

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
 Bolingbrook's Clow International Airport, Bolingbrook
 2024 PCI Summary Information

Airport Name	Branch ID	Section ID	Surface Type ¹	Inspection Date	2024 PCI	Percent of Distress Due to:			Type of Distresses ⁴	Total No. of Samples	No. Samples Inspected	Percent Samples Inspected ⁵
						Climate/ Durability ²	Load ³	Other				
Bolingbrook's Clow International Airport	181C5	1	AC	6/9/2024	59	100	0	0	L&T Cracking, Raveling, Weathering	44	7	16%
	A1C5	1	AC	6/8/2024	9	48	52	0	Alligator Cracking, Block Cracking, Patching, Raveling, Weathering	3	3	100%
	A1C5	2	AC	6/8/2024	16	50	50	0	Alligator Cracking, L&T Cracking, Patching, Raveling, Weathering	4	3	75%
	A1C5	3	AC	6/9/2024	64	100	0	0	L&T Cracking, Raveling, Weathering	5	4	80%
	R1C5	1	AC	6/9/2024	100	0	0	0	No Distress	14	4	29%
	R1C5	2	AC	6/9/2024	38	85	14	1	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Raveling, Weathering	3	3	100%
	R1C5	3	AC	6/9/2024	64	100	0	0	L&T Cracking, Raveling, Weathering	2	2	100%
	R1C5	5	AC	6/9/2024	80	100	0	0	L&T Cracking, Weathering	3	3	100%
	R1C5	6	PCC	6/9/2024	99	0	0	100	Joint Spalling	4	3	75%
	R1C5	7	AC	6/9/2024	91	84	0	16	L&T Cracking, Oil Spillage, Patching, Weathering	7	6	86%
	R1C5	8	AC	6/9/2024	11	49	51	0	Alligator Cracking, Block Cracking, L&T Cracking, Patching, Raveling	1	1	100%
	R1C5	9	AC	9/15/2024	100	0	0	0	No Distress	28	6	21%
	TH1C5	2	AC	6/9/2024	6	41	54	5	Alligator Cracking, Block Cracking, Depression, Patching, Raveling, Rutting, Weathering	9	4	44%
	TH1C5	4	PCC	6/8/2024	0	8	92	0	Joint Seal Damage, Shattered Slab	1	1	100%
	TH1C5	5	AC	6/9/2024	10	49	51	0	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Patching, Raveling, Rutting, Weathering	3	3	100%
	TH1C5	6	AC	6/9/2024	72	100	0	0	L&T Cracking, Raveling, Weathering	1	1	100%

NOTES:

¹ Surface Type: AC = asphalt cement concrete; AAC = asphalt overlay on AC; PFC = porous friction course; PCC = portland cement concrete; APC = asphalt overlay on PCC.

² Distresses due to climate or durability include those distresses attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking on asphalt pavements) or to a materials-related problem (such as durability cracking on a PCC pavement).

³ Distresses due to load include those distresses attributed to a structural deficiency in the pavement, such as alligator cracking, rutting, or shattered PCC slabs.

⁴ L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.

⁵ Percent Samples Inspected is calculated by dividing the No. Samples Inspected by the Total No. of Samples.