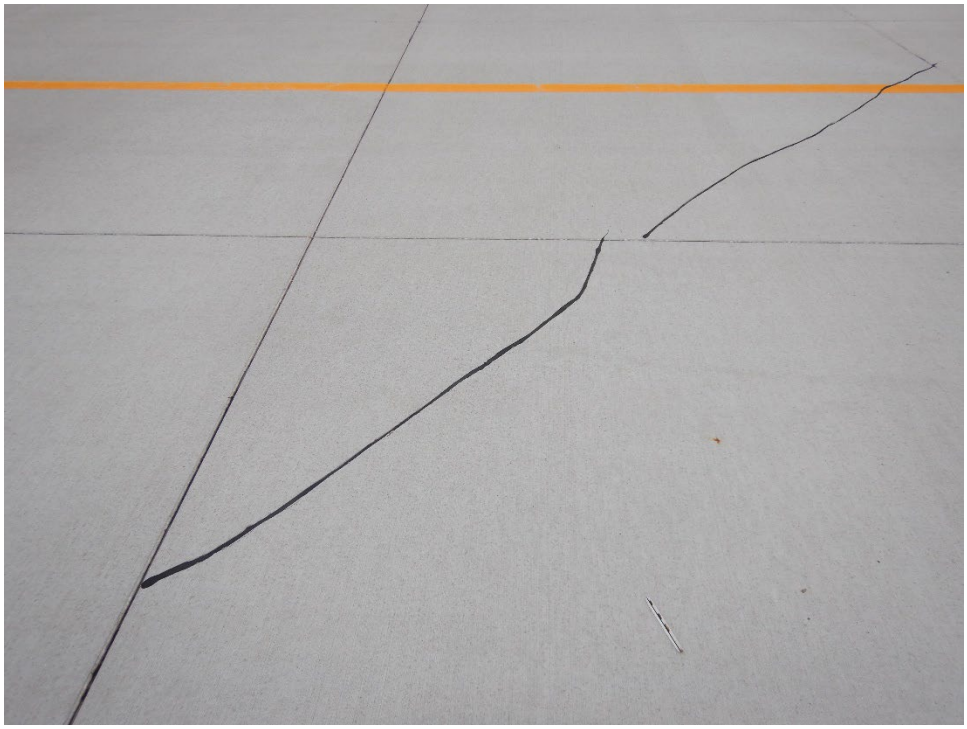
TH01FD-01. Alligator Cracking (Sample Unit No. 07).

TH01FD-01. L&T Cracking (Sample Unit No. 09).

TH01FD-02. Overview.

TH01FD-03. Overview.

TH01FD-03. Corner Break (Sample Unit No. 04).



APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

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

Network ID: FOD

Branch - Section ID: A01FD - 001

Branch Name: TERMINAL APRON Use: APRON

LCD: 6/3/2019
Surface Type: PCC
Rank: P
Section Area (sf): 102,275.00
Length (ft): 390.00
Width (ft): 225.00
From: TAXIWAY A
To: TAXIWAY C

PCI Family: IowaPCCAPNC_CommEnh

Slabs: 455
Slab Length (ft): 15.00
Slab Width (ft): 15.00
Joint Length (ft): 12,919.87

Section Comments: avg slab width entered

Last Insp Date: 11/10/2022
PCI: 98
Total Samples: 22
Surveyed: 7

Inspection Comments:

Sample Number: 04

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Sample Number: 07

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Sample Number: 09

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Sample Number: 11

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 14

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs

Sample Number: 17

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	25.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Sample Number: 19

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

Sample Comments:

65	JOINT SEAL DAMAGE	L	20.00 Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: A01FD - 002

Branch Name: TERMINAL APRON Use: APRON

LCD: 6/3/2019
Surface Type: PCC
Rank: P
Section Area (sf): 53,202.00
Length (ft): 225.00
Width (ft): 250.00
From: .
To: .

PCI Family: IowaPCCAPNC_CommEnh

Slabs: 340
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 8,063.06

Section Comments:

Last Insp Date: 11/10/2022
PCI: 98
Total Samples: 16
Surveyed: 7

Inspection Comments:

Sample Number: 01

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 03

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 06

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 26.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	26.00	Slabs

Sample Number: 09

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 14.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	14.00	Slabs

Sample Number: 11

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

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Sample Number: 15

Sample Type: A
Sample PCI: 95
Sample Area (Slabs): 28.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	28.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: A02FD - 001

Branch Name: GENERAL AVIATION A Use: APRON

LCD: 6/3/2019
Surface Type: PCC
Rank: P
Section Area (sf): 76,791.00
Length (ft): 500.00
Width (ft): 150.00
From: TERMINAL APRON
To: SEE MAP

PCI Family: IowaPCCAPNC_CommEnh

Slabs: 491
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 11,621.04

Section Comments: Slurry seal in '88

Last Insp Date: 11/10/2022
PCI: 93
Total Samples: 24
Surveyed: 8

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

Sample Number: 05

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

Sample Number: 07

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

Sample Number: 12

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Sample Number: 14

Sample Type: A
Sample PCI: 86
Sample Area (Slabs): 24.00

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
65 JOINT SEAL DAMAGE	M	24.00	Slabs
73 SHRINKAGE CRACKING	N	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 15

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 93
Sample Area (Slabs): 24.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: A02FD - 002

Branch Name: GENERAL AVIATION A Use: APRON

LCD: 7/3/2012
Surface Type: PCC
Rank: P
Section Area (sf): 21,688.00
Length (ft): 370.00
Width (ft): 62.50
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCAPNC_CommEnh

Slabs: 167
Slab Length (ft): 10.70
Slab Width (ft): 12.50
Joint Length (ft): 3,447.33

Section Comments: avg slab length entered

Last Insp Date: 11/10/2022
PCI: 88
Total Samples: 8
Surveyed: 5

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 89
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
73 SHRINKAGE CRACKING	N	5.00	Slabs

Sample Number: 003

Sample Type: R
Sample PCI: 90
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
73 SHRINKAGE CRACKING	N	3.00	Slabs

Sample Number: 004

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

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
65 JOINT SEAL DAMAGE	M	20.00	Slabs
73 SHRINKAGE CRACKING	N	4.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 005

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

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs

Sample Number: 006

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 20.00

Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs
73 SHRINKAGE CRACKING	N	4.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Branch - Section ID: R06FD - 001

Branch Name: RUNWAY 06/24 Use: RUNWAY

LCD: 6/3/2015
Surface Type: AAC
Rank: P
Section Area (sf): 877,200.00
Length (ft): 5,868.00
Width (ft): 150.00
From: 06 APPROACH
To: 24 APPROACH

PCI Family: IowaAACRWNC&NCW

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 78
Total Samples: 158
Surveyed: 16

Inspection Comments:

Sample Number: 005

Sample Type: R
Sample PCI: 76
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 016

Sample Type: R
Sample PCI: 81
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 025

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 036

Sample Type: R
Sample PCI: 77
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	83.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 045

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	LS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 056

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	FS
57 WEATHERING	H	10.00	SF	PR
57 WEATHERING	L	2,525.00	SF	
57 WEATHERING	M	95.00	SF	PR

Sample Number: 065

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 076

Sample Type: R
Sample PCI: 83
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 085

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 096

Sample Type: R
Sample PCI: 82
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	35.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 103

Sample Type: R
Sample PCI: 76
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 115

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	W
57 WEATHERING	L	2,625.00	SF	

Sample Number: 126

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 135

Sample Type: R
Sample PCI: 84
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 146

Sample Type: R
Sample PCI: 76
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	FS
57 WEATHERING	L	2,625.00	SF	

Sample Number: 155

Sample Type: R
Sample PCI: 76
Sample Area (SF): 3,750.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	FS
57 WEATHERING	L	1,750.00	SF	

Branch - Section ID: R06FD - 002

Branch Name: RUNWAY 06/24 Use: RUNWAY

LCD: 6/1/2012
Surface Type: AAC
Rank: P
Section Area (sf): 105,000.00
Length (ft): 700.00
Width (ft): 150.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNC&NCW

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 78
Total Samples: 19
Surveyed: 5

Inspection Comments:

Sample Number: 003

Sample Type: R
Sample PCI: 84
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft	LS
57 WEATHERING	L	1,625.00	SF	

Sample Number: 006

Sample Type: R
Sample PCI: 73
Sample Area (SF): 5,625.00

Sample Comments:

41 ALLIGATOR CRACKING	L	10.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	48.00	Ft	FS
57 WEATHERING	L	1,625.00	SF	

Sample Number: 012

Sample Type: R
Sample PCI: 72
Sample Area (SF): 5,625.00

Sample Comments:

41 ALLIGATOR CRACKING	L	20.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	LS
57 WEATHERING	L	1,625.00	SF	

Sample Number: 013

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	LU
57 WEATHERING	L	1,625.00	SF	

Sample Number: 018

Sample Type: R
Sample PCI: 81
Sample Area (SF): 5,625.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	285.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	LU
57 WEATHERING	L	1,625.00	SF	

Branch - Section ID: R12FD - 001

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/1/2012
Surface Type: APC
Rank: S
Section Area (sf): 147,855.00
Length (ft): 1,432.00
Width (ft): 100.00
From: 12 APPROACH
To: RUNWAY 06/24

PCI Family: IowaAPCRWNorthern

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 72
Total Samples: 29
Surveyed: 6

Inspection Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 68
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	497.00	Ft	LS
52 RAVELING	L	500.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 08

Sample Type: R
Sample PCI: 72
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	390.00	Ft	LS
52 RAVELING	L	500.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 12

Sample Type: R
Sample PCI: 69
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	420.00	Ft	LS
52 RAVELING	L	500.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 16

Sample Type: R
Sample PCI: 74
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	51.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	LS
52 RAVELING	L	500.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 20

Sample Type: R
Sample PCI: 76
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft	LS
52 RAVELING	L	500.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 24

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	275.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	LU
52 RAVELING	L	500.00	SF	
57 WEATHERING	L	1,000.00	SF	

Branch - Section ID: R12FD - 002

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/1/2012
Surface Type: APC
Rank: S
Section Area (sf): 291,412.00
Length (ft): 2,890.00
Width (ft): 100.00
From: RUNWAY 06/24
To: 30 APPROACH

PCI Family: IowaAPCRWNorthern

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 72
Total Samples: 58
Surveyed: 7

Inspection Comments:

Sample Number: 13

Sample Type: R
Sample PCI: 72
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	82.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	327.00	Ft	LS
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 21

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	318.00	Ft	LS
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 29

Sample Type: R
Sample PCI: 74
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	222.00	Ft	LS
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 33

Sample Type: R
Sample PCI: 70
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	116.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft	LS
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 38

Sample Type: R
Sample PCI: 73
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	273.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	LS
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 46

Sample Type: R
Sample PCI: 70
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	310.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	35.00	Ft	FS
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 53

Sample Type: R
Sample PCI: 74
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft	LU
52 RAVELING	L	200.00	SF	
57 WEATHERING	L	1,000.00	SF	

Branch - Section ID: R12FD - 003

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 5/1/2004
Surface Type: PCC
Rank: S
Section Area (sf): 10,869.00
Length (ft): 100.00
Width (ft): 100.00
From: RW12FO-01
To: ..

PCI Family: IowaPCCRWNC_CommEnhanced

Slabs: 72
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 1,573.18

Section Comments:

Last Insp Date: 11/9/2022
PCI: 84
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 01

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

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs

Sample Number: 02

Sample Type: R
Sample PCI: 80
Sample Area (Slabs): 16.00

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
74 JOINT SPALL	L	1.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 16.00

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs

Sample Number: 04

Sample Type: R
Sample PCI: 63
Sample Area (Slabs): 16.00

Sample Comments:

63 LINEAR CRACKING	L	2.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
72 SHATTERED SLAB	M	1.00	Slabs
75 CORNER SPALL	L	2.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: R12FD - 004

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 5/1/2004
Surface Type: PCC
Rank: S
Section Area (sf): 70,952.00
Length (ft): 700.00
Width (ft): 100.00
From: RW12FO-02
To: ..

PCI Family: IowaPCCRWNC_CommEnhanced

Slabs: 465
Slab Length (ft): 12.20
Slab Width (ft): 12.50
Joint Length (ft): 10,681.02

Section Comments:

Last Insp Date: 11/9/2022
PCI: 97
Total Samples: 24
Surveyed: 7

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 06

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 09

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

Sample Comments:

75 CORNER SPALL	L	1.00	Slabs

Sample Number: 12

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

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 15

Sample Type: R
Sample PCI: 92
Sample Area (Slabs): 20.00

Sample Comments:

71 FAULTING	L	2.00	Slabs

Sample Number: 18

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 22

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

NO DISTRESS

Sample Comments:

Branch - Section ID: TAFD - 001

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 8/16/2001
Surface Type: PCC
Rank: P
Section Area (sf): 25,248.00
Length (ft): 690.00
Width (ft): 35.00
From: 24 APPROACH
To: TERMINAL APRON

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 223
Slab Length (ft): 9.70
Slab Width (ft): 11.66
Joint Length (ft): 4,010.28

Section Comments:

Last Insp Date: 11/9/2022
PCI: 85
Total Samples: 10
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 23.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	23.00	Slabs

Sample Number: 04

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 05

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 08

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs
74 JOINT SPALL	M	2.00	Slabs

Sample Number: 10

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 27.00

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
65 JOINT SEAL DAMAGE	H	27.00	Slabs

Branch - Section ID: TBFD - 001

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2015
Surface Type: AAC
Rank: P
Section Area (sf): 65,568.00
Length (ft): 1,230.00
Width (ft): 50.00
From: TERMINAL APRON
To: TBFD-04

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/10/2022
PCI: 64
Total Samples: 13
Surveyed: 5

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	LU
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft	LU
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 07

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft	LU
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 09

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	183.00	Ft	
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 11

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	318.00	Ft	LU
52 RAVELING	L	5,000.00	SF	
57 WEATHERING	L	5,000.00	SF	

Branch - Section ID: TBFD - 002

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/1/2007
Surface Type: AAC
Rank: P
Section Area (sf): 162,730.00
Length (ft): 2,500.00
Width (ft): 50.00
From: TAXIWAY E
To: RUNWAY 12/30

PCI Family: IowaAACTWNC&NCW

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

Section Comments: Slurry seal '93

Last Insp Date: 11/9/2022
PCI: 59
Total Samples: 33
Surveyed: 7

Inspection Comments:

Sample Number: 09

Sample Type: R
Sample PCI: 57
Sample Area (SF): 6,050.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	W FS
57 WEATHERING	L	3,050.00	SF	
57 WEATHERING	M	2,800.00	SF	
57 WEATHERING	M	200.00	SF	PR

Sample Number: 12

Sample Type: R
Sample PCI: 55
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	355.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	W
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 16

Sample Type: R
Sample PCI: 56
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	262.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	314.00	Ft	W FS
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 20

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	311.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	252.00	Ft	W FS
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 24

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	447.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	W FS
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 28

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

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	236.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	W FS
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 30

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	232.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	FS
57 WEATHERING	L	1,250.00	SF	
57 WEATHERING	M	1,250.00	SF	

Branch - Section ID: TBFD - 003

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2022
Surface Type: AC
Rank: P
Section Area (sf): 111,503.00
Length (ft): 1,930.00
Width (ft): 50.00
From: 06 APPROACH
To: TAXIWAY E

PCI Family: IowaACTWNC_NotEnhanced

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 100
Total Samples: 22
Surveyed: 6

Inspection Comments:

Sample Number: 05

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000.00

Sample Comments:

NO DISTRESS

Sample Number: 08

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000.00

Sample Comments:

NO DISTRESS

Sample Number: 11

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000.00

Sample Comments:

NO DISTRESS

Sample Number: 14

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000.00

Sample Comments:

NO DISTRESS

Sample Number: 17

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000.00

Sample Comments:

NO DISTRESS

Sample Number: 20

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000.00

Sample Comments:

NO DISTRESS

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: TBFD - 004

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/1/2012
Surface Type: AAC
Rank: P
Section Area (sf): 14,250.00
Length (ft): 250.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/10/2022
PCI: 76
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	311.00	Ft	LS
57 WEATHERING	L	1,500.00	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 71
Sample Area (SF): 3,750.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	375.00	Ft	LS
57 WEATHERING	L	1,750.00	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 76
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	302.00	Ft	LS
57 WEATHERING	L	1,500.00	SF	

Branch - Section ID: TBFD - 005

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/1/2015
Surface Type: AAC
Rank: P
Section Area (sf): 17,528.00
Length (ft): 150.00
Width (ft): 65.00
From: 06 APPROACH
To: .

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 70
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 65
Sample Area (SF): 3,695.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	130.00	Ft	FS
52 RAVELING	L	700.00	SF	
57 WEATHERING	L	1,000.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 68
Sample Area (SF): 5,525.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	85.00	Ft	FS
52 RAVELING	L	1,000.00	SF	
57 WEATHERING	L	1,500.00	SF	
57 WEATHERING	M	400.00	SF	PR

Sample Number: 04

Sample Type: R
Sample PCI: 74
Sample Area (SF): 5,678.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	83.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	95.00	Ft	FS
57 WEATHERING	L	2,000.00	SF	
57 WEATHERING	M	190.00	SF	PR

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: TBFD - 006

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2019
Surface Type: AC
Rank: P
Section Area (sf): 3,245.00
Length (ft): 125.00
Width (ft): 25.00
From: .
To: .

PCI Family: IowaACTWNC_NotEnhanced

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

Section Comments:

Last Insp Date: 11/10/2022
PCI: 83
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 83
Sample Area (SF): 3,245.00

Sample Comments:

52 RAVELING	L	500.00	SF
57 WEATHERING	L	3,245.00	SF

Branch - Section ID: TCFD - 001

Branch Name: TAXIWAY C Use: TAXIWAY

LCD: 8/1/2001
Surface Type: PCC
Rank: P
Section Area (sf): 34,299.00
Length (ft): 752.00
Width (ft): 35.00
From: TERMINAL APRON
To: RUNWAY 12/30

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 309
Slab Length (ft): 9.40
Slab Width (ft): 11.66
Joint Length (ft): 5,501.73

Section Comments:

Last Insp Date: 11/9/2022
PCI: 84
Total Samples: 15
Surveyed: 6

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 78
Sample Area (Slabs): 21.00

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs
71 FAULTING	L	3.00	Slabs
74 JOINT SPALL	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 79
Sample Area (Slabs): 21.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs
71 FAULTING	L	2.00	Slabs

Sample Number: 05

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 06

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs
71 FAULTING	L	1.00	Slabs

Sample Number: 12

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 13

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs

RE-INSPECTION REPORT
FORT DODGE REGIONAL AIRPORT

Branch - Section ID: TDFD - 001

Branch Name: TAXIWAY D Use: TAXIWAY

LCD: 6/1/2007
Surface Type: AAC
Rank: P
Section Area (sf): 87,990.00
Length (ft): 1,870.00
Width (ft): 40.00
From: 12 APPROACH
To: RUNWAY 06/24

PCI Family: IowaAACTWNC&NCW

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

Section Comments: Slurry seal '93

Last Insp Date: 11/9/2022
PCI: 55
Total Samples: 18
Surveyed: 5

Inspection Comments:

Sample Number: 05

Sample Type: R
Sample PCI: 52
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	215.00	Ft	FS
52 RAVELING	M	30.00	SF	
57 WEATHERING	H	150.00	SF	PR
57 WEATHERING	L	2,320.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 08

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	197.00	Ft	FS
52 RAVELING	L	300.00	SF	
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 10

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

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	215.00	Ft	FS
52 RAVELING	L	300.00	SF	
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 12

Sample Type: R
Sample PCI: 53
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	305.00	Ft	FS W
52 RAVELING	L	300.00	SF	
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Sample Number: 14

Sample Type: R
Sample PCI: 53
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	82.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	307.00	Ft	FS W
52 RAVELING	L	300.00	SF	
57 WEATHERING	L	2,500.00	SF	
57 WEATHERING	M	2,500.00	SF	

Branch - Section ID: TDFD - 002

Branch Name: TAXIWAY D Use: TAXIWAY

LCD: 6/1/2015
Surface Type: AAC
Rank: P
Section Area (sf): 32,689.00
Length (ft): 330.00
Width (ft): 65.00
From: TAXIWAY B
To: RUNWAY 06/24

PCI Family: IowaAACTWNC&NCW

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

Section Comments:

Last Insp Date: 11/10/2022
PCI: 71
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,860.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	251.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	109.00	Ft	LU
52 RAVELING	L	1,500.00	SF	
57 WEATHERING	L	1,500.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 71
Sample Area (SF): 6,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	405.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.00	Ft	LU
52 RAVELING	L	1,500.00	SF	
57 WEATHERING	L	1,500.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 67
Sample Area (SF): 6,500.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	311.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	336.00	Ft	LS
52 RAVELING	L	2,000.00	SF	
57 WEATHERING	L	6,500.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 74
Sample Area (SF): 7,100.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	211.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	LU
52 RAVELING	L	2,000.00	SF	
57 WEATHERING	L	7,100.00	SF	

Branch - Section ID: TDFD - 003

Branch Name: TAXIWAY D Use: TAXIWAY

LCD: 6/3/2007
Surface Type: PCC
Rank: P
Section Area (sf): 13,390.00
Length (ft): 330.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 98
Slab Length (ft): 11.70
Slab Width (ft): 11.66
Joint Length (ft): 1,869.67

Section Comments:

Last Insp Date: 11/9/2022
PCI: 80
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 02

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

Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 03

Sample Type: R
Sample PCI: 77
Sample Area (Slabs): 28.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
65 JOINT SEAL DAMAGE	H	28.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Sample Number: 04

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

Sample Comments:

62 CORNER BREAK	M	1.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
65 JOINT SEAL DAMAGE	H	24.00	Slabs
74 JOINT SPALL	M	1.00	Slabs

Branch - Section ID: TFFD - 001

Branch Name: TAXIWAY F Use: TAXIWAY

LCD: 6/5/1991
Surface Type: AC
Rank: P
Section Area (sf): 39,481.00
Length (ft): 860.00
Width (ft): 40.00
From: TAXIWAY C
To: 30 APPROACH

PCI Family: IowaACTWNC_NotEnhanced

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 66
Total Samples: 8
Surveyed: 4

Inspection Comments:

Sample Number: 05

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	40.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	LS
57 WEATHERING	M	5,000.00	SF	

Sample Number: 06

Sample Type: R
Sample PCI: 70
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	40.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	LU
57 WEATHERING	M	5,000.00	SF	

Sample Number: 07

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	40.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	245.00	Ft	FS
57 WEATHERING	M	5,000.00	SF	

Sample Number: 08

Sample Type: R
Sample PCI: 70
Sample Area (SF): 5,600.00

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	LS
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	FS
57 WEATHERING	M	5,600.00	SF	

Branch - Section ID: TFFD - 002

Branch Name: TAXIWAY F Use: TAXIWAY

LCD: 6/3/2007
Surface Type: PCC
Rank: P
Section Area (sf): 38,600.00
Length (ft): 1,033.00
Width (ft): 35.00
From: .
To: .

PCI Family: IowaPCCTWNC_CommEnhanced

Slabs: 283
Slab Length (ft): 11.70
Slab Width (ft): 11.66
Joint Length (ft): 5,469.38

Section Comments:

Last Insp Date: 11/9/2022
PCI: 75
Total Samples: 14
Surveyed: 6

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 76
Sample Area (Slabs): 21.00

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CRACKING	L	1.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Sample Number: 05

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

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CRACKING	L	8.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 08

Sample Type: R
Sample PCI: 76
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CRACKING	L	7.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 09

Sample Type: R
Sample PCI: 71
Sample Area (Slabs): 21.00

Sample Comments:

63 LINEAR CRACKING	L	6.00	Slabs
63 LINEAR CRACKING	M	1.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs

Sample Number: 12

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

Sample Comments:

62 CORNER BREAK	L	1.00	Slabs
63 LINEAR CRACKING	L	5.00	Slabs
65 JOINT SEAL DAMAGE	H	21.00	Slabs
75 CORNER SPALL	M	1.00	Slabs

Branch - Section ID: TH01FD - 001

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

LCD: 6/4/1995
Surface Type: AC
Rank: P
Section Area (sf): 44,195.00
Length (ft): 1,760.00
Width (ft): 25.00
From: .
To: .

PCI Family: IowaASPHALTTHNorthern

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

Section Comments:

Last Insp Date: 11/9/2022
PCI: 30
Total Samples: 9
Surveyed: 4

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 31
Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CRACKING	M	160.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	10.00	Ft	OVER 1FT
48 LONGITUDINAL/TRANSVERSE CRACKING	M	656.00	Ft	2NDY FS
52 RAVELING	L	1,500.00	SF	
57 WEATHERING	M	5,250.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 28
Sample Area (SF): 3,750.00

Sample Comments:

41 ALLIGATOR CRACKING	M	300.00	SF	
45 DEPRESSION	L	20.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	266.00	Ft	
52 RAVELING	L	1,000.00	SF	
56 SWELLING	L	5.00	SF	
57 WEATHERING	M	3,750.00	SF	

Sample Number: 07

Sample Type: R
Sample PCI: 32
Sample Area (SF): 5,000.00

Sample Comments:

41 ALLIGATOR CRACKING	M	200.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	10.00	Ft	1FT TRANSVERSE
48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	425.00	Ft	W 2NDY FS
52 RAVELING	L	1,000.00	SF	
57 WEATHERING	M	5,000.00	SF	

Sample Number: 09

Sample Type: R

Sample PCI: 31

Sample Area (SF): 4,950.00

Sample Comments:

41 ALLIGATOR CRACKING	M	150.00	SF	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	LU
48 LONGITUDINAL/TRANSVERSE CRACKING	M	716.00	Ft	FS
52 RAVELING	L	1,500.00	SF	
57 WEATHERING	M	4,950.00	SF	

Branch - Section ID: TH01FD - 002

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

LCD: 3/3/2018
Surface Type: PCC
Rank: P
Section Area (sf): 2,495.00
Length (ft): 75.00
Width (ft): 33.00
From: .
To: .

PCI Family: IowaPCCTH NC NCW

Slabs: 24
Slab Length (ft): 10.00
Slab Width (ft): 10.50
Joint Length (ft): 378.25

Section Comments:

Last Insp Date: 11/9/2022
PCI: 100
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 24.00

Sample Comments:

NO DISTRESS

Branch - Section ID: TH01FD - 003

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

LCD: 6/3/2021
Surface Type: PCC
Rank: P
Section Area (sf): 28,809.00
Length (ft): 516.00
Width (ft): 49.00
From: .
To: .

PCI Family: IowaPCCTH NC NCW

Slabs: 288
Slab Length (ft): 10.00
Slab Width (ft): 10.00
Joint Length (ft): 5,118.03

Section Comments:

Last Insp Date: 11/9/2022
PCI: 95
Total Samples: 13
Surveyed: 6

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 04

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

Sample Comments:

62 CORNER BREAK	L	3.00	Slabs
63 LINEAR CRACKING	L	1.00	Slabs

Sample Number: 06

Sample Type: R
Sample PCI: 95
Sample Area (Slabs): 20.00

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs

Sample Number: 08

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

Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs
75 CORNER SPALL	L	1.00	Slabs

Sample Number: 10

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 12

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 25.00

Sample Comments:

NO DISTRESS

APPENDIX D

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: IA 2022
Network ID: FOD

Generate Date: 6/25/2023

Network: FORT DODGE REGIONAL AIRPORT

Branch - Section ID: A01FD - 001

LCD: 6/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 390.00
Width (ft): 225.00
True Area (sf): 102,275.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	CR-PC	Complete Reconstruction - PCC	$0.00	12.00	True	12" P-501
06-02-2019	BA-ST	Base Course - Stabilized (non-Bi.)	$0.00	6.00	False	6" P-307 Cement Drainable Treated Base
06-01-2019	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" P-157 Cement Treated Subgrade
06-01-2007	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	-
06-01-2007	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	-
06-01-2007	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	-
06-01-2007	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	-
11-01-1994	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	-
06-01-1990	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	P-626
06-01-1972	OL-PF	Overlay - PCC Fully Bonded	$0.00	6.00	True	6" P-501 PCC OVERLAY
06-02-1949	NC-PC	New Construction - PCC	$0.00	8.00	True	8" P-501
06-01-1949	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" P-154 Subbase

Branch - Section ID: A01FD - 002

LCD: 6/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 225.00
Width (ft): 250.00
True Area (sf): 53,202.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	CR-PC	Complete Reconstruction - PCC	$0.00	8.00	True	8" P-501
06-02-2019	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-219 Recycled Agg Base
06-01-2019	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" P-157 Cement Treated Base
06-01-1972	OL-PF	Overlay - PCC Fully Bonded	$0.00	6.00	True	6" P-501 PCC OVERLAY
06-02-1949	NC-PC	New Construction - PCC	$0.00	8.00	True	8" P-501
06-01-1949	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" P-154 Subbase

Branch - Section ID: A02FD - 001

LCD: 6/3/2019
Use: APRON
Rank: P
Surface: PCC

Length (ft): 500.00
Width (ft): 150.00
True Area (sf): 76,791.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	CR-PC	Complete Reconstruction - PCC	$0.00	7.00	True	7" P-501
06-02-2019	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-209
06-01-2019	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" P-158 Fly Ash Treated Subgrade
07-01-2001	PA-AD	Patching - AC Deep	$0.00	0.00	False	MILLED AND AC OVERLAY SMALL AREA NEAR TAXIWAY
06-01-1990	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1988	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	P626 Slurry Seal
06-01-1974	OL-AS	Overlay - AC Structural	$0.00	2.00	True	2" P-401
06-04-1972	NC-AC	New Construction - AC	$0.00	2.00	True	2" P-401
06-03-1972	BA-BI	Base Course - Bituminous	$0.00	4.00	False	4" P-201
06-02-1972	SB-AG	Subbase - Aggregate	$0.00	8.00	False	8" P-154
06-01-1972	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 Lime Treated Subgrade

WORK HISTORY

Branch - Section ID: A02FD - 002

LCD: 7/3/2012
Use: APRON
Rank: P
Surface: PCC

Length (ft): 370.00
Width (ft): 62.50
True Area (sf): 21,688.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
07-03-2012	NC-PC	New Construction - PCC	$0.00	7.00	True	7" PCC
07-02-2012	SB-AG	Subbase - Aggregate	$0.00	6.00	False	6" GRANULAR SUBBASE (IDOT 2111)
07-01-2012	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" FLY-ASH TREATED SUBGRADE

Branch - Section ID: R06FD - 001

LCD: 6/3/2015
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 5,868.00
Width (ft): 150.00
True Area (sf): 877,200.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608 EMULSIFIED ASPHALT SEAL COAT
08-01-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
06-03-2015	OL-AS	Overlay - AC Structural	$0.00	3.00	True	0-3" MILL/3" AC OVERLAY
06-02-2015	CS-AC	Crack Sealing - AC	$0.00	0.00	False	PRE-OVERLAY CRACK SEAL
06-01-2015	PA-AD	Patching - AC Deep	$0.00	0.00	False	PRE-OVERLAY FULL DEPTH PATCHING
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1999	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
12-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1991	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" P-401
06-01-1988	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1982	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1977	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
01-07-1972	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401
01-06-1972	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P-201 BASE
01-05-1972	SB-AG	Subbase - Aggregate	$0.00	15.00	False	15" P-154 SUBBASE
01-04-1972	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 SUBGRADE

WORK HISTORY

Pavement Database: IA 2022
Network ID: FOD

Generate Date: 6/25/2023

Branch - Section ID: R06FD - 002

LCD: 6/1/2012
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 700.00
Width (ft): 150.00
True Area (sf): 105,000.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE
08-02-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
06-01-2015	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2012	OL-AS	Overlay - AC Structural	$0.00	6.00	True	6" MILL & OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1999	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
12-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1991	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" P-401
06-01-1988	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1982	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1977	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
01-07-1972	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401
01-06-1972	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P-201 BASE
01-05-1972	SB-AG	Subbase - Aggregate	$0.00	15.00	False	15" P-154 SUBBASE
01-04-1972	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 SUBGRADE

Branch - Section ID: R12FD - 001

LCD: 6/1/2012
Use: RUNWAY
Rank: S
Surface: APC

Length (ft): 1,432.00
Width (ft): 100.00
True Area (sf): 147,855.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608 EMULSIFIED ASPHALT SEAL COAT, P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE AROUND RUNWAYS' INTERSECTION
08-01-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
06-01-2012	OL-AS	Overlay - AC Structural	$0.00	6.00	True	6" MILL & OVERLAY
06-01-2005	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
07-01-2001	PA-AD	Patching - AC Deep	$0.00	0.00	False	-
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1999	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
07-10-1996	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
03-01-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" P-401
06-01-1984	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1984	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	P-626
06-02-1972	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" P-401
06-01-1972	BA-BI	Base Course - Bituminous	$0.00	1.00	False	1" P-201 VARIABLE BASE
06-03-1949	NC-PC	New Construction - PCC	$0.00	7.00	True	7" P-501
06-02-1949	SB-AG	Subbase - Aggregate	$0.00	4.00	False	4" P-154 SUBBASE
06-01-1949	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P-152 SUBGRADE

WORK HISTORY

Branch - Section ID: R12FD - 002

LCD: 6/1/2012
Use: RUNWAY
Rank: S
Surface: APC

Length (ft): 2,890.00
Width (ft): 100.00
True Area (sf): 291,412.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608 EMULSIFIED ASPHALT SEAL COAT, P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE AROUND RUNWAYS' INTERSECTION
08-01-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
06-01-2012	OL-AS	Overlay - AC Structural	$0.00	6.00	True	6" MILL & OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1999	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
07-08-1996	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
03-08-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-30-1993	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" P-401
06-01-1984	CS-AC	Crack Sealing - AC	$0.00	0.00	False	P-626
06-01-1984	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	P-626
06-02-1972	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" P-401
06-01-1972	BA-BI	Base Course - Bituminous	$0.00	1.00	False	1" VARIABLE P-201 BASE
06-03-1949	NC-PC	New Construction - PCC	$0.00	7.00	True	7" P-501 PCC
06-02-1949	SB-AG	Subbase - Aggregate	$0.00	4.00	False	4" P-154 SUBBASE
06-01-1949	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P-152 SUBGRADE

Branch - Section ID: R12FD - 003

LCD: 5/1/2004
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 100.00
Width (ft): 100.00
True Area (sf): 10,869.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2020	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	JOINT RESEALING
08-01-2020	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	SLAB REPLACEMENT
08-01-2020	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	CRACK SEAL
05-01-2004	NC-PC	New Construction - PCC	$0.00	0.00	True	-

Branch - Section ID: R12FD - 004

LCD: 5/1/2004
Use: RUNWAY
Rank: S
Surface: PCC

Length (ft): 700.00
Width (ft): 100.00
True Area (sf): 70,952.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2020	JS-LC	Joint Seal (Localized)	$0.00	0.00	False	JOINTS RESEALING
05-01-2004	NC-PC	New Construction - PCC	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: TAFD - 001

LCD: 8/16/2001
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 690.00
Width (ft): 35.00
True Area (sf): 25,248.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2015	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
08-16-2001	CR-PC	Complete Reconstruction - PCC	$0.00	11.00	True	11" P-501 PCC
11-07-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-30-1972	NC-AC	New Construction - AC	$0.00	0.00	True	-

Branch - Section ID: TBFD - 001

LCD: 6/3/2015
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 1,230.00
Width (ft): 50.00
True Area (sf): 65,568.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2015	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" MILL/3" AC OVERLAY
06-02-2015	PA-AD	Patching - AC Deep	$0.00	0.00	False	PRE-OVERLAY FULL DEPTH PATCHING
06-01-2015	CS-AC	Crack Sealing - AC	$0.00	0.00	False	PRE-OVERLAY CRACK SEAL
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
11-08-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-30-1977	OL-AS	Overlay - AC Structural	$0.00	0.00	True	14" TOTAL OF ASPHALT
06-02-1972	NC-AC	New Construction - AC	$0.00	0.00	True	-
06-01-1972	BA-AG	Base Course - Aggregate	$0.00	6.00	False	-

Branch - Section ID: TBFD - 002

LCD: 6/1/2007
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 2,500.00
Width (ft): 50.00
True Area (sf): 162,730.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2015	CS-AC	Crack Sealing - AC	$0.00	0.00	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
06-01-2007	OL-AS	Overlay - AC Structural	$0.00	0.00	True	EST
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	ONLY ON A PORTION OF THE SECTION
11-08-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-30-1977	NC-AC	New Construction - AC	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: TBFD - 003

LCD: 6/3/2022
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,930.00
Width (ft): 50.00
True Area (sf): 111,503.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2022	CR-AC	Complete Reconstruction - AC	$448,775.00	8.00	True	8" P-401 AC RECONSTRUCTION
06-02-2022	BA-AG	Base Course - Aggregate	$0.00	15.00	False	15" P-209 CAB
06-01-2022	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" P-156 CEMENT TREATED SUBGRADE
06-01-2015	PA-AD	Patching - AC Deep	$0.00	0.00	False	-
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
10-01-1997	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-05-1991	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401 AC
06-04-1991	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P-401 Bit Base
06-03-1991	SB-AG	Subbase - Aggregate	$0.00	9.00	False	9" P-154 Subbase
06-02-1991	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 Fly Ash Treated SG
06-01-1991	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TBFD - 004

LCD: 6/1/2012
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 250.00
Width (ft): 50.00
True Area (sf): 14,250.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
08-02-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE
06-01-2012	OL-AS	Overlay - AC Structural	$0.00	6.00	True	6" MILL & OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
11-08-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
12-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-30-1977	OL-AS	Overlay - AC Structural	$0.00	0.00	True	14" TOTAL OF ASPHALT
06-02-1972	NC-AC	New Construction - AC	$0.00	0.00	True	-
06-01-1972	SB-AG	Subbase - Aggregate	$0.00	6.00	False	-

WORK HISTORY

Branch - Section ID: TBFD - 005

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

Length (ft): 150.00
Width (ft): 65.00
True Area (sf): 17,528.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
08-02-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608 EMULSIFIED ASPHALT SEAL COAT; PARTIAL
06-01-2015	OL-AS	Overlay - AC Structural	$0.00	3.00	True	0-3" MILL/3" AC OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2001	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
10-01-1997	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-05-1991	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401 AC
06-04-1991	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P-401 Bit Base
06-03-1991	SB-AG	Subbase - Aggregate	$0.00	9.00	False	9" P-154 Subbase
06-02-1991	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 Fly Ash Treated SG
06-01-1991	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TBFD - 006

LCD: 6/3/2019
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 125.00
Width (ft): 25.00
True Area (sf): 3,245.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2019	NU-IN	New Construction - Initial	$0.00	9.00	True	9" P-401
06-02-2019	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-219 Recycled Agg Base
06-01-2019	SG-ST	Subgrade - Stabilized	$0.00	12.00	False	12" P-157 Cement Treated Subgrade

Branch - Section ID: TCFD - 001

LCD: 8/1/2001
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 752.00
Width (ft): 35.00
True Area (sf): 34,299.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2001	CR-PC	Complete Reconstruction - PCC	$0.00	7.00	True	-
06-01-1997	PA-AD	Patching - AC Deep	$0.00	0.00	False	-
06-30-1977	NC-AC	New Construction - AC	$0.00	0.00	True	-

WORK HISTORY

Branch - Section ID: TDFD - 001

LCD: 6/1/2007
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 1,870.00
Width (ft): 40.00
True Area (sf): 87,990.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2015	CS-AC	Crack Sealing - AC	$0.00	0.00	False	ONLY ON THE PORTION ADJACENT TO RW 6/24
06-01-2007	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
11-01-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-30-1982	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401 AC
06-29-1982	BA-BI	Base Course - Bituminous	$0.00	4.00	False	4" P-201 Bit Base
06-28-1982	SB-AG	Subbase - Aggregate	$0.00	9.00	False	9" P-154 Subbase
06-27-1982	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 Fly Ash Treated SG
06-26-1982	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TDFD - 002

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

Length (ft): 330.00
Width (ft): 65.00
True Area (sf): 32,689.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-02-2020	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	P-608R EMULSIFIED ASPHALT SEAL COAT RAPID CURE
08-01-2020	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
06-01-2015	OL-AS	Overlay - AC Structural	$0.00	3.00	True	0-3" MILL/3" AC OVERLAY
06-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-30-1972	OL-AS	Overlay - AC Structural	$0.00	0.00	True	-
06-01-1965	NC-AC	New Construction - AC	$0.00	0.00	True	ESTIMATED

Branch - Section ID: TDFD - 003

LCD: 6/3/2007
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 330.00
Width (ft): 35.00
True Area (sf): 13,390.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2007	NC-PC	New Construction - PCC	$0.00	7.00	True	-
06-02-2007	BA-AG	Base Course - Aggregate	$0.00	4.00	False	-
06-01-2007	SB-AG	Subbase - Aggregate	$0.00	12.00	False	-

WORK HISTORY

Branch - Section ID: TFFD - 001

LCD: 6/5/1991
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 860.00
Width (ft): 40.00
True Area (sf): 39,481.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2019	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
03-01-1994	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-05-1991	NC-AC	New Construction - AC	$0.00	4.00	True	4" P-401 AC
06-04-1991	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P-401 Bit Base
06-03-1991	SB-AG	Subbase - Aggregate	$0.00	9.00	False	9" P-154 Subbase
06-02-1991	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" P-155 Fly ash Treated SG
06-01-1991	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 Compacted SG

Branch - Section ID: TFFD - 002

LCD: 6/3/2007
Use: TAXIWAY
Rank: P
Surface: PCC

Length (ft): 1,033.00
Width (ft): 35.00
True Area (sf): 38,600.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2019	CS-PC	Crack Sealing - PCC	$0.00	0.00	False	-
06-03-2007	NC-PC	New Construction - PCC	$0.00	7.00	True	-
06-02-2007	BA-BI	Base Course - Bituminous	$0.00	4.00	False	-
06-01-2007	SB-AG	Subbase - Aggregate	$0.00	21.00	False	-

Branch - Section ID: TH01FD - 001

LCD: 6/4/1995
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 1,760.00
Width (ft): 25.00
True Area (sf): 44,195.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-04-1995	NU-IN	New Construction - Initial	$0.00	4.00	True	4" P401
06-03-1995	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P209 AGG BASE
06-02-1995	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" FLY ASH SUBGRADE
06-01-1995	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" COMPACTED SUBGRADE

Branch - Section ID: TH01FD - 002

LCD: 3/3/2018
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 75.00
Width (ft): 33.00
True Area (sf): 2,495.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
03-03-2018	NU-IN	New Construction - Initial	$0.00	7.00	True	7" P-501
03-02-2018	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-219 AGG BASE
03-01-2018	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" COMPACTED SUBGRADE

WORK HISTORY

Branch - Section ID: TH01FD - 003

LCD: 6/3/2021
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 516.00
Width (ft): 49.00
True Area (sf): 28,809.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-03-2021	CR-PC	Complete Reconstruction - PCC	$0.00	7.00	True	7" P-505 PCC PAVEMENT
06-02-2021	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" IDOT 2115 BASE COURSE
06-01-2021	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" P-152 COMPACTED SUBGRADE
06-05-1995	NC-AC	New Construction - AC	$0.00	4.00	True	4" P401
06-03-1995	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P209 AGG BASE
06-02-1995	SG-ST	Subgrade - Stabilized	$0.00	6.00	False	6" FLY ASH SUBGRADE
06-01-1995	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" COMPACTED SUBGRADE

APPENDIX E

LOCALIZED PREVENTIVE MAINTENANCE POLICIES AND UNIT COST TABLES

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

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

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

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

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

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

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

Table E-4. 2023 unit costs (per square foot) based on pavement type and PCI ranges.

Pavement Type	PCI Range 0–40	PCI Range 40–50	PCI Range 50–60	PCI Range 60–70	PCI Range 70–80	PCI Range 80–90	PCI Range 90–100
AC	$10.82	$5.12	$5.12	$5.12	$0.00	$0.00	$0.00
PCC	$18.08	$8.55	$8.55	$8.55	$0.00	$0.00	$0.00

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

APPENDIX F

YEAR 2023 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

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

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2023 Estimated Cost
A01FD	02	Corner Spalling	Medium	1	Slabs	Patching - PCC Partial Depth	$39.04	$105
A02FD	01	Joint Seal Damage	Medium	491	Slabs	Joint Seal (Localized)	$3.14	$36,490
A02FD	02	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$39.04	$175
A02FD	02	Joint Seal Damage	Medium	167	Slabs	Joint Seal (Localized)	$3.14	$10,825
A02FD	02	Joint Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$39.04	$421
R06FD	01	L&T Cracking	Medium	9,685	Ft	Crack Sealing - AC	$2.61	$25,279
R06FD	01	Weathering	High	100	SqFt	Patching - AC Deep	$15.24	$1,517
R06FD	02	L&T Cracking	Medium	179	Ft	Crack Sealing - AC	$2.61	$468
R12FD	02	L&T Cracking	Medium	291	Ft	Crack Sealing - AC	$2.61	$761
R12FD	03	Corner Break	Low	1	Slabs	Crack Sealing - PCC	$3.14	$29
R12FD	03	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	$3.14	$88
R12FD	03	Shattered Slab	Medium	1	Slabs	Slab Replacement - PCC	$17.43	$3,064
TAFD	01	Corner Break	Medium	2	Slabs	Patching - PCC Full Depth	$17.43	$1,111
TAFD	01	Joint Seal Damage	High	223	Slabs	Joint Seal (Localized)	$3.14	$12,592
TAFD	01	Joint Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	$39.04	$995
TAFD	01	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	$3.14	$66
TBFD	05	L&T Cracking	Medium	365	Ft	Crack Sealing - AC	$2.61	$952
TCFD	01	Corner Break	Low	2	Slabs	Crack Sealing - PCC	$3.14	$63
TCFD	01	Joint Seal Damage	High	309	Slabs	Joint Seal (Localized)	$3.14	$17,275
TDFD	03	Corner Break	Low	1	Slabs	Crack Sealing - PCC	$3.14	$35
TDFD	03	Corner Break	Medium	1	Slabs	Patching - PCC Full Depth	$17.43	$756

Table F-1. Year 2023 localized preventive maintenance details (continued).

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2023 Estimated Cost
TDFD	03	Joint Seal Damage	High	98	Slabs	Joint Seal (Localized)	$3.14	$5,871
TDFD	03	Joint Spalling	Medium	3	Slabs	Patching - PCC Partial Depth	$39.04	$677
TDFD	03	LTD Cracking	Medium	3	Slabs	Crack Sealing - PCC	$3.14	$98
TFFD	01	L&T Cracking	Medium	661	Ft	Crack Sealing - AC	$2.61	$1,726
TFFD	01	L&T Cracking	High	230	Ft	Crack Sealing - AC	$2.61	$600
TFFD	02	Corner Break	Low	4	Slabs	Crack Sealing - PCC	$3.14	$116
TFFD	02	Corner Spalling	Medium	4	Slabs	Patching - PCC Partial Depth	$39.04	$472
TFFD	02	Joint Seal Damage	High	283	Slabs	Joint Seal (Localized)	$3.14	$17,174
TFFD	02	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	$3.14	$82
TH01FD	03	Corner Break	Low	7	Slabs	Crack Sealing - PCC	$3.14	$178

Table Notes:

1. See Figure 3 for the location of the branch and section.
2. Distress types are defined by ASTM D5340-20. L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.
3. The costs provided are of a general nature for the entire state and may require adjustment to reflect specific conditions at Fort Dodge Regional Airport.

PREPARED FOR

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