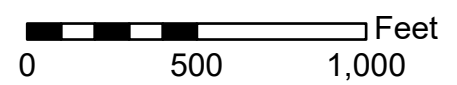


**MSU Asphalt Surface**

**Grades**

- A - Very Good Condition
- B - Good Condition
- C - Fair Condition
- D - Poor Condition
- E - Very Poor Condition
- F - Deteriorated Condition

MSUAsphalt\_ParkingLot\_labeled



Imagery Provided by City of Bozeman - Flown on 04/30/2023

Category Grade	PCI Value Limits/Ranges			Distress Extent		Description
	Structural PCI	Environmental PCI	Total PCI	Structural	Non-structural	
A (BLACK)	100	75 >	65 >	NO DISTRESSES	NEGLECTIBLE TO LOW ENVIRONMENTAL OR PATCHING	<b>SEGMENTS IN VERY GOOD CONDITION,</b> NO ALLIGATOR CRACKING OR RUTTING, MINIMAL RAVELING, BLOCK CRACKING, OR UNEVEN PATCHING UP TO 1-2 TRANSVERSE CRACKS PER ROAD SEGMENT
B (GREEN)	100	E-PCI <75 OR T-PCI <65		NO DISTRESSES	LOW TO HIGH ENVIRONMENTAL OR PATCHING	<b>SEGMENTS IN GOOD CONDITION</b> NO ALLIGATOR CRACKING OR RUTTING BLOCK CRACKING WITH 30' SPACING, TRANSVERSE CRACKS AT 50' SPACING
C (BLUE)	> 60	> 50	> 40	< 25% STRUCTURAL DISTRESSES	LOW TO MODERATE ENVIRONMENTAL DISTRESSES OR PATCHING	<b>SEGMENTS IN FAIR CONDITION</b> LESS THAN 25% OF THE AREA NEEDS TO BE PATCHED TO BRING THE STRUCTURAL PCI VALUES UP TO 100% BLOCK CRACKING ON 20' SPACING
D (PURPLE)	> 60	E-PCI <50 OR T-PCI <40		< 25% STRUCTURAL DISTRESSES	MODERATE TO HIGH ENVIRONMENTAL OR PATCHING	<b>SEGMENTS IN POOR CONDITION</b> LESS THAN 25% OF THE AREA NEEDS TO BE PATCHED TO BRING THE STRUCTURAL PCI VALUES UP TO 100% BLOCK CRACKING ON 5' TO 10' SPACING AND FULL-DEPTH
E (ORANGE)	> 50	N/A*		< 50% STRUCTURAL DISTRESSES		<b>SEGMENTS IN VERY POOR CONDITION</b> MORE THAN 25% OF THE AREA NEEDS TO BE PATCHED TO BRING THE STRUCTURAL PCI VALUES UP TO 100% (NOT PRACTICAL) IT IS TYPICALLY MORE COST-EFFECTIVE TO ADDRESS/INVESTIGATE THE FULL PAVEMENT REHABILITATION
F (RED)	< 50	N/A*		> 50% STRUCTURAL DISTRESSES (SIGNIFICANT)		<b>DETERIORATED SEGMENTS</b> END LIFE OF THE PAVEMENT

\*. When the amount of structural distresses are above 25% the impact of other distress are negligible.