

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
 Olney-Noble Airport, Olney-Noble
 2024 PCI Summary Information

Airport Name	Branch ID	Section ID	Surface Type ¹	Inspection Date	2024 PCI	Percent of Distress Due to:			Type of Distresses ⁴	Total No. of Samples	No. Samples Inspected	Percent Samples Inspected ⁵
						Climate/Durability ²	Load ³	Other				
Olney-Noble Airport	11OLY	1	PFC	7/31/2024	87	100	0	0	L&T Cracking, Raveling	36	7	19%
	11OLY	2	PFC	7/31/2024	82	100	0	0	L&T Cracking, Raveling	2	2	100%
	11OLY	3	PFC	7/31/2024	86	100	0	0	L&T Cracking, Raveling	8	4	50%
	4OLY	1	AAC	7/31/2024	74	100	0	0	L&T Cracking, Weathering	24	6	25%
	4OLY	2	AAC	7/31/2024	71	100	0	0	L&T Cracking, Weathering	2	2	100%
	4OLY	3	AAC	7/31/2024	68	100	0	0	L&T Cracking, Weathering	2	2	100%
	4OLY	4	AAC	7/31/2024	73	100	0	0	L&T Cracking, Weathering	6	4	67%
	4OLY	5	AAC	7/31/2024	73	100	0	0	L&T Cracking, Weathering	4	3	75%
	4OLY	6	AAC	7/31/2024	72	84	16	0	Alligator Cracking, L&T Cracking, Weathering	2	2	100%
	AOLY	1	PFC	7/31/2024	81	100	0	0	L&T Cracking, Raveling	2	2	100%
	B1OLY	1	PFC	7/31/2024	77	67	33	0	Alligator Cracking, L&T Cracking, Raveling	1	1	100%
	BOLY	1	PFC	7/31/2024	77	100	0	0	L&T Cracking, Raveling ⁶	3	3	100%
	BOLY	2	PFC	7/31/2024	82	100	0	0	L&T Cracking, Raveling	2	2	100%
	BOLY	3	AC	7/31/2024	63	97	0	3	L&T Cracking, Raveling, Swelling, Weathering	12	5	42%
	ROLY	1	PFC	7/31/2024	90	100	0	0	L&T Cracking, Raveling ⁶	12	5	42%
	ROLY	2	AC	7/31/2024	72	100	0	0	L&T Cracking, Patching, Raveling	3	3	100%
	THOLY	1	AC	7/31/2024	75	77	23	0	L&T Cracking, Rutting, Weathering ⁶	3	3	100%
	THOLY	2	AC	7/31/2024	72	64	36	0	Alligator Cracking, L&T Cracking, Rutting, Weathering ⁶	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 pavements) or to a materials-related problem (such as durability cracking on a PCC pavement).

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

⁴ L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali-Silica Reaction.

⁵ Percent Samples Inspected is calculated by dividing the No. Samples Inspected by the Total No. of Samples.

⁶ Bleeding was observed in this section but was not used in the PCI calculation at IDOT's request.