

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
Effingham County Regional Airport, Effingham
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				
Effingham County Regional Airport	111H2	1	PCC	7/10/2025	77	39	21	40	ASR, Corner Break, Faulting, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking, Small Patch	26	7	27%
	111H2	2	PCC	7/10/2025	77	38	26	36	Corner Break, Faulting, Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Small Patch	44	8	18%
	111H2	3	PCC	7/10/2025	83	55	28	17	Joint Seal Damage, Large Patch, LTD Cracking, Shrinkage Cracking	12	6	50%
	111H2	4	PCC	7/10/2025	93	100	0	0	Joint Seal Damage	32	8	25%
	111H2	5	PCC	7/10/2025	64	22	75	3	Corner Break, Joint Spalling, Joint Seal Damage, LTD Cracking, Shattered Slab	2	2	100%
	111H2	6	PCC	7/10/2025	84	76	0	24	Joint Seal Damage, Shrinkage Cracking	1	1	100%
	111H2	7	PCC	11/2/2025	100	0	0	0	No Distress	24	7	29%
	11H2	1	AAC	7/10/2025	55	100	0	0	Depression, L&T Cracking, Patching, Weathering ⁷	10	5	50%
	11H2	2	AAC	7/10/2025	55	100	0	0	L&T Cracking, Weathering	8	4	50%
	11H2	3	AAC	7/10/2025	54	100	0	0	L&T Cracking, Weathering	24	6	25%
	A1H2	2	PFC	7/10/2025	52	100	0	0	L&T Cracking, Raveling ⁷	12	5	42%
	A1H2	3	PFC	7/10/2025	62	100	0	0	L&T Cracking, Raveling	4	3	75%
	A1H2	4	PCC	7/10/2025	93	82	0	18	Joint Seal Damage, Large Patch	4	3	75%
	A1H2	5	AC	7/10/2025	56	100	0	0	L&T Cracking, Raveling	1	1	100%
	A1H2	6	AC	7/10/2025	67	100	0	0	L&T Cracking, Weathering	14	5	36%
	A1H2	7	AC	11/2/2025	100	0	0	0	No Distress	14	5	36%
	B1H2	2	PFC	7/10/2025	52	100	0	0	L&T Cracking, Patching, Raveling	6	4	67%
	B21H2	1	PCC	7/10/2025	80	50	30	20	ASR, Corner Break, Faulting, Joint Seal Damage, LTD Cracking, Shrinkage Cracking	7	5	71%
	R1H2	1	PCC	7/10/2025	89	76	20	4	Corner Spalling, Joint Seal Damage, Shattered Slab	10	6	60%
	R1H2	2	PCC	7/10/2025	84	55	45	0	Corner Break, Joint Seal Damage, LTD Cracking	10	5	50%
	R1H2	3	PCC	7/10/2025	85	74	4	22	Joint Spalling, Joint Seal Damage, Large Patch, LTD Cracking, Shrinkage Cracking, Small Patch	9	5	56%
	R1H2	4	AAC	7/10/2025	63	100	0	0	L&T Cracking, Weathering	1	1	100%
	R1H2	5	PFC	7/10/2025	59	100	0	0	L&T Cracking, Raveling ⁷	4	3	75%
	R1H2	6	PCC	7/10/2025	100	0	0	100	Small Patch	15	7	47%
	TH1H2	1	PFC	7/10/2025	53	98	0	2	L&T Cracking, Raveling, Swelling	1	1	100%
	TH1H2	2	PFC	7/10/2025	47	100	0	0	L&T Cracking, Raveling	3	3	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.

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