

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
 Cairo Regional Airport, Cairo
 2025 PCI Summary Information

Airport Name	Branch ID	Section ID	Surface Type ¹	Inspection Date	2025 PCI	Percent of Distress Due to:			Type of Distresses ⁵	Total No. of Samples	No. Samples Inspected	Percent Samples Inspected ⁶
						Climate/Durability ²	Load ³	Other ⁴				
Cairo Regional Airport	14CIR	1	AAC	7/12/2025	70	100	0	0	L&T Cracking, Weathering ⁷	72	7	10%
	14CIR	2	AAC	7/12/2025	72	100	0	0	L&T Cracking, Raveling, Weathering	8	5	63%
	2CIR	1	AAC	7/12/2025	52	71	26	3	Alligator Cracking, Depression, L&T Cracking, Weathering ⁷	30	6	20%
	2CIR	2	AC	7/12/2025	36	100	0	0	L&T Cracking, Patching, Raveling, Weathering ⁷	6	4	67%
	ACIR	1	AAC	7/13/2025	68	80	20	0	Alligator Cracking, L&T Cracking, Weathering ⁷	3	3	100%
	BCIR	1	AC	7/13/2025	28	74	26	0	Alligator Cracking, L&T Cracking, Raveling ⁶	7	4	57%
	RCIR	1	AAC	7/13/2025	67	100	0	0	Block Cracking, L&T Cracking, Raveling, Weathering ⁷	14	5	36%
	RCIR	2	AAC	7/13/2025	65	100	0	0	L&T Cracking, Raveling, Weathering ⁷	2	2	100%
	RCIR	3	AAC	7/13/2025	67	97	0	3	L&T Cracking, Raveling, Swelling, Weathering ⁷	3	3	100%
	THCIR	1	AAC	7/13/2025	60	100	0	0	L&T Cracking, Patching, Raveling, Weathering ⁷	1	1	100%
	THCIR	2	AAC	7/13/2025	46	58	42	0	Alligator Cracking, L&T Cracking, Raveling, Weathering ⁷	1	1	100%
	THCIR	2-1	AAC	7/13/2025	61	100	0	0	L&T Cracking, Raveling, Weathering	1	1	100%
	THCIR	2-2	AAC	7/13/2025	55	84	16	0	Alligator Cracking, L&T Cracking, Raveling, Weathering ⁷	1	1	100%
	THCIR	2-3	AC	7/13/2025	64	39	0	61	Depression, Weathering ⁷	1	1	100%
	THCIR	2-4	PCC	7/13/2025	88	100	0	0	Joint Seal Damage	4	3	75%

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-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] on a PCC pavement). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.

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

⁴ Distresses due to other refers to distresses not attributed to one factor but rather what may be caused by a combination of factors.

⁵ Distress types are defined by ASTM D5340. L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.

⁶ Percent Samples Inspected is calculated by dividing the No. Samples Inspected by the Total No. of Samples.

⁷ Bleeding was observed in this section but was not recorded or used in the PCI calculation at IDOT's request.