

IDOT Office of Intermodal Project Implementation – Aeronautics
Airport Pavement Management System
Salem-Leckrone Airport, Salem
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				
Salem-Leckrone Airport	18SLO	1	AAC	7/12/2025	71	100	0	0	L&T Cracking, Raveling, Weathering ⁷	40	7	18%
	18SLO	2	AAC	7/12/2025	69	100	0	0	L&T Cracking, Raveling, Weathering	6	4	67%
	18SLO	3	AAC	7/12/2025	73	100	0	0	L&T Cracking, Raveling, Weathering	4	3	75%
	18SLO	4	AAC	7/12/2025	73	100	0	0	L&T Cracking, Raveling, Weathering	2	2	100%
	ASLO	1	AAC	7/12/2025	91	100	0	0	L&T Cracking	6	4	67%
	BSLO	1	AAC	7/12/2025	100	0	0	0	No Distress	3	3	100%
	BSLO	1-1	AAC	7/12/2025	100	0	0	0	No Distress	20	5	25%
	RSLO	1	PCC	7/12/2025	99	0	0	100	Small Patch	3	3	100%
	RSLO	2	AAC	7/12/2025	96	100	0	0	L&T Cracking, Weathering	4	3	75%
	RSLO	3	AAC	7/12/2025	99	100	0	0	L&T Cracking	4	3	75%
	RSLO	4	PCC	7/12/2025	98	100	0	0	Joint Seal Damage	9	5	56%
	THSLO	1	AAC	7/12/2025	56	100	0	0	L&T Cracking, Patching, Weathering ⁷	3	3	100%
	THSLO	2	AAC	7/12/2025	43	72	28	0	L&T Cracking, Raveling, Rutting, Weathering	3	3	100%
	THSLO	3	AC	7/12/2025	51	100	0	0	L&T Cracking, Weathering	3	3	100%
	THSLO	4	AC	7/12/2025	50	91	9	0	Alligator Cracking, L&T Cracking, Weathering ⁷	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.