

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
 Flora Municipal Airport, Flora
 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				
Flora Municipal Airport	3FOA	1	AAC	7/15/2025	81	75	25	0	Alligator Cracking, L&T Cracking	32	7	22%
	3FOA	2	AAC	7/15/2025	84	59	41	0	Alligator Cracking, L&T Cracking	6	4	67%
	3FOA	3	AAC	7/14/2025	83	100	0	0	L&T Cracking, Patching, Raveling	10	5	50%
	3FOA	4	AC	7/14/2025	76	100	0	0	L&T Cracking, Patching	14	5	36%
	AFOA	1	AAC	7/15/2025	92	100	0	0	L&T Cracking ⁷	2	2	100%
	BFOA	1	AAC	7/15/2025	97	100	0	0	L&T Cracking ⁷	2	2	100%
	CFOA	1	AAC	7/15/2025	85	100	0	0	Weathering ⁷	1	1	100%
	CFOA	2	AAC	7/15/2025	80	100	0	0	Weathering ⁷	2	2	100%
	RFOA	1	PCC	7/15/2025	93	99	0	1	Joint Seal Damage, Small Patch	34	8	24%
	RFOA	2	PCC	7/15/2025	97	47	53	0	Joint Seal Damage, LTD Cracking	20	7	35%
	RFOA	3	PCC	7/15/2025	82	29	19	52	ASR, Corner Break, Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch	11	6	55%
	RFOA	3A	PCC	7/15/2025	100	0	0	0	No Distress	2	2	100%
	THFOA	1	AC	7/15/2025	22	86	9	5	Alligator Cracking, Depression, L&T Cracking, Raveling, Weathering	2	2	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-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.