

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
Harrisburg-Raleigh Airport, Harrisburg
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				
Harrisburg-Raleigh Airport	14HSB	1	PFC	7/14/2025	63	100	0	0	L&T Cracking, Raveling ⁷	34	7	21%
	6HSB	1	PFC	7/14/2025	71	100	0	0	L&T Cracking, Raveling	24	6	25%
	6HSB	2	PFC	7/14/2025	67	100	0	0	L&T Cracking, Patching, Raveling	12	5	42%
	6HSB	3	PFC	7/13/2025	77	100	0	0	L&T Cracking, Raveling	6	4	67%
	6HSB	4	PFC	7/14/2025	71	100	0	0	L&T Cracking, Raveling	6	4	67%
	6HSB	5	PFC	7/13/2025	86	100	0	0	L&T Cracking, Raveling	2	2	100%
	6HSB	6	PFC	7/13/2025	88	100	0	0	L&T Cracking, Raveling ⁷	12	5	42%
	AHSB	1	AAC	7/14/2025	75	100	0	0	L&T Cracking, Patching, Raveling, Weathering ⁷	3	3	100%
	BHSB	1	PFC	7/14/2025	65	100	0	0	L&T Cracking, Raveling ⁷	3	3	100%
	CHSB	1	AC	7/14/2025	80	91	0	9	Depression, L&T Cracking, Raveling, Weathering	11	5	45%
	RHSB	1	AAC	7/14/2025	64	100	0	0	L&T Cracking, Raveling, Weathering	6	4	67%
	RHSB	2	AAC	7/14/2025	68	100	0	0	L&T Cracking, Raveling, Weathering ⁷	6	4	67%
	RHSB	3	PCC	7/14/2025	98	100	0	0	Joint Seal Damage	4	3	75%
	THHSB	1	PCC	7/14/2025	94	0	78	22	Joint Spalling, LTD Cracking, Shrinkage Cracking	6	4	67%
	THHSB	2	PCC	7/14/2025	67	26	69	5	Joint Seal Damage, Large Patch, LTD Cracking	2	2	100%
	THHSB	3	AC	7/14/2025	56	100	0	0	L&T Cracking, Weathering ⁷	1	1	100%
	THHSB	4	PCC	7/14/2025	98	0	0	100	Corner Spalling, Joint Spalling	6	4	67%
	THHSB	5	AC	7/14/2025	58	100	0	0	L&T Cracking, Weathering ⁷	2	2	100%
	THHSB	6	PCC	7/14/2025	82	51	7	42	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Small Patch	4	3	75%
	THHSB	7	PCC	7/14/2025	74	31	39	30	ASR, Corner Spalling, Joint Spalling, Joint Seal Damage, LTD Cracking, Shrinkage Cracking	3	3	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.