

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
Rantoul National Aviation Center Airport-Frank Elliot Field, Rantoul
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				
Rantoul National Aviation Center Airport-Frank Elliott Field	18TIP	1	APC	7/9/2025	100	0	0	0	No Distress	3	3	100%
	18TIP	2	APC	7/9/2025	100	0	0	0	No Distress	3	3	100%
	18TIP	3	APC	7/9/2025	98	100	0	0	L&T Cracking	1	1	100%
	18TIP	4	AAC	7/9/2025	100	0	0	0	No Distress	5	4	80%
	18TIP	5	AAC	7/9/2025	99	100	0	0	L&T Cracking	8	4	50%
	18TIP	6	AAC	7/9/2025	100	0	0	0	No Distress	7	4	57%
	18TIP	7	APC	7/9/2025	99	100	0	0	L&T Cracking	3	3	100%
	18TIP	8	APC	7/9/2025	100	0	0	0	No Distress	3	3	100%
	18TIP	9	APC	7/9/2025	100	0	0	0	No Distress	1	1	100%
	18TIP	10	AAC	7/9/2025	100	0	0	0	No Distress	5	4	80%
	18TIP	11	AAC	7/9/2025	100	0	0	0	No Distress	8	4	50%
	18TIP	12	AAC	7/9/2025	100	0	0	0	No Distress	7	4	57%
	18TIP	13	APC	7/9/2025	98	100	0	0	L&T Cracking	1	1	100%
	18TIP	14	APC	7/9/2025	100	0	0	0	No Distress	1	1	100%
	9TIP	1	PFC	7/9/2025	52	82	0	18	L&T Cracking, Patching, Raveling, Swelling	2	2	100%
	9TIP	2	PFC	7/9/2025	51	83	17	0	Alligator Cracking, L&T Cracking, Raveling	14	5	36%
	9TIP	3	PFC	7/9/2025	57	95	0	5	L&T Cracking, Raveling, Swelling	2	2	100%
	9TIP	4	PFC	7/9/2025	47	91	0	9	L&T Cracking, Raveling, Swelling ⁷	2	2	100%
	9TIP	5	PFC	7/9/2025	52	83	0	17	Depression, L&T Cracking, Raveling, Swelling	16	5	31%
	9TIP	6	PFC	7/9/2025	52	97	0	3	L&T Cracking, Raveling, Swelling	18	5	28%
	9TIP	7	PFC	7/9/2025	47	79	9	12	L&T Cracking, Raveling, Rutting, Swelling	4	3	75%
	9TIP	8	PFC	7/9/2025	49	92	0	8	L&T Cracking, Raveling, Swelling	2	2	100%
	ETIP	2	APC	7/9/2025	81	90	0	10	L&T Cracking, Swelling, Weathering	2	2	100%
	ETIP	3	AC	7/9/2025	87	100	0	0	L&T Cracking, Patching, Weathering	13	5	38%
	FTIP	1	AC	7/9/2025	55	62	15	23	Depression, L&T Cracking, Raveling, Rutting, Swelling, Weathering	3	3	100%
	FTIP	2	AC	7/9/2025	58	61	37	2	Alligator Cracking, L&T Cracking, Rutting, Swelling, Weathering	7	4	57%
	RTIP	2	APC	7/9/2025	33	90	0	10	Block Cracking, Joint Reflection Cracking, L&T Cracking, Patching, Swelling, Weathering	16	5	31%
	RTIP	3	APC	7/9/2025	72	73	0	27	Joint Reflection Cracking, L&T Cracking, Swelling, Weathering	13	5	38%
	TH1TIP	1	AC	7/9/2025	51	75	16	9	Alligator Cracking, Depression, L&T Cracking, Weathering	2	2	100%
	TH1TIP	2	AC	7/9/2025	56	78	22	0	Alligator Cracking, L&T Cracking, Weathering	2	2	100%
	THTIP	1	AC	7/9/2025	51	77	11	12	Alligator Cracking, L&T Cracking, Raveling, Swelling, Weathering	5	4	80%

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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.