

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
Dixon Municipal Airport – Charles R. Walgreen Field, Dixon
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				
Dixon Municipal Airport-Charles R. Walgreen Field	12C73	1	AAC	6/7/2025	48	100	0	0	L&T Cracking, Raveling, Weathering	16	5	31%
	12C73	2	AAC	6/7/2025	41	100	0	0	L&T Cracking, Raveling, Weathering	2	2	100%
	12C73	3	AAC	6/7/2025	46	100	0	0	L&T Cracking, Raveling, Weathering	2	2	100%
	12C73	4	AAC	6/7/2025	51	100	0	0	L&T Cracking, Raveling, Weathering	12	5	42%
	12C73	2A	AAC	6/7/2025	74	100	0	0	L&T Cracking, Weathering	1	1	100%
	12C73	3A	AAC	6/7/2025	90	100	0	0	L&T Cracking, Weathering	1	1	100%
	8C73	1	AAC	6/7/2025	76	100	0	0	L&T Cracking, Weathering	10	5	50%
	8C73	2	AAC	6/7/2025	81	100	0	0	L&T Cracking, Weathering	6	4	67%
	8C73	3	AAC	6/7/2025	76	100	0	0	L&T Cracking, Weathering	10	5	50%
	8C73	4	AAC	6/7/2025	75	100	0	0	L&T Cracking, Weathering	12	5	42%
	8C73	5	AAC	6/7/2025	75	100	0	0	L&T Cracking, Patching, Weathering	10	5	50%
	A1C73	1	AAC	6/7/2025	85	100	0	0	L&T Cracking, Weathering	1	1	100%
	A2C73	1	AAC	6/7/2025	75	72	28	0	Alligator Cracking, L&T Cracking, Weathering	1	1	100%
	AC73	1	AAC	6/7/2025	94	100	0	0	L&T Cracking	1	1	100%
	AC73	2	AAC	6/7/2025	90	100	0	0	L&T Cracking	3	3	100%
	AC73	3	AAC	6/7/2025	92	100	0	0	L&T Cracking	5	4	80%
	AC73	4	AAC	6/7/2025	92	100	0	0	L&T Cracking, Raveling, Weathering	5	4	80%
	AC73	5	AAC	6/7/2025	81	100	0	0	L&T Cracking, Weathering	1	1	100%
	AC73	1A	AAC	6/7/2025	97	100	0	0	L&T Cracking	1	1	100%
	AC73	2A	AAC	6/7/2025	97	100	0	0	L&T Cracking	1	1	100%
	BC73	1	AAC	6/7/2025	96	100	0	0	L&T Cracking	3	3	100%
	BC73	2	AAC	6/7/2025	95	100	0	0	L&T Cracking	1	1	100%
	C2C73	1	AAC	6/7/2025	100	0	0	0	No Distress	1	1	100%
	CC73	1	AAC	6/7/2025	94	100	0	0	L&T Cracking	4	3	75%
	CC73	2	AAC	6/7/2025	90	100	0	0	L&T Cracking	6	4	67%
	EC73	1	AAC	6/7/2025	100	0	0	0	No Distress	1	1	100%
	EC73	2	AAC	6/7/2025	97	100	0	0	L&T Cracking	6	4	67%
	RC73	1	AAC	6/7/2025	60	100	0	0	L&T Cracking, Raveling, Weathering	11	5	45%
	RC73	2	PCC	6/7/2025	78	43	44	13	Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Shattered Slab	4	3	75%
	RC73	3	AAC	6/7/2025	57	100	0	0	L&T Cracking, Raveling, Weathering	12	5	42%
	RC73	4	AAC	6/7/2025	87	100	0	0	L&T Cracking	1	1	100%
	THC73	1	AAC	6/7/2025	100	0	0	0	No Distress	5	4	80%
	THC73	2	AAC	6/7/2025	56	100	0	0	L&T Cracking, Raveling, Weathering	4	3	75%
	THC73	3	AAC	6/7/2025	100	0	0	0	No Distress	2	2	100%
	THC73	5	AAC	6/7/2025	50	100	0	0	L&T Cracking, Raveling, Weathering	1	1	100%
	THC73	6	AAC	6/7/2025	58	100	0	0	L&T Cracking, Raveling, Weathering	1	1	100%

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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.