Mason City Municipal Airport

PAVEMENT MANAGEMENT REPORT

PREPARED BY

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applied pavement TECHNOLOGY

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MASON CITY MUNICIPAL AIRPORT
PAVEMENT MANAGEMENT REPORT

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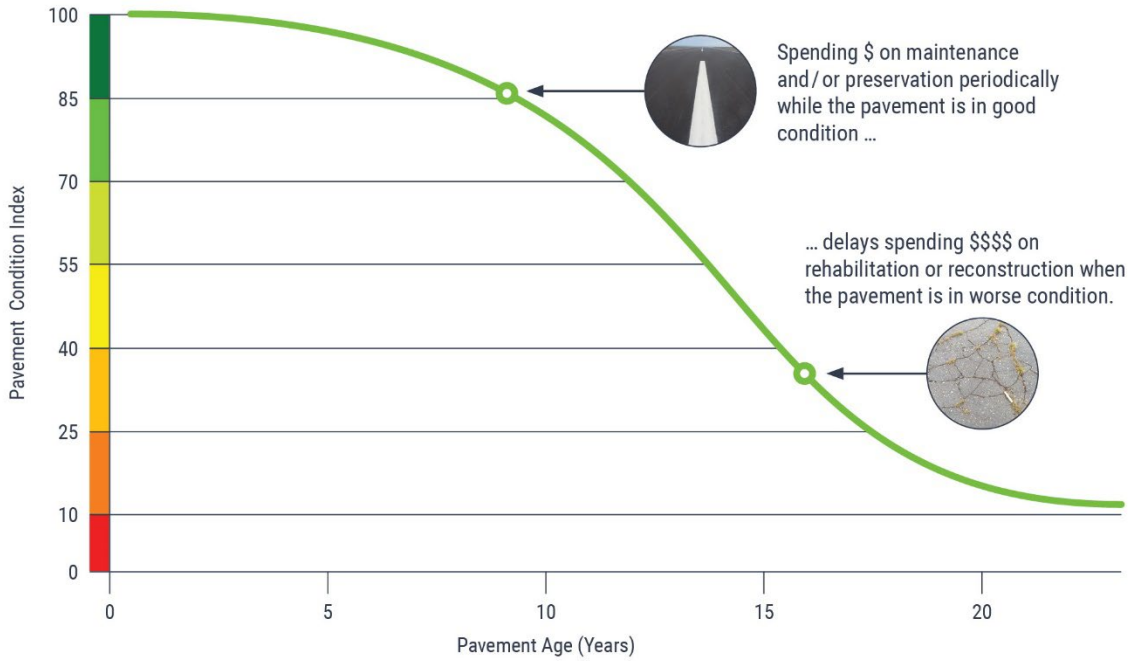
INTRODUCTION

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

As part of this project, pavement conditions at Mason City Municipal Airport were assessed in November 2021 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 Mason City Municipal Airport are presented within this report and can be used by Mason City Municipal Airport, the Iowa DOT, and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement M&R actions at the airport. In addition to this report, the interactive pavement management data visualization tool IDEA, containing the pavement management information collected during this project, was updated and may be accessed from the Iowa DOT's website (https://iowadot.gov/aviation).

PAVEMENT INVENTORY

The project began with a review of the existing inventory information pertaining to the pavements at Mason City Municipal Airport. The date of original construction, along with the date of any subsequent rehabilitation; the location of completed work; and the type of work undertaken were gathered. The information was used to update the pavement management database and associated maps as necessary to account for pavement-related work that had been undertaken since the last time the airport was evaluated in 2018.

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

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

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

Approximately 3,222,100 square feet of pavement were evaluated at Mason City Municipal Airport, as illustrated in Figure 2. This figure also shows the area-weighted age, in years, of the pavements at the time of the inspection. Figure 3 provides a map that details how the pavement network was divided into management units and identifies the sample units that were evaluated during the pavement inspection at Mason City Municipal Airport.

Figure 2. Pavement area by branch use at Mason City Municipal Airport.

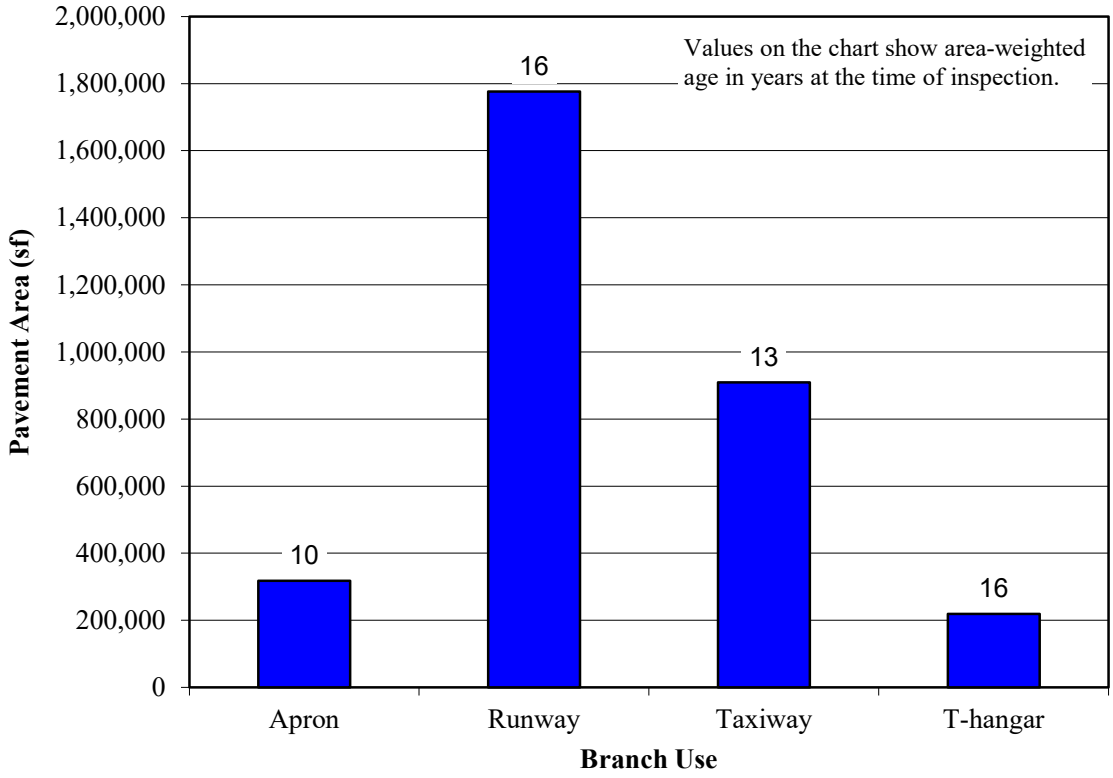
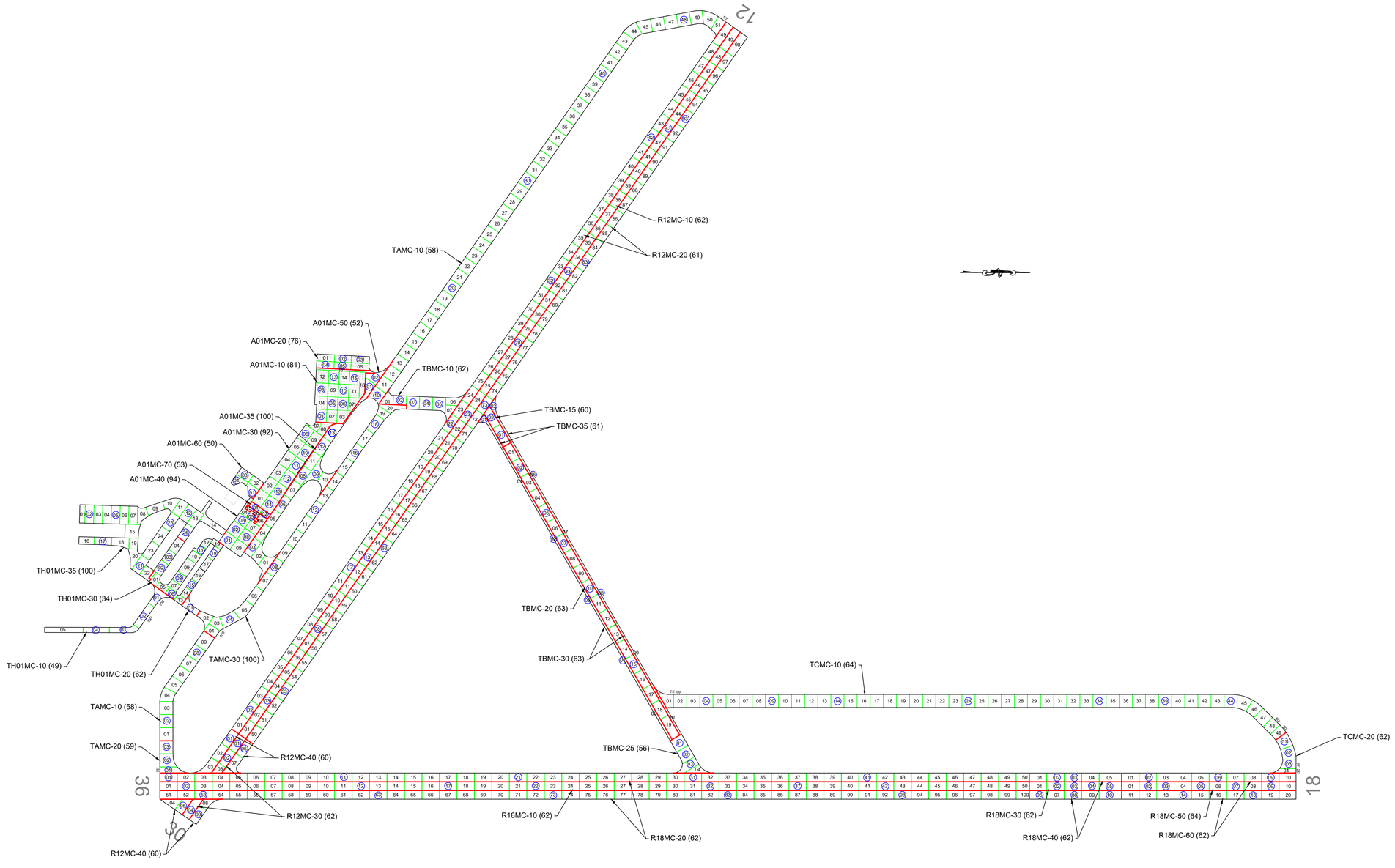


FIGURE 3. NETWORK DEFINITION MAP.



NETWORK DEFINITION LEGEND

R18AN-10 (78)

- 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 - Aviation
LOCATION:	Mason City Municipal Airport Mason City, Iowa
PAGE TITLE:	Network Definition Map

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
SEP. 2021	SEP. 2021	LJR	17-020-AM05
DRAWING SCALE:	LAST MODIFIED DATE:	REVISED BY:	DRAWN BY:
1"=300'	JAN. 2022	MDK	DSP
FILENAME: Mason City.dwg		LAYOUT NAME/NUMBER: NET. DEF.	PAGE NUMBER: 5

PAVEMENT EVALUATION

Pavement Evaluation Procedure

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

- FAA Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements* (https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5380-6C.pdf).
- FAA Advisory Circular 150/5380-7B, *Airport Pavement Management Program (PMP)* (https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5380-7B.pdf).
- ASTM D5340-20, *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.

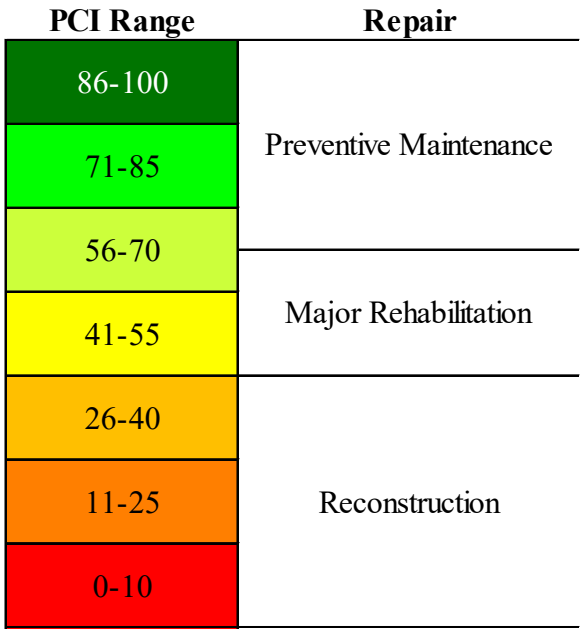
Figure 4. Visual representation of PCI scale on typical pavement surfaces[1].

PCI = 100 PCI = 60 PCI = 35

[1]Photographs shown are not specific to Mason City Municipal Airport.

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

Figure 5. PCI versus repair type.



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

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 Mason City Municipal Airport were inspected in November 2021. The 2021 area-weighted condition of Mason City Municipal Airport is 66, with conditions ranging from 34 to 100 (on a scale of 0 [failed] to 100 [excellent]). During the previous pavement inspection in 2018, the area-weighted PCI of the airport was 62.

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

Figure 6. Pavement area by PCI range at Mason City Municipal Airport.

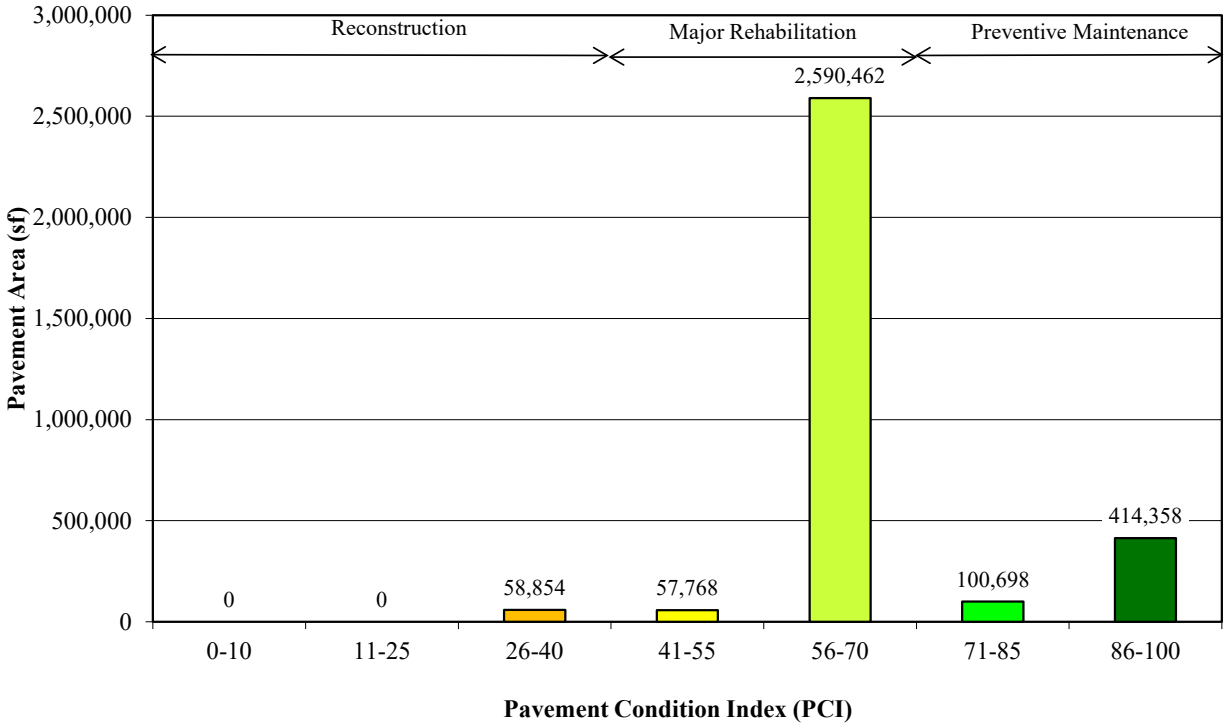


Figure 7. Area-weighted PCI by branch use at Mason City Municipal Airport.
(Values on chart are area-weighted)

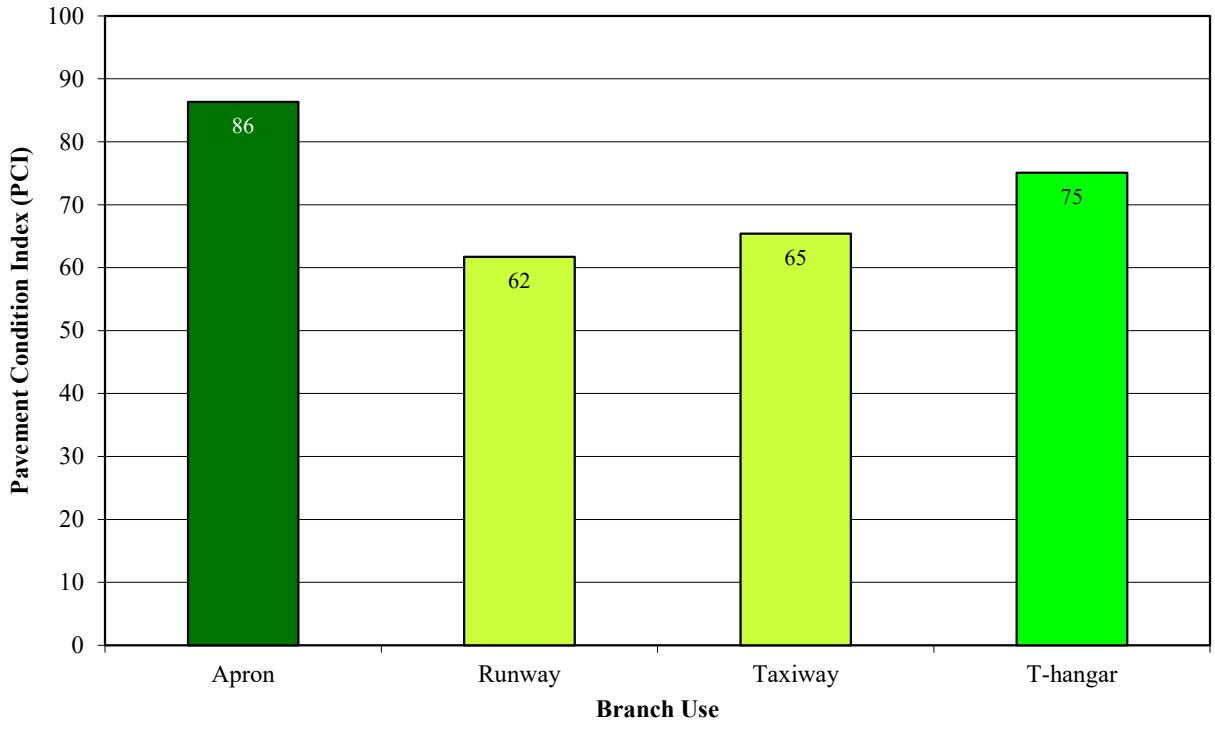
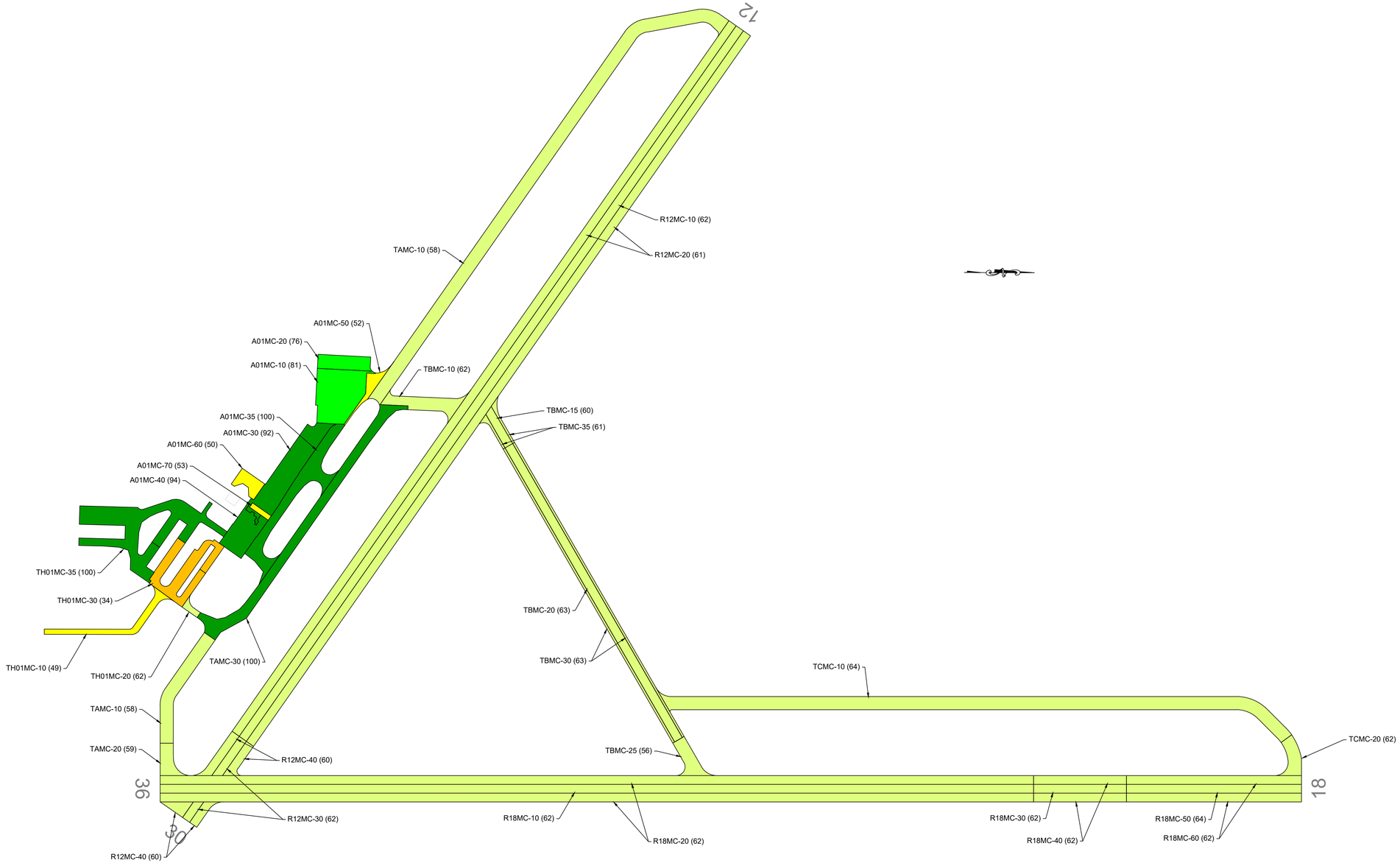


FIGURE 8. PCI MAP.



LEGEND

R18AN-10 (78)

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE

SECTION BREAK LINE

PAVEMENT CONDITION INDEX

PCI

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

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AGENCY: Iowa Department of Transportation
Modal Transportation Bureau - Aviation

LOCATION: Mason City Municipal Airport
Mason City, Iowa

PAGE TITLE: 2021 Pavement Condition Index Map

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
SEP. 2021	SEP. 2021	LJR	17-020-AM05
DRAWING SCALE:	LAST MODIFIED DATE:	REVISED BY:	DRAWN BY:
1"=300'	APR. 2022	DSP	DSP
FILENAME:		LAYOUT NAME/NUMBER:	PAGE NUMBER:
Mason City.dwg		PCI	9

Table 1. 2021 pavement evaluation results.

Branch	Section	Surface Type	Section Area (sf)	LCD	2021 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
A01MC	10	PCC	76,603	6/2/2008	81	10	45	45	Corner Spalling, Faulting, Joint Seal Damage, Large Patch, LTD Cracking, Shrinkage Cracking, Small Patch
A01MC	20	PCC	24,095	6/3/1972	76	13	38	49	Corner Spalling, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Popouts, Shrinkage Cracking, Small Patch
A01MC	30	PCC	76,255	6/1/2017	92	42	20	38	Corner Spalling, Faulting, Joint Seal Damage, Large Patch, LTD Cracking
A01MC	35	AC	72,632	4/5/2021	100	0	100	0	Patching
A01MC	40	PCC	38,255	6/1/2018	94	17	32	51	Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking
A01MC	50	AC	11,660	6/3/2006	52	0	100	0	L&T Cracking, Patching, Raveling, Weathering
A01MC	60	AC	14,360	6/2/2009	50	33	58	9	Alligator Cracking, L&T Cracking, Raveling, Rutting, Swelling, Weathering
A01MC	70	PCC	3,915	6/1/1999	53	73	15	12	Corner Break, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab
R12MC	10	AAC	245,643	5/3/2006	62	0	100	0	L&T Cracking, Raveling, Weathering
R12MC	20	AAC	493,057	5/3/2006	61	0	100	0	L&T Cracking, Raveling, Weathering
R12MC	30	AC	18,816	6/3/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
R12MC	40	AC	43,342	6/3/2005	60	0	100	0	L&T Cracking, Patching, Raveling, Weathering
R18MC	10	AAC	248,664	6/4/2005	62	13	87	0	L&T Cracking, Raveling, Rutting, Weathering
R18MC	20	AAC	497,500	6/4/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	30	AAC	26,450	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering

Table 1. 2021 pavement evaluation results (continued).

Branch	Section	Surface Type	Section Area (sf)	LCD	2021 PCI	% Distress Due to Load	% Distress Due to Climate/ Durability	% Distress Due to Other	Type of Distress
R18MC	40	AAC	52,887	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	50	AAC	49,836	6/2/2005	64	0	100	0	L&T Cracking, Raveling, Weathering
R18MC	60	AAC	99,687	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
TAMC	10	AAC	287,735	6/2/2006	58	0	100	0	L&T Cracking, Patching, Raveling, Weathering
TAMC	20	AAC	16,030	6/2/2005	59	0	100	0	L&T Cracking, Raveling, Weathering
TAMC	30	AC	98,795	4/5/2021	100	0	0	0	No Distresses
TBMC	10	AAC	32,450	6/2/2006	62	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	15	APC	11,522	6/1/2006	60	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	20	APC	97,151	6/3/2008	63	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	25	APC	19,896	6/2/2005	56	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	30	AAC	47,702	6/3/2008	63	0	100	0	L&T Cracking, Raveling, Weathering
TBMC	35	AAC	8,092	6/1/2006	61	0	100	0	L&T Cracking, Raveling, Weathering
TCMC	10	AAC	271,802	6/3/2008	64	0	100	0	L&T Cracking, Raveling, Weathering
TCMC	20	AAC	17,885	6/2/2005	62	0	100	0	L&T Cracking, Raveling, Weathering
TH01MC	10	AC	27,833	1/1/2000	49	12	79	9	Alligator Cracking, Depression, L&T Cracking, Weathering
TH01MC	20	AC	4,315	1/1/2000	62	30	70	0	Alligator Cracking, L&T Cracking, Weathering
TH01MC	30	PCC	58,854	1/1/1972	34	66	9	25	Corner Break, Corner Spalling, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Popouts, Shattered Slab
TH01MC	35	AC	128,421	9/3/2021	100	0	0	0	No Distresses

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.

Table 1. 2021 pavement evaluation results (continued).

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

Mason City Municipal Airport was inspected on November 16, 2021. There were thirty-three pavement sections defined during the inspection.

Runways

Runway 12/30 was defined by four sections. Sections 10, 20, 30, and 40 contained areas of low- and medium-severity longitudinal and transverse (L&T) cracking and low-severity raveling and weathering. Low-severity patching was also noted in Section 40. The majority of the low-severity L&T cracking on this runway was unsealed, while the medium-severity L&T cracking was due to unsatisfactory crack sealant.

Runway 18/36 consisted of six sections. Low- and medium-severity L&T cracking and low-severity raveling and weathering were recorded in all six sections. Low-severity rutting was also noted in Section 10. Most of the low-severity L&T cracking on Runway 18/36 was unsealed, while the medium-severity L&T cracking was due to either the development of secondary cracking or unsatisfactory crack sealant.

Taxiways

Taxiway A served as the parallel taxiway for Runway 12/30 and contained three sections. Low- and medium-severity L&T cracking and weathering and low-severity patching and raveling were noted in Section 10. The low-severity L&T cracking was both sealed and unsealed, while the medium-severity L&T cracking was due to unsatisfactory crack sealant. Section 20 contained low- and medium-severity L&T cracking and low-severity raveling and weathering. The low-severity L&T cracking was unsealed and the medium-severity L&T cracking was recorded where crack sealant had failed. Section 30 was in excellent condition with no distress identified at the time of inspection.

Taxiway B connected Taxiways A and C and was defined by six sections. Sections 10, 15, 20, 30, and 35 had low- and medium-severity L&T cracking and low-severity raveling and weathering noted at the time of inspection. Areas of medium-severity raveling were also recorded in Section 35. The low-severity L&T cracking was both seal and unsealed, while the medium-severity L&T cracking was due primarily to unsatisfactory crack sealant. Section 25 contained all severities of L&T cracking, low- and high-severity raveling, and low-severity weathering. The low-severity L&T cracking was unsealed, the medium-severity L&T cracking was due to either the development of secondary cracking or to crack sealant that had failed, and the high-severity L&T cracking was noted where secondary cracking had developed that was greater than 1 ft wide.

Taxiway C served as a partial parallel for Runway 18/36 and consisted of two sections. Low- and medium-severity L&T cracking and low-severity raveling and weathering were recorded in both sections. The low-severity L&T cracking was both sealed and unsealed in Section 10 and unsealed in Section 20. The medium-severity L&T cracking in both sections was due to either unsatisfactory crack sealant or to the development of secondary cracking. Section 20 also contained high-severity L&T cracking, where secondary cracking greater than 1 ft wide had developed.

Apron

The apron area was defined by eight sections. Section 10 contained low-severity corner spalling and large patching; low- and medium-severity faulting; medium-severity longitudinal, diagonal and transverse (LTD) cracking; high-severity joint seal damage and small patching; and shrinkage cracking. Medium-severity corner spalling; low-severity joint spalling, large patching, and LTD cracking; high-severity joint seal damage; popouts; shrinkage cracking; and low- and high-severity small patching were recorded in Section 20. Areas of medium-severity corner spalling and low-severity faulting, joint seal damage, large patching, and LTD cracking were identified in Section 30. Section 35 was in excellent condition with only low-severity patching recorded. Section 40 contained areas of low- and medium-severity joint spalling and low-severity joint seal damage, corner spalling, and LTD cracking. Low- and medium-severity L&T cracking and weathering and low-severity patching and raveling were noted in Section 50. The low-severity L&T cracking was sealed and the medium-severity L&T cracking was recorded where the crack sealant had failed. Section 60 had areas of medium-severity alligator cracking and weathering; low- and medium-severity L&T cracking, rutting, and swelling; and medium- and high-severity raveling. The L&T cracking was unsealed. Section 70 contained medium- and high-severity corner break, low-severity faulting, medium-severity joint spalling and LTD cracking, and high-severity joint seal damage and shattered slab.

T-Hangar

The T-hangar area contained four sections. Areas of medium-severity alligator cracking and weathering, low-severity depression, and low- and medium-severity L&T cracking were observed in Section 10. Section 20 contained low- and medium-severity L&T cracking and medium-severity alligator cracking and weathering. The low-severity L&T cracking in both sections was unsealed. The medium-severity L&T cracking was due to either unsatisfactory crack sealant or unsealed crack widths that exceeded ¼ in in Section 10 and to unsealed cracking greater than ¼ in wide in Section 20. Section 30 was in poor condition with areas of medium-severity corner break and LTD cracking, low-severity corner spalling and large patching, low- and medium-severity faulting and joint spalling, high-severity joint seal damage, popouts, and medium- and high-severity shattered slab. Section 35 was in excellent condition with no distress noted at the time of 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 Mason City Municipal Airport. In addition, a 1-year plan for localized preventive maintenance (such as crack sealing and patching) was prepared.

Analysis Parameters

Critical PCIs

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

Localized Preventive Maintenance Policies and Unit Costs

Localized preventive maintenance policies were developed for asphalt-surfaced and PCC pavements. These policies, shown in Appendix E, identify the localized preventive maintenance actions that the Iowa DOT considered appropriate to correct for 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 Mason City Municipal Airport.

Major Rehabilitation Unit Costs

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

Budget and Inflation Rate

An unlimited budget with a start date of July 1, 2022 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 (2022) 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 2023 or 2024, then localized preventive maintenance was not recommended for 2022. While localized preventive maintenance should be an annual undertaking at Mason City Municipal Airport, it is not possible to accurately predict the propagation of cracking and other distress types. Therefore, the airport should budget for maintenance every year and can use the 2022

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 Mason City Municipal Airport is presented in Table 2. Detailed information on the recommended localized preventive maintenance plan for 2022 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
2022	A01MC	10	PCC	Preventive Maintenance	$30,016
2022	A01MC	20	PCC	Preventive Maintenance	$9,746
2022	A01MC	30	PCC	Preventive Maintenance	$209
2022	A01MC	40	PCC	Preventive Maintenance	$1,124
2022	A01MC	50	AC	Major Rehabilitation	$57,521
2022	A01MC	60	AC	Major Rehabilitation	$81,151
2022	A01MC	70	PCC	Major Rehabilitation	$32,189
2022	R12MC	10	AAC	Major Rehabilitation	$1,211,794
2022	R12MC	20	AAC	Major Rehabilitation	$2,432,325
2022	R12MC	30	AC	Major Rehabilitation	$92,822
2022	R12MC	40	AC	Major Rehabilitation	$213,813
2022	R18MC	10	AAC	Major Rehabilitation	$1,226,697
2022	R18MC	20	AAC	Major Rehabilitation	$2,454,243
2022	R18MC	30	AAC	Major Rehabilitation	$130,482
2022	R18MC	40	AAC	Major Rehabilitation	$260,900
2022	R18MC	50	AAC	Major Rehabilitation	$245,849
2022	R18MC	60	AAC	Major Rehabilitation	$491,771
2022	TAMC	10	AAC	Major Rehabilitation	$1,419,440
2022	TAMC	20	AAC	Major Rehabilitation	$79,078
2022	TBMC	15	APC	Major Rehabilitation	$56,840
2022	TBMC	25	APC	Major Rehabilitation	$98,150
2022	TBMC	35	AAC	Major Rehabilitation	$39,919
2022	TH01MC	10	AC	Major Rehabilitation	$174,377
2022	TH01MC	20	AC	Preventive Maintenance	$846
2022	TH01MC	30	PCC	Major Rehabilitation	$1,023,010
2023	TBMC	10	AAC	Major Rehabilitation	$166,484
2023	TBMC	20	APC	Major Rehabilitation	$498,431
2023	TBMC	30	AAC	Major Rehabilitation	$244,734
2023	TCMC	20	AAC	Major Rehabilitation	$91,759

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

Year	Branch	Section	Surface Type	Type of Repair	Estimated Cost
2024	TCMC	10	AAC	Major Rehabilitation	$1,450,253
2025	TH01MC	20	AC	Major Rehabilitation	$23,944

Total Estimated Cost: $14,340,000

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 Mason City Municipal Airport.

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

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

General Maintenance Recommendations

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

1. Regularly inspect all safety areas of the airport and document all inspection activity. A sample form that can be used to perform these inspections is provided in Table 3 of this report.
2. Provide a method of tracking all maintenance activities that occur as a result of inspections. These need to be reported to the FAA and the Iowa DOT. This information is used to update the APMS records and is required to remain in compliance with Public Law 103-305 (see the next section of this report for further information on this law).
3. Conduct an aggressive campaign against weed growth through timely herbicide applications and mowing programs of the safety areas. Vegetation growth in pavement cracks is destructive and significantly increases the rate of pavement deterioration.
4. Implement a periodic crack and joint sealing program. Keeping water and debris out of the pavement system by sealing cracks and joints is a proven and cost-effective method of extending the life of the pavement system.

5. Ensure that dirt does not build up along the edges of the pavements. This can create a "bathtub" effect, reducing the ability of water to drain away from the pavement system.
6. Closely monitor the movement of heavy equipment (particularly farming, construction, and fueling equipment) to make sure it is only operating on pavements that are designed to accommodate heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.

FAA Requirements (Public Law 103-305)

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

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

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

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

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

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

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

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

b. Dimensions of pavement sections.

The dimensions of all runways, taxiways, aprons, and T-hangars are stored in the PAVER database. Appendix C provides information on length, width, and area. In addition, the network definition map (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 Mason City Municipal Airport is listed in Table 1 of this report and is also stored in the PAVER database. Any changes to pavement type (through an overlay or reconstruction) must be recorded.

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

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

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

Funding sources for all pavement projects should be recorded.

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

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

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

a. *Inspection date*

b. *Location*

c. *Distress types*

d. *Maintenance scheduled or performed*

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

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

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

Table 3. Pavement inspection report.

Inspected By: _____

Date Inspected: _____

Branch	Section	Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
A01MC	10					
A01MC	20					
A01MC	30					
A01MC	35					
A01MC	40					
A01MC	50					

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
A01MC	60					
A01MC	70					
R12MC	10					
R12MC	20					
R12MC	30					
R12MC	40					

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
R18MC	10					
R18MC	20					
R18MC	30					
R18MC	40					
R18MC	50					
R18MC	60					

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
TAMC	10					
TAMC	20					
TAMC	30					
TBMC	10					
TBMC	15					
TBMC	20					

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
TBMC	25					
TBMC	30					
TBMC	35					
TCMC	10					
TCMC	20					
TH01MC	10					

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
TH01MC	20					
TH01MC	30					
TH01MC	35					

Table Notes:

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

SUMMARY

This report documents the results of the pavement evaluation conducted at Mason City Municipal Airport. A visual inspection of the pavements in 2021 found that the overall condition of the pavement network is a PCI of 66. A 5-year pavement repair program, shown in Table 2, was generated for Mason City Municipal Airport, which revealed that approximately $14,340,000 needs to be expended on M&R. Mason City Municipal Airport should utilize these study results to assist in planning for future maintenance needs as part of the airport CIP planning process.

APPENDIX A

CAUSE OF DISTRESS TABLES

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

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

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

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

APPENDIX B

INSPECTION PHOTOGRAPHS

A01MC-10. Overview.

A01MC-10. Joint Seal Damage (Sample Unit No. 08).

A01MC-10. Small Patching (Sample Unit No. 08).

A01MC-20. Overview.

A01MC-20. Joint Seal Damage (Sample Unit No. 05).

A01MC-20. Shrinkage Cracking (Sample Unit No. 05).

A01MC-20. Small Patching (Sample Unit No. 05).

A01MC-30. Overview.

A01MC-30. LTD Cracking (Sample Unit No. 13).

A01MC-30. Large Patching (Sample Unit No. 12).

A01MC-35. Overview.

A01MC-35. Patching (Additional Sample Unit No. 13).

A01MC-40. Overview.

A01MC-40. LTD Cracking (Sample Unit No. 02).

A01MC-50. Overview.

A01MC-50. L&T Cracking (Sample Unit No. 01).

A01MC-50. Weathering (Sample Unit No. 01).

A01MC-60. Overview.

A01MC-60. Alligator Cracking (Sample Unit No. 03).

A01MC-60. L&T Cracking (Sample Unit No. 01).

A01MC-60. Weathering (Sample Unit No. 01).

A01MC-70. Overview.

A01MC-70. Corner Break (Sample Unit No. 01).

A01MC-70. Shattered Slab (Sample Unit No. 02).

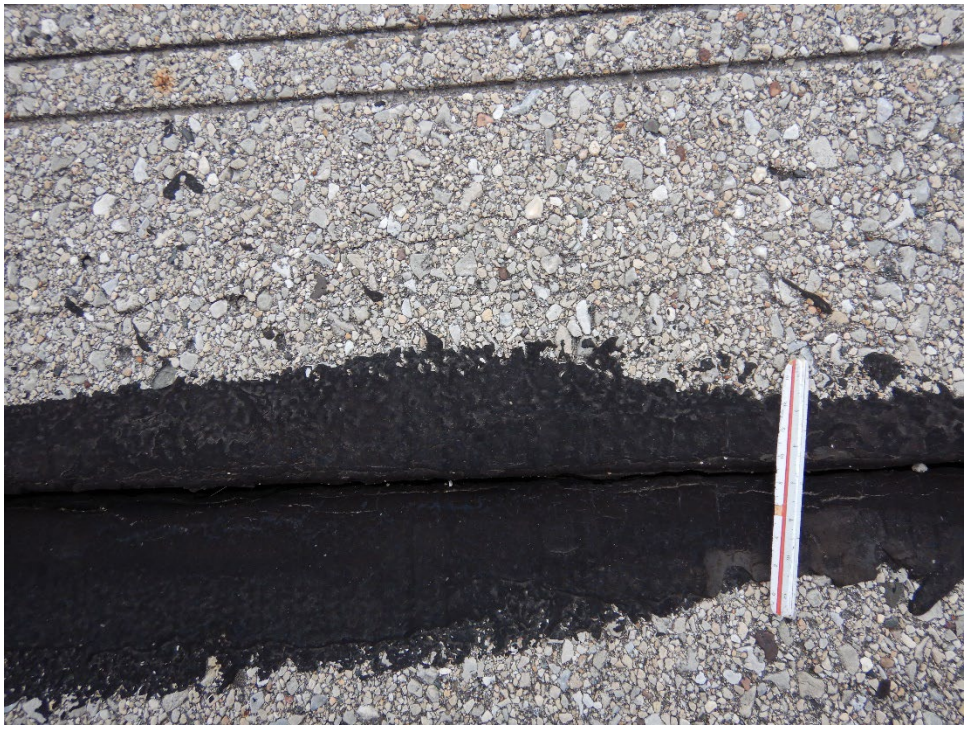
R12MC-10. Overview.

R12MC-10. L&T Cracking (Sample Unit No. 43).

R12MC-10. Weathering (Sample Unit No. 43).

R12MC-20. Overview.

R12MC-20. L&T Cracking (Sample Unit No. 42).



R12MC-20. Weathering (Sample Unit No. 42).

R12MC-30. Overview.

R12MC-30. L&T Cracking (Sample Unit No. 01).

R12MC-30. Weathering (Sample Unit No. 01).

R12MC-40. Overview.

R12MC-40. L&T Cracking (Sample Unit No. 01).

R12MC-40. Weathering (Sample Unit No. 01).

R18MC-10. Overview.

R18MC-10. L&T Cracking (Sample Unit No. 02).

R18MC-10. Weathering (Sample Unit No. 02).

R18MC-20. Overview.

R18MC-20. L&T Cracking (Sample Unit No. 01).

R18MC-20. Weathering (Sample Unit No. 01).

R18MC-30. Overview.

R18MC-30. L&T Cracking (Sample Unit No. 02).

R18MC-30. Weathering (Sample Unit No. 02).

R18MC-40. Overview.

R18MC-40. L&T Cracking (Sample Unit No. 02).

R18MC-40. Weathering (Sample Unit No. 02).

R18MC-50. Overview.

R18MC-50. L&T Cracking (Sample Unit No. 09).

R18MC-50. Weathering (Sample Unit No. 09).

R18MC-60. Overview.

R18MC-60. L&T Cracking (Sample Unit No. 09).

R18MC-60. Weathering (Sample Unit No. 09).

TAMC-10. Overview.

TAMC-10. L&T Cracking (Sample Unit No. 40).

TAMC-10. Weathering (Sample Unit No. 40).

TAMC-20. Overview.

TAMC-20. L&T Cracking (Sample Unit No. 02).

TAMC-20. Weathering (Sample Unit No. 02).

TAMC-30. Overview.

TBMC-10. Overview.

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

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

TBMC-15. Overview.

TBMC-15. L&T Cracking (Sample Unit No. 02).

TBMC-15. Weathering (Sample Unit No. 02).

TBMC-20. Overview.

TBMC-20. L&T Cracking (Sample Unit No. 15).

TBMC-20. Weathering (Sample Unit No. 15).

TBMC-25. Overview.

TBMC-25. L&T Cracking (Sample Unit No. 02).

TBMC-25. Weathering (Sample Unit No. 02).

TBMC-30. Overview.

TBMC-30. L&T Cracking (Sample Unit No. 04).

TBMC-30. Weathering (Sample Unit No. 04).

TBMC-35. Overview.

TBMC-35. L&T Cracking (Sample Unit No. 02).

TBMC-35. Weathering (Sample Unit No. 02).

TCMC-10. Overview.

TCMC-10. L&T Cracking (Sample Unit No. 44).

TCMC-10. Weathering (Sample Unit No. 44).

TCMC-20. Overview.

TCMC-20. L&T Cracking (Sample Unit No. 02).

TCMC-20. L&T Cracking (Sample Unit No. 03).

TCMC-20. Weathering (Sample Unit No. 02).

TH01MC-10. Overview.

TH01MC-10. Alligator Cracking (Sample Unit No. 01).

TH01MC-10. L&T Cracking (Sample Unit No. 01).

TH01MC-20. Overview.

TH01MC-20. Alligator Cracking (Sample Unit No. 01).

TH01MC-20. L&T Cracking (Sample Unit No. 01).

TH01MC-30. Overview.

TH01MC-30. Shattered Slab (Sample Unit No. 18).

TH01MC-35. Overview.

APPENDIX C

INSPECTION REPORT

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 10

Branch Name: APRON 01 Use: APRON

LCD: 6/2/2008
Surface Type: PCC
Rank: P
Section Area (sf): 76,603.00
Length (ft): 256.00
Width (ft): 300.00
From: .
To: .

PCI Family: IowaPCCAPNE_CommGeneral

Slabs: 348
Slab Length (ft): 15.40
Slab Width (ft): 14.30
Joint Length (ft): 9,776.50

Section Comments:

Last Insp Date: 11/16/2021
PCI: 81
Total Samples: 17
Surveyed: 7

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 84
Sample Area (Slabs): 20

Sample Comments:

65 JT SEAL DMG	H	20	Slabs
75 CORNER SPALL	L	2	Slabs

Sample Number: 005

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20

Sample Comments:

65 JT SEAL DMG	H	20	Slabs

Sample Number: 006

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20

Sample Comments:

65 JT SEAL DMG	H	20	Slabs
71 FAULTING	L	2	Slabs

Sample Number: 008

Sample Type: R
Sample PCI: 57
Sample Area (Slabs): 26

Sample Comments:

63 LINEAR CR	M	1	Slabs
65 JT SEAL DMG	H	26	Slabs
66 SMALL PATCH	H	3	Slabs
67 LARGE PATCH	L	1	Slabs
71 FAULTING	M	5	Slabs
73 SHRINKAGE CR	N	1	Slabs
75 CORNER SPALL	L	1	Slabs

Sample Number: 010

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20

Sample Comments:

65 JT SEAL DMG	H	20	Slabs

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Sample Number: 013

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20
Sample Comments:

65 JT SEAL DMG	H	20 Slabs

Sample Number: 015

Sample Type: R
Sample PCI: 88
Sample Area (Slabs): 20
Sample Comments:

65 JT SEAL DMG	H	20 Slabs

Branch - Section ID: A01MC - 20

Branch Name: APRON 01 Use: APRON

LCD: 6/3/1972
Surface Type: PCC
Rank: P
Section Area (sf): 24,095.00
Length (ft): 273.00
Width (ft): 90.00
From: .
To: .

PCI Family: IowaPCCAPNE_CommGeneral

Slabs: 110
Slab Length (ft): 22.00
Slab Width (ft): 10.00
Joint Length (ft): 3,148.74

Section Comments:

Last Insp Date: 11/16/2021
PCI: 76
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 66
Sample Area (Slabs): 16

Sample Comments:

65 JT SEAL DMG	H	16 Slabs
66 SMALL PATCH	H	1 Slabs
67 LARGE PATCH	L	1 Slabs
68 POPOUTS	N	1 Slabs
73 SHRINKAGE CR	N	1 Slabs
74 JOINT SPALL	L	1 Slabs
75 CORNER SPALL	M	1 Slabs

Sample Number: 003

Sample Type: R
Sample PCI: 79
Sample Area (Slabs): 16

Sample Comments:

63 LINEAR CR	L	3 Slabs
65 JT SEAL DMG	H	16 Slabs
66 SMALL PATCH	L	1 Slabs

Sample Number: 004

Sample Type: R
Sample PCI: 82
Sample Area (Slabs): 20

Sample Comments:

65 JT SEAL DMG	H	20 Slabs
68 POPOUTS	N	3 Slabs

Sample Number: 005

Sample Type: R
Sample PCI: 75
Sample Area (Slabs): 16

Sample Comments:

65 JT SEAL DMG	H	16 Slabs
66 SMALL PATCH	L	2 Slabs
68 POPOUTS	N	5 Slabs
73 SHRINKAGE CR	N	1 Slabs

Branch - Section ID: A01MC - 30

Branch Name: APRON 01 Use: APRON

LCD: 6/1/2017
Surface Type: PCC
Rank: P
Section Area (sf): 76,255.00
Length (ft): 610.00
Width (ft): 125.00
From: .
To: .

PCI Family: IowaPCCAPNE_CommGeneral

Slabs: 338
Slab Length (ft): 20.30
Slab Width (ft): 11.10
Joint Length (ft): 9,891.18

Section Comments:

Last Insp Date: 11/16/2021
PCI: 92
Total Samples: 16
Surveyed: 6

Inspection Comments:

Sample Number: 006

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 24

Sample Comments:

63 LINEAR CR	L	2	Slabs
65 JT SEAL DMG	L	24	Slabs

Sample Number: 010

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 24

Sample Comments:

65 JT SEAL DMG	L	24	Slabs

Sample Number: 011

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 25

Sample Comments:

65 JT SEAL DMG	L	25	Slabs

Sample Number: 012

Sample Type: R
Sample PCI: 87
Sample Area (Slabs): 30

Sample Comments:

65 JT SEAL DMG	L	30	Slabs
67 LARGE PATCH	L	4	Slabs
75 CORNER SPALL	M	1	Slabs

Sample Number: 013

Sample Type: R
Sample PCI: 86
Sample Area (Slabs): 30

Sample Comments:

63 LINEAR CR	L	5	Slabs
65 JT SEAL DMG	L	30	Slabs

Sample Number: 014

Sample Type: R
Sample PCI: 92
Sample Area (Slabs): 30

Sample Comments:

65 JT SEAL DMG	L	30	Slabs
71 FAULTING	L	2	Slabs

Branch - Section ID: A01MC - 35

Branch Name: APRON 01 Use: APRON

LCD: 4/5/2021
Surface Type: AC
Rank: P
Section Area (sf): 72,632.00
Length (ft): 1,480.00
Width (ft): 50.00
From: A01MC-30
To: TA-30

PCI Family: IowaACAPNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 100
Total Samples: 13
Surveyed: 6

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 06

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 08

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 09

Sample Type: R
Sample PCI: 100
Sample Area (SF): 7,000

Sample Comments:

NO DISTRESS

Sample Number: 12

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 13

Sample Type: A
Sample PCI: 95
Sample Area (SF): 6,325

Sample Comments:

50 PATCHING	L	100 SF

Branch - Section ID: A01MC - 40

Branch Name: APRON 01 Use: APRON

LCD: 6/1/2018
Surface Type: PCC
Rank: P
Section Area (sf): 38,255.00
Length (ft): 250.00
Width (ft): 152.00
From: .
To: .

PCI Family: IowaPCCAPNE_CommGeneral

Slabs: 170
Slab Length (ft): 15.00
Slab Width (ft): 15.00
Joint Length (ft): 4,695.97

Section Comments:

Last Insp Date: 11/16/2021
PCI: 94
Total Samples: 9
Surveyed: 5

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 97
Sample Area (Slabs): 25

Sample Comments:

65 JT SEAL DMG	L	25	Slabs
74 JOINT SPALL	L	1	Slabs

Sample Number: 002

Sample Type: R
Sample PCI: 94
Sample Area (Slabs): 25

Sample Comments:

63 LINEAR CR	L	1	Slabs
65 JT SEAL DMG	L	25	Slabs

Sample Number: 003

Sample Type: R
Sample PCI: 89
Sample Area (Slabs): 20

Sample Comments:

65 JT SEAL DMG	L	20	Slabs
74 JOINT SPALL	M	2	Slabs
75 CORNER SPALL	L	1	Slabs

Sample Number: 005

Sample Type: R
Sample PCI: 91
Sample Area (Slabs): 15

Sample Comments:

65 JT SEAL DMG	L	15	Slabs
74 JOINT SPALL	L	1	Slabs
74 JOINT SPALL	M	1	Slabs

Sample Number: 008

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 25

Sample Comments:

65 JT SEAL DMG	L	25	Slabs

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 50

Branch Name: APRON 01 Use: APRON

LCD: 6/3/2006
Surface Type: AC
Rank: P
Section Area (sf): 11,660.00
Length (ft): 460.00
Width (ft): 25.00
From: .
To: .

PCI Family: IowaACAPNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 52
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 49
Sample Area (SF): 5,875

Sample Comments:

48 L & T CR	L	100	Ft	LS
48 L & T CR	M	130	Ft	FS
50 PATCHING	L	2	SF	
50 PATCHING	L	2,750	SF	
52 RAVELING	L	3,083	SF	
57 WEATHERING	L	3,083	SF	
57 WEATHERING	M	40	SF	

Sample Number: 02

Sample Type: R
Sample PCI: 54
Sample Area (SF): 5,785

Sample Comments:

48 L & T CR	L	200	Ft	LS
48 L & T CR	M	280	Ft	FS
50 PATCHING	L	385	SF	
52 RAVELING	L	5,400	SF	
57 WEATHERING	L	5,400	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 60

Branch Name: APRON 01 Use: APRON

LCD: 6/2/2009
Surface Type: AC
Rank: P
Section Area (sf): 14,360.00
Length (ft): 110.00
Width (ft): 156.00
From: .
To: .

PCI Family: IowaACAPNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 50
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 67
Sample Area (SF): 4,000

Sample Comments:

48 L & T CR	L	125	Ft	LU
48 L & T CR	M	160	Ft	W
57 WEATHERING	M	4,000	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 34
Sample Area (SF): 3,520

Sample Comments:

41 ALLIGATOR CR	M	30	SF	
48 L & T CR	L	221	Ft	LU
48 L & T CR	M	300	Ft	W
52 RAVELING	M	100	SF	
53 RUTTING	L	20	SF	
53 RUTTING	M	20	SF	
57 WEATHERING	M	3,420	SF	

Sample Number: 004

Sample Type: R
Sample PCI: 47
Sample Area (SF): 3,040

Sample Comments:

48 L & T CR	L	108	Ft	LU
48 L & T CR	M	142	Ft	W
52 RAVELING	H	2	SF	
52 RAVELING	M	20	SF	
56 SWELLING	L	30	SF	
56 SWELLING	M	10	SF	
57 WEATHERING	M	3,018	SF	

Branch - Section ID: A01MC - 70

Branch Name: APRON 01 Use: APRON

LCD: 6/1/1999
Surface Type: PCC
Rank: P
Section Area (sf): 3,915.00
Length (ft): 130.00
Width (ft): 30.00
From: .
To: .

PCI Family: IowaPCCAPNE_CommGeneral

Slabs: 36
Slab Length (ft): 10.80
Slab Width (ft): 10.00
Joint Length (ft): 593.38

Section Comments:

Last Insp Date: 11/16/2021
PCI: 53
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 70
Sample Area (Slabs): 21

Sample Comments:

62 CORNER BREAK	M	3 Slabs
65 JT SEAL DMG	H	21 Slabs
71 FAULTING	L	2 Slabs

Sample Number: 002

Sample Type: R
Sample PCI: 30
Sample Area (Slabs): 15

Sample Comments:

62 CORNER BREAK	H	2 Slabs
62 CORNER BREAK	M	1 Slabs
63 LINEAR CR	M	1 Slabs
65 JT SEAL DMG	H	15 Slabs
72 SHAT. SLAB	H	1 Slabs
74 JOINT SPALL	M	2 Slabs

Branch - Section ID: R12MC - 10

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 5/3/2006
Surface Type: AAC
Rank: S
Section Area (sf): 245,643.00
Length (ft): 4,938.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 49
Surveyed: 7

Inspection Comments:

Sample Number: 003

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	275	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 008

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	17	Ft	LU
48 L & T CR	M	195	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 013

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	10	Ft	LU
48 L & T CR	M	185	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 023

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	19	Ft	LU
48 L & T CR	M	243	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 028

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	15	Ft	LS
48 L & T CR	L	47	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 033

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	48	Ft	LU
48 L & T CR	M	210	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 043

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	35	Ft	LU
48 L & T CR	M	237	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Branch - Section ID: R12MC - 20

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 5/3/2006
Surface Type: AAC
Rank: S
Section Area (sf): 493,057.00
Length (ft): 4,938.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 61
Total Samples: 98
Surveyed: 10

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	20	Ft	LU
48 L & T CR	M	270	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 012

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	105	Ft	LU
48 L & T CR	L	25	Ft	LS
48 L & T CR	M	120	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 022

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	50	Ft	LU
48 L & T CR	L	8	Ft	LS
48 L & T CR	M	50	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 032

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	12	Ft	LS
48 L & T CR	L	100	Ft	LU
48 L & T CR	M	50	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 042

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	28	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 053

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	215	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 063

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	20	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 073

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	20	Ft	LU
48 L & T CR	M	230	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 083

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	15	Ft	LU
48 L & T CR	M	175	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 093

Sample Type: R

Sample PCI: 59

Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	100	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Branch - Section ID: R12MC - 30

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/3/2005
Surface Type: AC
Rank: S
Section Area (sf): 18,816.00
Length (ft): 380.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaACRWNCE&NE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	49	Ft	LU
48 L & T CR	M	148	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	12	Ft	LU
48 L & T CR	M	187	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 004

Sample Type: R
Sample PCI: 59
Sample Area (SF): 6,068

Sample Comments:

48 L & T CR	L	130	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	6,068	SF	
57 WEATHERING	L	6,068	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: R12MC - 40

Branch Name: RUNWAY 12/30 Use: RUNWAY

LCD: 6/3/2005
Surface Type: AC
Rank: S
Section Area (sf): 43,342.00
Length (ft): 380.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaACRWNCE&NE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 60
Total Samples: 9
Surveyed: 4

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	232	Ft	LU
48 L & T CR	M	40	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 005

Sample Type: R
Sample PCI: 64
Sample Area (SF): 4,525

Sample Comments:

48 L & T CR	L	11	Ft	LU
48 L & T CR	M	50	Ft	FS
52 RAVELING	L	4,525	SF	
57 WEATHERING	L	4,525	SF	

Sample Number: 006

Sample Type: R
Sample PCI: 56
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	214	Ft	LU
48 L & T CR	M	50	Ft	FS
50 PATCHING	L	25	SF	
52 RAVELING	L	4,975	SF	
57 WEATHERING	L	4,975	SF	

Sample Number: 009

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	50	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Branch - Section ID: R18MC - 10

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/4/2005
Surface Type: AAC
Rank: P
Section Area (sf): 248,664.00
Length (ft): 4,975.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 50
Surveyed: 7

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 68
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	2	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	3,040	SF	
57 WEATHERING	L	3,040	SF	less paint

Sample Number: 012

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	125	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 017

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	50	Ft	LS
48 L & T CR	M	190	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 022

Sample Type: R
Sample PCI: 54
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	100	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
53 RUTTING	L	2	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 032

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	50	Ft	LS
48 L & T CR	M	200	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 037

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	100	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 042

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	52	Ft	LU
48 L & T CR	M	170	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: R18MC - 20

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/4/2005
Surface Type: AAC
Rank: P
Section Area (sf): 497,500.00
Length (ft): 4,975.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 100
Surveyed: 10

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 66
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	35	Ft	LU
48 L & T CR	M	200	Ft	FS
52 RAVELING	L	2,200	SF	LESS PAINT
57 WEATHERING	L	2,200	SF	LESS PAINT

Sample Number: 011

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	45	Ft	LU
48 L & T CR	M	235	Ft	FS
52 RAVELING	L	2,200	SF	LESS PAINT
57 WEATHERING	L	2,200	SF	LESS PAINT

Sample Number: 021

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	200	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 031

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	100	Ft	LU
48 L & T CR	M	160	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 041

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	50	Ft	LU
48 L & T CR	M	300	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 053

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	12	Ft	LU
48 L & T CR	M	75	Ft	FS AT BREAK
48 L & T CR	M	70	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 063

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	31	Ft	LU
48 L & T CR	M	230	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 073

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	40	Ft	LU
48 L & T CR	M	240	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 083

Sample Type: R
Sample PCI: 62
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	5	Ft	LU
48 L & T CR	M	241	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 093

Sample Type: R
Sample PCI: 60
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	55	Ft	LU
48 L & T CR	M	242	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Branch - Section ID: R18MC - 30

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 26,450.00
Length (ft): 529.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	62	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	26	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 004

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	100	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 005

Sample Type: R
Sample PCI: 63
Sample Area (SF): 6,450

Sample Comments:

48 L & T CR	L	98	Ft	LU
48 L & T CR	M	180	Ft	FS
52 RAVELING	L	6,450	SF	
57 WEATHERING	L	6,450	SF	

Branch - Section ID: R18MC - 40

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 52,887.00
Length (ft): 529.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 10
Surveyed: 5

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 60
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	20	Ft	LU
48 L & T CR	M	300	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	33	Ft	LU
48 L & T CR	M	250	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 006

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	290	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 008

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 010

Sample Type: R

Sample PCI: 64

Sample Area (SF): 6,450

Sample Comments:

48 L & T CR	L	57	Ft
48 L & T CR	M	50	Ft
52 RAVELING	L	6,450	SF
57 WEATHERING	L	6,450	SF

Branch - Section ID: R18MC - 50

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 49,836.00
Length (ft): 997.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 64
Total Samples: 10
Surveyed: 5

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	200	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	220	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 005

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	200	Ft	FS SEC CRK
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 007

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	150	Ft	FS SEC CRK
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 009

Sample Type: R
Sample PCI: 67
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	50	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	3,040	SF	LESS PAINT
57 WEATHERING	L	3,040	SF	LESS PAINT

Branch - Section ID: R18MC - 60

Branch Name: RUNWAY 18/36 Use: RUNWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 99,687.00
Length (ft): 997.00
Width (ft): 100.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACRWNE&NCE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 20
Surveyed: 5

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	32	Ft	LU
48 L & T CR	M	190	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 006

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	76	Ft	LU
48 L & T CR	M	190	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 009

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	67	Ft	LU
48 L & T CR	M	303	Ft	FS
52 RAVELING	L	2,550	SF	LESS PAINT
57 WEATHERING	L	2,550	SF	LESS PAINT

Sample Number: 014

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	37	Ft	LU
48 L & T CR	M	180	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 018

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	8	Ft	LU
48 L & T CR	M	150	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TAMC - 10

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 6/2/2006
Surface Type: AAC
Rank: P
Section Area (sf): 287,735.00
Length (ft): 3,835.00
Width (ft): 75.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 58
Total Samples: 51
Surveyed: 7

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 58
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	67	Ft	LU
48 L & T CR	M	336	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 008

Sample Type: R
Sample PCI: 57
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	91	Ft	LU
48 L & T CR	M	365	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 010

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,200

Sample Comments:

48 L & T CR	L	100	Ft	LU
48 L & T CR	L	175	Ft	LS
48 L & T CR	M	419	Ft	FS
50 PATCHING	L	5	SF	
52 RAVELING	L	5,195	SF	
57 WEATHERING	L	5,020	SF	
57 WEATHERING	M	175	SF	PR

Sample Number: 020

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	25	Ft	LS
48 L & T CR	L	20	Ft	LU
48 L & T CR	M	222	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 030

Sample Type: R
Sample PCI: 60
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	47	Ft	LS
48 L & T CR	M	310	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 040

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	20	Ft	LU
48 L & T CR	M	298	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 048

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	10	Ft	LU
48 L & T CR	M	312	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TAMC - 20

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 16,030.00
Length (ft): 185.00
Width (ft): 75.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 59
Total Samples: 3
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 58
Sample Area (SF): 4,204

Sample Comments:

48 L & T CR	M	158	Ft	FS
48 L & T CR	M	150	Ft	FS AT BREAK
52 RAVELING	L	4,204	SF	
57 WEATHERING	L	4,204	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 59
Sample Area (SF): 6,196

Sample Comments:

48 L & T CR	L	58	Ft	LU
48 L & T CR	M	347	Ft	FS
52 RAVELING	L	6,196	SF	
57 WEATHERING	L	6,196	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,630

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	295	Ft	FS
52 RAVELING	L	5,630	SF	
57 WEATHERING	L	5,630	SF	

Branch - Section ID: TAMC - 30

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 4/5/2021
Surface Type: AC
Rank: P
Section Area (sf): 98,795.00
Length (ft): 1,975.00
Width (ft): 50.00
From: A01MC-35
To: EDGE

PCI Family: IowaACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 100
Total Samples: 20
Surveyed: 5

Inspection Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 100
Sample Area (SF): 6,340

Sample Comments:

NO DISTRESS

Sample Number: 08

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 12

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 16

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,000

Sample Comments:

NO DISTRESS

Sample Number: 18

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,500

Sample Comments:

NO DISTRESS

Branch - Section ID: TBMC - 10

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/2/2006
Surface Type: AAC
Rank: P
Section Area (sf): 32,450.00
Length (ft): 435.00
Width (ft): 75.00
From: TA
To: RW12

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 7
Surveyed: 4

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 3,985

Sample Comments:

48 L & T CR	M	132	Ft	FS
52 RAVELING	L	3,985	SF	
57 WEATHERING	L	3,985	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	25	Ft	LU
48 L & T CR	M	170	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 004

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	105	Ft	LS
48 L & T CR	M	160	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 005

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,860

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	185	Ft	FS
52 RAVELING	L	5,860	SF	
57 WEATHERING	L	5,860	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TBMC - 15

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/1/2006
Surface Type: APC
Rank: P
Section Area (sf): 11,522.00
Length (ft): 234.00
Width (ft): 50.00
From: RW12
To: TBMC-20

PCI Family: IowaAPCTWNorthern

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 60
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 61
Sample Area (SF): 6,150

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	325	Ft	FS
52 RAVELING	L	6,150	SF	
57 WEATHERING	L	6,150	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,372

Sample Comments:

48 L & T CR	L	45	Ft	LS
48 L & T CR	M	261	Ft	FS
48 L & T CR	M	50	Ft	FS AT BREAK
52 RAVELING	L	5,372	SF	
57 WEATHERING	L	5,372	SF	

Branch - Section ID: TBMC - 20

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2008
Surface Type: APC
Rank: P
Section Area (sf): 97,151.00
Length (ft): 1,933.00
Width (ft): 50.00
From: TBMC-15
To: TBMC-25

PCI Family: IowaAPCTWNorthern

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 63
Total Samples: 19
Surveyed: 5

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	35	Ft	LU
48 L & T CR	M	152	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 005

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	67	Ft	LU
48 L & T CR	M	105	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 007

Sample Type: R
Sample PCI: 60
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	62	Ft	LU
48 L & T CR	M	240	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 010

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	40	Ft	LU
48 L & T CR	M	162	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 015

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	20	Ft	
48 L & T CR	M	180	Ft	FS W
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TBMC - 25

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/2/2005
Surface Type: APC
Rank: P
Section Area (sf): 19,896.00
Length (ft): 228.00
Width (ft): 75.00
From: TBMC-20
To: RW18

PCI Family: IowaAPCTWNorthern

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 56
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	225	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 46
Sample Area (SF): 5,671

Sample Comments:

48 L & T CR	H	15	Ft	1FT TRAN
48 L & T CR	L	75	Ft	LU
48 L & T CR	M	275	Ft	FS SEC CRK
52 RAVELING	H	1	SF	
52 RAVELING	L	5,670	SF	
57 WEATHERING	L	5,670	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,263

Sample Comments:

48 L & T CR	L	40	Ft	LU
48 L & T CR	M	256	Ft	FS
52 RAVELING	L	5,263	SF	
57 WEATHERING	L	5,263	SF	

Branch - Section ID: TBMC - 30

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/3/2008
Surface Type: AAC
Rank: P
Section Area (sf): 47,702.00
Length (ft): 1,933.00
Width (ft): 25.00
From: TBMC-35
To: TBMC-25

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 63
Total Samples: 10
Surveyed: 5

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	11	Ft	LS
48 L & T CR	L	12	Ft	LU
48 L & T CR	L	38	Ft	LU AT BREAK
48 L & T CR	M	85	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 59
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	93	Ft	LS
48 L & T CR	L	15	Ft	LU AT BREAK
48 L & T CR	L	10	Ft	LS AT BREAK
48 L & T CR	M	62	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 004

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	18	Ft	LS
48 L & T CR	M	75	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 006

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	M	62	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

Sample Number: 008

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000

Sample Comments:

48 L & T CR	L	41	Ft	LU AT BREAK
48 L & T CR	M	50	Ft	FS
52 RAVELING	L	5,000	SF	
57 WEATHERING	L	5,000	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TBMC - 35

Branch Name: TAXIWAY B Use: TAXIWAY

LCD: 6/1/2006
Surface Type: AAC
Rank: P
Section Area (sf): 8,092.00
Length (ft): 234.00
Width (ft): 25.00
From: RW12
To: TBMC-30

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 61
Total Samples: 2
Surveyed: 2

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 64
Sample Area (SF): 3,763

Sample Comments:

48 L & T CR	M	40	Ft	FS
52 RAVELING	L	3,763	SF	
57 WEATHERING	L	3,763	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 59
Sample Area (SF): 4,329

Sample Comments:

48 L & T CR	L	4	Ft
48 L & T CR	M	73	Ft
52 RAVELING	L	4,319	SF
52 RAVELING	M	10	SF
57 WEATHERING	L	4,319	SF

Branch - Section ID: TCMC - 10

Branch Name: TAXIWAY C Use: TAXIWAY

LCD: 6/3/2008
Surface Type: AAC
Rank: P
Section Area (sf): 271,802.00
Length (ft): 3,625.00
Width (ft): 75.00
From: TB
To: RW18

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 64
Total Samples: 49
Surveyed: 7

Inspection Comments:

Sample Number: 004

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	60	Ft	LU
48 L & T CR	M	80	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 009

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	M	263	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 014

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	75	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 024

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	M	133	Ft	FS
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 034

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	M	155	Ft	FS SEC CRK
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 039

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,625

Sample Comments:

48 L & T CR	M	150	Ft	FS SEC CRK
52 RAVELING	L	5,625	SF	
57 WEATHERING	L	5,625	SF	

Sample Number: 044

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,638

Sample Comments:

48 L & T CR	L	10	Ft	LS
48 L & T CR	L	34	Ft	LS
48 L & T CR	M	30	Ft	FS
52 RAVELING	L	5,638	SF	
57 WEATHERING	L	5,638	SF	

Branch - Section ID: TCMC - 20

Branch Name: TAXIWAY C Use: TAXIWAY

LCD: 6/2/2005
Surface Type: AAC
Rank: P
Section Area (sf): 17,885.00
Length (ft): 230.00
Width (ft): 75.00
From: TCMC-10
To: RW18

PCI Family: IowaAACTWNE

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,445

Sample Comments:

48 L & T CR	L	30	Ft	LU
48 L & T CR	M	220	Ft	FS
52 RAVELING	L	5,445	SF	
57 WEATHERING	L	5,445	SF	

Sample Number: 002

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,533

Sample Comments:

48 L & T CR	L	5	Ft	LU
48 L & T CR	M	178	Ft	FS
52 RAVELING	L	5,533	SF	
57 WEATHERING	L	5,533	SF	

Sample Number: 003

Sample Type: R
Sample PCI: 57
Sample Area (SF): 4,098

Sample Comments:

48 L & T CR	H	15	Ft	1FT TRANS
48 L & T CR	L	10	Ft	LU
48 L & T CR	M	170	Ft	FS SEC CRK
52 RAVELING	L	4,098	SF	
57 WEATHERING	L	4,098	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TH01MC - 10

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

LCD: 1/1/2000
Surface Type: AC
Rank: P
Section Area (sf): 27,833.00
Length (ft): 775.00
Width (ft): 25.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaASPHALTTHNorthern

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 49
Total Samples: 5
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 34
Sample Area (SF): 3,000

Sample Comments:

41 ALLIGATOR CR	M	20	SF	
45 DEPRESSION	L	225	SF	
48 L & T CR	L	195	Ft	LU
48 L & T CR	M	460	Ft	FS W
57 WEATHERING	M	3,000	SF	

Sample Number: 02

Sample Type: R
Sample PCI: 55
Sample Area (SF): 4,500

Sample Comments:

48 L & T CR	L	140	Ft	LU
48 L & T CR	M	400	Ft	W FS
57 WEATHERING	M	4,500	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 52
Sample Area (SF): 4,500

Sample Comments:

48 L & T CR	L	182	Ft	LU
48 L & T CR	M	500	Ft	FS W
57 WEATHERING	M	4,500	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 48
Sample Area (SF): 4,500

Sample Comments:

48 L & T CR	L	105	Ft	LU
48 L & T CR	M	682	Ft	FS W
57 WEATHERING	M	4,500	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TH01MC - 20

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

LCD: 1/1/2000
Surface Type: AC
Rank: P
Section Area (sf): 4,315.00
Length (ft): 105.00
Width (ft): 40.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaASPHALTTHNorthern

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 62
Total Samples: 1
Surveyed: 1

Inspection Comments:

Sample Number: 001

Sample Type: R
Sample PCI: 62
Sample Area (SF): 4,315

Sample Comments:

41 ALLIGATOR CR	M	15	SF	
48 L & T CR	L	44	Ft	LU
48 L & T CR	M	135	Ft	W
57 WEATHERING	M	4,315	SF	

RE-INSPECTION REPORT
MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: TH01MC - 30

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

LCD: 1/1/1972
Surface Type: PCC
Rank: P
Section Area (sf): 58,854.00
Length (ft): 1,385.00
Width (ft): 50.00
From: SEE MAP
To: SEE MAP

PCI Family: IowaPCCTHNorthern

Slabs: 377
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 8,197.07

Section Comments:

Last Insp Date: 11/16/2021
PCI: 34
Total Samples: 16
Surveyed: 7

Inspection Comments:

Sample Number: 002

Sample Type: R
Sample PCI: 39
Sample Area (Slabs): 20

Sample Comments:

63 LINEAR CR	M	3 Slabs
65 JT SEAL DMG	H	20 Slabs
67 LARGE PATCH	L	1 Slabs
71 FAULTING	L	2 Slabs
71 FAULTING	M	3 Slabs
72 SHAT. SLAB	M	1 Slabs
75 CORNER SPALL	L	2 Slabs

Sample Number: 003

Sample Type: R
Sample PCI: 15
Sample Area (Slabs): 20

Sample Comments:

62 CORNER BREAK	M	1 Slabs
63 LINEAR CR	M	4 Slabs
65 JT SEAL DMG	H	20 Slabs
71 FAULTING	L	1 Slabs
71 FAULTING	M	1 Slabs
72 SHAT. SLAB	M	8 Slabs
74 JOINT SPALL	M	1 Slabs

Sample Number: 006

Sample Type: R
Sample PCI: 83
Sample Area (Slabs): 20

Sample Comments:

62 CORNER BREAK	M	1 Slabs
65 JT SEAL DMG	H	20 Slabs

Sample Number: 008

Sample Type: R
Sample PCI: 48
Sample Area (Slabs): 18

Sample Comments:

65 JT SEAL DMG	H	18 Slabs
67 LARGE PATCH	L	1 Slabs
68 POPOUTS	N	6 Slabs
72 SHAT. SLAB	H	1 Slabs
74 JOINT SPALL	L	3 Slabs

Sample Number: 011

Sample Type: R
Sample PCI: 18
Sample Area (Slabs): 16

Sample Comments:

63 LINEAR CR	M	2 Slabs
65 JT SEAL DMG	H	16 Slabs
68 POPOUTS	N	6 Slabs
71 FAULTING	M	4 Slabs
72 SHAT. SLAB	H	3 Slabs

Sample Number: 015

Sample Type: R
Sample PCI: 13
Sample Area (Slabs): 16

Sample Comments:

63 LINEAR CR	M	4 Slabs
65 JT SEAL DMG	H	16 Slabs
68 POPOUTS	N	6 Slabs
71 FAULTING	L	1 Slabs
71 FAULTING	M	2 Slabs
72 SHAT. SLAB	H	4 Slabs

Sample Number: 018

Sample Type: R
Sample PCI: 16
Sample Area (Slabs): 20

Sample Comments:

62 CORNER BREAK	M	1 Slabs
63 LINEAR CR	M	3 Slabs
65 JT SEAL DMG	H	20 Slabs
68 POPOUTS	N	12 Slabs
71 FAULTING	L	2 Slabs
72 SHAT. SLAB	H	4 Slabs
74 JOINT SPALL	M	1 Slabs

Branch - Section ID: TH01MC - 35

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

LCD: 9/3/2021
Surface Type: AC
Rank: P
Section Area (sf): 128,421.00
Length (ft): 2,495.00
Width (ft): 50.00
From: TH01MC-30
To: END

PCI Family: IowaASPHALTTHNorthern

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

Section Comments:

Last Insp Date: 11/16/2021
PCI: 100
Total Samples: 26
Surveyed: 6

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,250

Sample Comments:

NO DISTRESS

Sample Number: 05

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,250

Sample Comments:

NO DISTRESS

Sample Number: 12

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,320

Sample Comments:

NO DISTRESS

Sample Number: 17

Sample Type: R
Sample PCI: 100
Sample Area (SF): 4,315

Sample Comments:

NO DISTRESS

Sample Number: 21

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,250

Sample Comments:

NO DISTRESS

Sample Number: 25

Sample Type: R
Sample PCI: 100
Sample Area (SF): 5,250

Sample Comments:

NO DISTRESS

APPENDIX D

WORK HISTORY REPORT

Work History

Pavement Database: IA 2021

Network: MASON CITY MUNICIPAL AIRPORT

Branch - Section ID: A01MC - 10

LCD: 6/2/2008
Use: APRON
Rank: P
Surface: PCC

Length (ft): 256.00
Width (ft): 300.00
True Area (sf): 76,603.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2008	CR-PC	Complete Reconstruction - PCC	$0.00	12.00	True	P501
06-01-2008	SB-AG	Subbase - Aggregate	$0.00	8.00	False	P154
06-01-1968	OL-PF	Overlay - PCC Fully Bonded	$0.00	6.00	True	-
06-02-1958	NC-PC	New Construction - PCC	$0.00	8.00	True	-
06-01-1958	BA-AG	Base Course - Aggregate	$0.00	7.00	False	-

Branch - Section ID: A01MC - 20

LCD: 6/3/1972
Use: APRON
Rank: P
Surface: PCC

Length (ft): 273.00
Width (ft): 90.00
True Area (sf): 24,095.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2020	SL-PC	Slab Replacement - PCC	$0.00	0.00	False	EST
06-01-1999	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	-
06-03-1972	NC-PC	New Construction - PCC	$0.00	10.00	True	P501
06-02-1972	SB-AG	Subbase - Aggregate	$0.00	7.00	False	P154
06-01-1972	SG-CO	Subgrade - Compacted	$0.00	6.00	False	P152

Branch - Section ID: A01MC - 30

LCD: 6/1/2017
Use: APRON
Rank: P
Surface: PCC

Length (ft): 610.00
Width (ft): 125.00
True Area (sf): 76,255.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CR-PC	Complete Reconstruction - PCC	$0.00	0.00	True	FIELD EST
06-02-1999	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	-
06-01-1999	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	-
06-01-1968	CR-PC	Complete Reconstruction - PCC	$0.00	8.00	True	PCC WAS ONLY RECONSTRUCTED
06-02-1958	NC-PC	New Construction - PCC	$0.00	8.00	True	EXTENDED IN 1972; 6" P152, 6" 154, 6" P501
06-01-1958	BA-AG	Base Course - Aggregate	$0.00	7.00	False	P208

Branch - Section ID: A01MC - 35

LCD: 4/5/2021
Use: APRON
Rank: P
Surface: AC

Length (ft): 1,480.00
Width (ft): 50.00
True Area (sf): 72,632.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-05-2021	NC-AC	New Construction - AC	$0.00	5.00	True	5" P-401 HMA surface course
04-04-2021	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-209 aggregate base course
04-03-2021	SB-AG	Subbase - Aggregate	$0.00	20.00	False	20" P-154 aggregate subbase course
04-02-2021	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" subgrade, 95% compaction

Work History

Pavement Database: IA 2021

Branch - Section ID: A01MC - 40

LCD: 6/1/2018
Use: APRON
Rank: P
Surface: PCC

Length (ft): 250.00
Width (ft): 152.00
True Area (sf): 38,255.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2018	CR-PC	Complete Reconstruction - PCC	$0.00	0.00	True	FIELD EST
06-02-1999	PA-PP	Patching - PCC Partial Depth	$0.00	0.00	False	-
06-01-1999	PA-PF	Patching - PCC Full Depth	$0.00	0.00	False	-
06-03-1972	NC-PC	New Construction - PCC	$0.00	6.00	True	P501
06-02-1972	SB-AG	Subbase - Aggregate	$0.00	6.00	False	P154
06-01-1972	SG-CO	Subgrade - Compacted	$0.00	6.00	False	P152

Branch - Section ID: A01MC - 50

LCD: 6/3/2006
Use: APRON
Rank: P
Surface: AC

Length (ft): 460.00
Width (ft): 25.00
True Area (sf): 11,660.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2006	CR-AC	Complete Reconstruction - AC	$0.00	6.00	True	6" P-401 AC SURFACE
06-02-2006	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-208 CABC
06-01-2006	SB-AG	Subbase - Aggregate	$0.00	24.00	False	24" P-154 SUBBASE
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	-
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	-
06-02-1944	NC-AC	New Construction - AC	$0.00	3.00	True	-
06-01-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	-

Branch - Section ID: A01MC - 60

LCD: 6/2/2009
Use: APRON
Rank: P
Surface: AC

Length (ft): 110.00
Width (ft): 156.00
True Area (sf): 14,360.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-2009	CR-AC	Complete Reconstruction - AC	$0.00	6.00	True	6" ASPHALT MAT
06-01-2009	SB-AG	Subbase - Aggregate	$0.00	8.00	False	8" ROCK BASE

Branch - Section ID: A01MC - 70

LCD: 6/1/1999
Use: APRON
Rank: P
Surface: PCC

Length (ft): 130.00
Width (ft): 30.00
True Area (sf): 3,915.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-1999	CR-PC	Complete Reconstruction - PCC	$0.00	6.00	True	PCC WAS ONLY RECONSTRUCTED
06-03-1960	NC-PC	New Construction - PCC	$0.00	6.00	True	P501
06-02-1960	SB-AG	Subbase - Aggregate	$0.00	6.00	False	P154
06-01-1960	SG-CO	Subgrade - Compacted	$0.00	6.00	False	P152

Work History

Pavement Database: IA 2021

Branch - Section ID: R12MC - 10

LCD: 5/3/2006
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 4,938.00
Width (ft): 50.00
True Area (sf): 245,643.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
05-03-2006	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 AC OVERLAY; 2005 CORE 10.7" P401/
05-02-2006	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
05-01-2006	MI-CO	Cold Milling	$0.00	-3.00	False	3" MILL AND REMOVE
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1974	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	6" P-208

Branch - Section ID: R12MC - 20

LCD: 5/3/2006
Use: RUNWAY
Rank: S
Surface: AAC

Length (ft): 4,938.00
Width (ft): 100.00
True Area (sf): 493,057.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
05-03-2006	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 AC OVERLAY; 2005 CORE 10.7" P401/
05-02-2006	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
05-01-2006	MI-CO	Cold Milling	$0.00	-3.00	False	3" MILL AND REMOVE
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1974	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC

Work History

Pavement Database: IA 2021

Branch - Section ID: R12MC - 30

LCD: 6/3/2005
Use: RUNWAY
Rank: S
Surface: AC

Length (ft): 380.00
Width (ft): 50.00
True Area (sf): 18,816.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2005	CR-AC	Complete Reconstruction - AC	$0.00	6.00	True	6" P-401 AC SURFACE
06-02-2005	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-208 CABC
06-01-2005	SB-AG	Subbase - Aggregate	$0.00	24.00	False	24" P-154 SUBBASE
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

Branch - Section ID: R12MC - 40

LCD: 6/3/2005
Use: RUNWAY
Rank: S
Surface: AC

Length (ft): 380.00
Width (ft): 100.00
True Area (sf): 43,342.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2005	CR-AC	Complete Reconstruction - AC	$0.00	6.00	True	6" P-401 AC SURFACE
06-02-2005	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P-208 CABC
06-01-2005	SB-AG	Subbase - Aggregate	$0.00	24.00	False	24" P-154 SUBBASE
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-03-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

Work History

Pavement Database: IA 2021

Branch - Section ID: R18MC - 10

LCD: 6/4/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 4,975.00
Width (ft): 50.00
True Area (sf): 248,664.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY; 2005 CORE 14.1" P401/
06-04-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	NORTH RW 4347': 4-8" (6"AVG) P-401 AC OV; S
06-03-2005	BA-AG	Base Course - Aggregate	$0.00	8.00	False	SOUTH RW 628': 8" P-208 CABC
06-02-2005	SB-AG	Subbase - Aggregate	$0.00	24.00	False	SOUTH RW 628': 24" P-154 SUBBASE
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	NORTH RW 4347': 4" MILL; SOUTH RW 628': FU
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" (MIN) P401 AC OVERLAY; MANY AREAS HAV
06-01-1962	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	-
06-01-1962	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-03-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

Branch - Section ID: R18MC - 20

LCD: 6/4/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 4,975.00
Width (ft): 100.00
True Area (sf): 497,500.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY; 2005 CORE 14.1" P401/
06-04-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	NORTH RW 4347': 4-8" (6"AVG) P-401 AC OV; S
06-03-2005	BA-AG	Base Course - Aggregate	$0.00	8.00	False	SOUTH RW 628': 8" P-208 CABC
06-02-2005	SB-AG	Subbase - Aggregate	$0.00	24.00	False	SOUTH RW 628': 24" P-154 SUBBASE
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	NORTH RW 4347': 4" MILL; SOUTH RW 628': FU
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	3.00	True	3" (MIN) P401 AC; MANY AREAS HAVE 4"
06-01-1962	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	-
06-01-1962	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-03-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-02-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC
06-01-1944	SG-CO	Subgrade - Compacted	$0.00	24.00	False	24" P152 COMPACTED SUBGRADE

Work History

Pavement Database: IA 2021

Branch - Section ID: R18MC - 30

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 529.00
Width (ft): 50.00
True Area (sf): 26,450.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" (6" AVG) P-401 AC OVERLAY; 2005 CORE
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-03-1968	NC-AC	New Construction - AC	$0.00	5.00	True	5" P401 AC
06-02-1968	BA-BI	Base Course - Bituminous	$0.00	4.50	False	4.5" P201 AC BASE
06-01-1968	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P209 CABC

Branch - Section ID: R18MC - 40

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 529.00
Width (ft): 100.00
True Area (sf): 52,887.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" (6" AVG) P-401 AC OVERLAY; 2005 CORE:
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-03-1968	NC-AC	New Construction - AC	$0.00	5.00	True	5" P401 AC
06-02-1968	BA-BI	Base Course - Bituminous	$0.00	4.50	False	4.5" P201 AC BASE
06-01-1968	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P209 CABC

Branch - Section ID: R18MC - 50

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 997.00
Width (ft): 50.00
True Area (sf): 49,836.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" (6" AVG) P-401 AC OVERLAY; 2005 CORE:
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-04-1968	NC-AC	New Construction - AC	$0.00	4.00	True	4" P401 AC
06-03-1968	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SG-CO	Subgrade - Compacted	$0.00	15.00	False	15" P152
06-01-1968	SG-CO	Subgrade - Compacted	$0.00	5.00	False	5" P152

Work History

Pavement Database: IA 2021

Branch - Section ID: R18MC - 60

LCD: 6/2/2005
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 997.00
Width (ft): 100.00
True Area (sf): 99,687.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" (6" AVG) P-401 AC OVERLAY; 2005 CORE
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	0.75	True	0.75" P402 PFC OVERLAY
06-04-1968	NC-AC	New Construction - AC	$0.00	4.00	True	4" P401 AC
06-03-1968	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SG-CO	Subgrade - Compacted	$0.00	15.00	False	15" P152
06-01-1968	SG-CO	Subgrade - Compacted	$0.00	5.00	False	5" P152

Branch - Section ID: TAMC - 10

LCD: 6/2/2006
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 3,835.00
Width (ft): 75.00
True Area (sf): 287,735.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2006	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 AC OVERLAY
06-01-2006	MI-CO	Cold Milling	$0.00	-3.00	False	2-4" MILL AND REMOVE
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" (MIN) P401 OVERLAY; WIDENED 25': 5"154,
06-02-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC
06-01-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC

Branch - Section ID: TAMC - 20

LCD: 6/2/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 185.00
Width (ft): 75.00
True Area (sf): 16,030.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" P-401 AC OVERLAY
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	0.00	True	MILL/OVERLAY (CROSS SECTION UNKNOWN)
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	$0.00	4.00	True	4" (MIN) P401 OVERLAY
06-03-1968	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SB-AG	Subbase - Aggregate	$0.00	20.00	False	20" P154
06-01-1968	SB-AG	Subbase - Aggregate	$0.00	5.00	False	FROST PROTECTION P154

Work History

Pavement Database: IA 2021

Branch - Section ID: TAMC - 30

LCD: 4/5/2021
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,975.00
Width (ft): 50.00
True Area (sf): 98,795.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
04-05-2021	NC-AC	New Construction - AC	$0.00	5.00	True	5" P-401 HMA surface course
04-04-2021	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" P-209 aggregate base course
04-03-2021	SB-AG	Subbase - Aggregate	$0.00	20.00	False	20" P-154 aggregate subbase course
04-02-2021	SG-CO	Subgrade - Compacted	$0.00	12.00	False	12" subgrade, 95% compaction

Branch - Section ID: TBMC - 10

LCD: 6/2/2006
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 435.00
Width (ft): 75.00
True Area (sf): 32,450.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2017	CS-AC	Crack Sealing - AC	$0.00	0.00	False	EST
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2006	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 AC OVERLAY
06-01-2006	MI-CO	Cold Milling	$0.00	-3.00	False	2-4" MILL AND REMOVE
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P401 OVERLAY; WIDENED 25' IN 1968: 5"154
06-02-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401
06-01-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208

Branch - Section ID: TBMC - 15

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

Length (ft): 234.00
Width (ft): 50.00
True Area (sf): 11,522.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-01-2006	OL-AS	Overlay - AC Structural	$0.00	4.00	True	MILL EXISTING AND 4" P401 OVERLAY; WITH R
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P401 OVERLAY
06-01-1949	NC-PC	New Construction - PCC	$0.00	8.00	True	8" P501 ON SUBGRADE

Work History

Pavement Database: IA 2021

Branch - Section ID: TBMC - 20

LCD: 6/3/2008
Use: TAXIWAY
Rank: P
Surface: APC

Length (ft): 1,933.00
Width (ft): 50.00
True Area (sf): 97,151.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2008	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 OVERLAY
06-02-2008	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEALING
06-01-2008	MI-CO	Cold Milling	$0.00	-3.00	False	2-4" MILL AND REMOVE
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P401
06-01-1949	NC-PC	New Construction - PCC	$0.00	8.00	True	8" P501 ON SUBGRADE

Branch - Section ID: TBMC - 25

LCD: 6/2/2005
Use: TAXIWAY
Rank: P
Surface: APC

Length (ft): 228.00
Width (ft): 75.00
True Area (sf): 19,896.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" P-401 AC OVERLAY
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	0.00	True	MILL EXISTING AND OVERLAY (THICKNESS U
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	MIN 4" P401 OVERLAY; WIDENED 25': 5"P154, 1
06-01-1949	NC-PC	New Construction - PCC	$0.00	8.00	True	8" P501 ON SUBGRADE

Branch - Section ID: TBMC - 30

LCD: 6/3/2008
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 1,933.00
Width (ft): 25.00
True Area (sf): 47,702.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2008	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 AC OVERLAY
06-02-2008	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEALING
06-01-2008	MI-CO	Cold Milling	$0.00	-3.00	False	2-4" MILL AND REMOVE
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	$0.00	4.00	True	4" P401
06-03-1968	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SB-AG	Subbase - Aggregate	$0.00	15.00	False	15" P154
06-01-1968	SB-AG	Subbase - Aggregate	$0.00	5.00	False	5" P154 FROST PROTECTION

Work History

Pavement Database: IA 2021

Branch - Section ID: TBMC - 35

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

Length (ft): 234.00
Width (ft): 25.00
True Area (sf): 8,092.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-01-2006	OL-AS	Overlay - AC Structural	$0.00	4.00	True	MILL EXISTING AND 4" P401 OVERLAY; WITH R
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	$0.00	4.00	True	4" P401
06-03-1968	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P201 BIT BASE
06-02-1968	SB-AG	Subbase - Aggregate	$0.00	15.00	False	15" P154
06-01-1968	SB-AG	Subbase - Aggregate	$0.00	5.00	False	5" P154 FROST PROTECTION

Branch - Section ID: TCMC - 10

LCD: 6/3/2008
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 3,625.00
Width (ft): 75.00
True Area (sf): 271,802.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-03-2008	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P-401 AC OVERLAY
06-02-2008	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEALING
06-01-2008	MI-CO	Cold Milling	$0.00	-3.00	False	2-4" MILL AND REMOVE
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-01-1968	OL-AS	Overlay - AC Structural	$0.00	4.00	True	4" P401 OVERLAY
06-02-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401
06-01-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208

Branch - Section ID: TCMC - 20

LCD: 6/2/2005
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 230.00
Width (ft): 75.00
True Area (sf): 17,885.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2012	CS-AC	Crack Sealing - AC	$0.00	0.00	False	WIDE CRACKS ONLY
06-02-2005	OL-AS	Overlay - AC Structural	$0.00	6.00	True	4-8" P-401 AC OVERLAY
06-01-2005	MI-CO	Cold Milling	$0.00	-4.00	False	4" MILLING
06-01-2005	OL-AS	Overlay - AC Structural	$0.00	0.00	True	MILL EXISTING AND OVERLAY (THICKNESS U
06-02-1993	ST-SS	Surface Treatment - Slurry Seal	$0.00	0.00	False	-
06-01-1993	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-1977	OL-AS	Overlay - AC Structural	$0.00	1.50	True	1.5" P401 OVERLAY
06-04-1968	NC-AC	New Construction - AC	$0.00	4.00	True	4" P401
06-03-1968	BA-BI	Base Course - Bituminous	$0.00	6.00	False	6" P201 AC BASE
06-02-1968	SB-AG	Subbase - Aggregate	$0.00	15.00	False	15" P154
06-01-1968	SB-AG	Subbase - Aggregate	$0.00	5.00	False	5" P154 FROST PROTECTION
06-02-1944	NC-AC	New Construction - AC	$0.00	3.00	True	3" P401 AC SURFACE
06-01-1944	BA-AG	Base Course - Aggregate	$0.00	8.00	False	8" P208 ABC

Work History

Pavement Database: IA 2021

Branch - Section ID: TH01MC - 10

LCD: 1/1/2000
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 775.00
Width (ft): 25.00
True Area (sf): 27,833.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2000	NC-AC	New Construction - AC	$0.00	0.00	True	EST. VIA GE

Branch - Section ID: TH01MC - 20

LCD: 1/1/2000
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 105.00
Width (ft): 40.00
True Area (sf): 4,315.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-2000	NC-AC	New Construction - AC	$0.00	0.00	True	EST. VIA GE

Branch - Section ID: TH01MC - 30

LCD: 1/1/1972
Use: T-HANGAR
Rank: P
Surface: PCC

Length (ft): 1,385.00
Width (ft): 50.00
True Area (sf): 58,854.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
01-01-1972	NC-PC	New Construction - PCC	$0.00	0.00	True	DATE UNKNOWN; CONSTRUCTED PRIOR TO 1

Branch - Section ID: TH01MC - 35

LCD: 9/3/2021
Use: T-HANGAR
Rank: P
Surface: AC

Length (ft): 2,495.00
Width (ft): 50.00
True Area (sf): 128,421.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
09-03-2021	NC-AC	New Construction - AC	$0.00	5.00	True	5" P-401 HMA pavement
09-02-2021	BA-AG	Base Course - Aggregate	$0.00	12.00	False	12" P-208 aggregate base course
09-01-2021	SG-CO	Subgrade - Compacted	$0.00	6.00	False	6" P-152 subgrade. 95% compaction

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. 2022 unit costs for preventive maintenance actions.

Maintenance Action	Unit Cost
Asphalt Patch—Asphalt-Surfaced Pavement	$14.66/sf
Crack Sealing—Asphalt-Surfaced Pavement	$2.51/lf
Partial Depth PCC Patch—PCC Pavement	$37.54/sf
Full Depth PCC Patch—PCC Pavement	$16.76/sf
Crack Sealing—PCC Pavement	$3.02/lf
Joint Sealing—PCC Pavement	$3.02/lf
Grinding—PCC Pavement	$0.36/sf
Slab Replacement—PCC Pavement	$16.76/sf

Table E-4. 2022 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	$10.41	$4.93	$4.93	$4.93	$0.00	$0.00	$0.00
PCC	$17.38	$8.22	$8.22	$8.22	$0.00	$0.00	$0.00

APPENDIX F

YEAR 2022 LOCALIZED PREVENTIVE MAINTENANCE DETAILS

Table F-1. Year 2022 localized preventive maintenance details.

Branch	Section	Distress Type	Severity	Distress Quantity	Distress Unit	Maintenance Action	Unit Cost	2022 Estimated Cost
A01MC	10	Faulting	Medium	12	Slabs	Grinding (Localized)	$0.36	$61
A01MC	10	Joint Seal Damage	High	348	Slabs	Joint Seal (Localized)	$3.02	$29,525
A01MC	10	LTD Cracking	Medium	2	Slabs	Crack Sealing - PCC	$3.02	$107
A01MC	10	Small Patch	High	7	Slabs	Patching - PCC Full Depth	$16.76	$323
A01MC	20	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$37.54	$163
A01MC	20	Joint Seal Damage	High	110	Slabs	Joint Seal (Localized)	$3.02	$9,509
A01MC	20	Small Patch	High	2	Slabs	Patching - PCC Full Depth	$16.76	$73
A01MC	30	Corner Spalling	Medium	2	Slabs	Patching - PCC Partial Depth	$37.54	$209
A01MC	40	Joint Spalling	Medium	5	Slabs	Patching - PCC Partial Depth	$37.54	$1,124
TH01MC	20	Alligator Cracking	Medium	15	SqFt	Patching - AC Deep	$14.66	$507
TH01MC	20	L&T Cracking	Medium	135	Ft	Crack Sealing - AC	$2.51	$339

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 Mason City Municipal Airport.

PREPARED FOR

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JULY 2022