

**PCI 100 -86 = A = GOOD**

The pavement is in good condition. The street likely had a maintenance treatment in past few years. Since the pavement will remain in good condition for a few more years, without the need for any maintenance, a treatment is not recommended at this time.

**PCI 85 -71 = B = SATISFACTORY**

The pavement is in satisfactory condition. The street is has experienced some weathering and minor cracks due to heat in the summer months and cooler nights in the winter months. For preventative maintenance, a crack seal will prevent water from getting under the pavement, and then micromilling the top surface followed by a slurry seal will provide a layer of protection and extend the life of the roadway.

**PCI 70 - 56 = C = FAIR**

The pavement is in fair condition. The pavement surface has experienced more weathering, there are some utility cuts, and the cracks are increasing due to traffic. Water is getting under the pavement affecting the ground that supports the roadway. It is still easy to drive on it however the quality has dropped by about 40% and will continue to deteriorate over time. The appropriate treatment would be to pulverize the existing roadway and mix it with the dirt beneath to provide a strong base and repave the road.

**PCI 55 - 41 = D = POOR**

The pavement is in poor condition. The pavement surface has experienced more weathering, there are usually several utility cuts, there are usually patched potholes and the cracks are increasing to the point they look like the back of an alligator (alligator cracking). Water is getting under the pavement affecting the ground that supports the roadway, and traffic driving over it is adding to the cracks. It is still acceptable to drive on it but the pavement only has 5 -8 more years of useful life. The appropriate treatment would be to pulverize the existing roadway and mix it with the dirt beneath to provide a strong base and repave the road.

**PCI 40 - 0 = F = VERY POOR**

The pavement is in very poor condition. The pavement surface is full of potholes and/or utility cuts, there are usually a lot of cracks and the surface is rough. Water has gotten under the pavement and ground that supports the roadway will need to be replaced in a few years. It is still acceptable to drive on it but the pavement only has a few more years of useful life. The appropriate treatment would be to check to see if the existing dirt is acceptable or need to be removed, then create a strong base and finally repave the road.