Asphalt PASER Descriptions

**Asphalt 10 – Excellent**
- New construction.
- No defects.
- Less than 1 year old.
- Only a “10” for 1 year.
- Remedy / Action
  - No action required.

**Asphalt 9 – Excellent**
- Like new condition.
- Recent overlay.
- More than 1 year old.
- No defects.
- Remedy / Action
  - No action required.

**Asphalt 8 – Very Good**
- Occasional transverse crack >40’ apart.
- All cracks tight (hairline).
- Recent seal coat or slurry seal.
- Few if any longitudinal cracks on joints.
- Remedy / Action
  - Little or no maintenance required.

**Asphalt 7 – Good**
- Longitudinal crack on paving joint open < ¼”.
- Transverse cracks 10’-40’ apart.
- Longitudinal cracks open < ¼”.
- First signs of wear.
- Little or no crack erosion.
- Little or no raveling.
- Few if any patches in good condition.
- Remedy / Action
  - Maintain with crack seal.

**Asphalt 6 – Good**
- Longitudinal cracks open ¼” – ½”.
- Transverse cracks open ⅛” – ⅜”.
- Transverse cracks less than 10’ apart.
- Initial block cracking. (6’-10’ Blocks)
- Sound structural condition.
- Blocks are large and stable.
- Slight to moderate polishing or flushing.
- No patches or few in good condition.
- Slight raveling.
- Remedy / Action
  - Maintain with sealcoat.

**Asphalt 5 – Fair**
- Longitudinal cracks >½”.
- Transverse cracks >¼”.
- Secondary cracks (crack raveling).
- Moderate block cracking (1’ – 5’ blocks).
- First signs of longitudinal cracks at edges.
- Sound structural condition.
- Patching/wedging in good condition.
- Moderate raveling.
- Extensive to severe flushing & polishing.
- Remedy / Action
  - Maintain with sealcoat or thin overlay.

**Asphalt 4 – Fair**
- Longitudinal cracking in the wheel paths.
- Rutting ½” – 1” deep.
  - (Error in the PASER manual)
- Severe block cracking (<1’ blocks).
  - First signs of structural weakening
- Severe surface raveling.
- Multiple longitudinal & transverse cracks with slight crack erosion.
- Patching in fair condition.
- Remedy / Action
  - Structural overlay >2”.

**Asphalt 3 – Poor**
- < 25% alligator cracking (first signs).
- Moderate rutting 1’-2’ deep.
  - (Error in Revised 2013 PASER Manual)
- Severe block cracking. (Alligator)
  - Longitudinal & transverse cracks showing extensive crack erosion.
- Occasional potholes.
- Patches in fair/poor condition.
  - Remedy / Action
    - Structural overlay >2’.
    - Patching and repair prior to a major overlay.
    - Milling would extend overlay life.

**Asphalt 2 – Very Poor**
- > 25% alligator cracking.
- Severe rutting or distortion >2”.
- Closely spaced cracks with erosion.
- Frequent potholes.
- Extensive patches in poor condition.
- Remedy / Action
  - Reconstruction with base repair.
  - Crush and shape possible.

**Asphalt 1 – Failed**
- Loss of surface integrity.
- Extensive surface distress.

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**Rembursement for Rater’s Time**

Q. Who qualifies for reimbursement as a rater?

A. For TARC reimbursement policies, please visit the TARC Policies site (tarc.mcgi.state.mi.us/MITRP/Council/Policies.aspx) where you can find information regarding reimbursement for federal aid and non-federal aid.

**Rate Distress, Not Ride**

Q. The road surface has significant cracks, but it rides just fine. Should I Rate Distress, Not Ride

A. NO. Rate surface distress, not ride quality. Be aware of cracks in the wheelpath, they can be hard to see and don’t affect the ride.

**Rutting**

Q. How do I know if rutting is greater than ½”?

A. Look for visual cues described during the training. Get out and measure using a straight edge and tape measure. Use caution!

**Road Ownership, Use, etc.**

Q. Does importance of the road influence the rating? For example, should state trunkline be rated using a different standard than a county road?

A. NO. Roads are rated the same regardless of their use, ownership or functional class.

**Concrete Joint Repairs**

Q. If all the joints of an old concrete pavement have had full depth repairs and the surface was diamond ground to fix surface texture problems, how should I rate this?

A. The highest rating a repaired concrete pavement can receive is a 9. No other defects can be present and the condition is “like new.” However, this not what the PASER Manual says.

**General TARC PASER Rating Q & A**

**Error in the Asphalt PASER Manual #4**

Q. In the PASER Manual (Revised 2013) the limits for the extent of rutting for ratings 4 (½” deep or less) and 3 (greater than ½” but less than 2” deep) are different from previous versions of the manual and the Cheat Sheet. What limits of the extent of rutting should be used for rating 4 and 3?

A. For the data to remain consistent with previous years use the extent of rutting limits specified on the Cheat Sheet. Rating 4 (rutting ½” – 1” deep) and rating 3 (moderate rutting 1” – 2” deep). Make these corrections in your manual.

**Crush & Shape**

Q. Do you consider a crush and shape a reconstruct?

A. NO. A treatment is considered a reconstruct only if the base material is replaced or rehabilitated.

**Multiple Lanes**

Q. The road has multiple lanes where one lane is in much better condition than the other?

A. Rate the lane with the worst condition.

**Distress Under a Repair**

Q. I know that a surface repair was applied improperly and will degrade rapidly, should I lower the rating even though the surface looks fine now?

A. NO. Rate the current surface condition. Rate what you see, not what distresses you think might happen in the future.

**Sealcoat Percentages**

Q. The modified sealcoat manual rates distress by percentage of the road surface covered—it states that a rating of 6 can have 10% raveling, 10% edge distress, or 10% lane distress. Are these percentages cumulative?

A. NO. A treatment is considered a reconstruct only if the base material is replaced or rehabilitated.

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February 2015
## Concrete PASER Descriptions

<table>
<thead>
<tr>
<th>Concrete 10 – Excellent</th>
<th>Concrete 9 – Excellent</th>
<th>Concrete 8 – Very Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>New construction.</td>
<td>Joint rehabilitation, only if no other defects are present. Like NEW.</td>
<td>Joints all in good condition.</td>
</tr>
<tr>
<td>No defects.</td>
<td>Slight traffic wear in wheel path.</td>
<td>Partial loss of joint sealant.</td>
</tr>
<tr>
<td>Less than 1 year old.</td>
<td>Slight map cracking.</td>
<td>No transverse cracks.</td>
</tr>
<tr>
<td>Recent reconstruction.</td>
<td>Few pop outs.</td>
<td>Minor surface defects - pop outs, map cracking or slight scaling.</td>
</tr>
<tr>
<td>Only a “10” for 1 year.</td>
<td>Recent concrete overlay.</td>
<td>Isolated meander cracks (well sealed or tight).</td>
</tr>
<tr>
<td><strong>Remedy / Action</strong></td>
<td><strong>Remedy / Action</strong></td>
<td>Light surface wear.</td>
</tr>
<tr>
<td>No action required.</td>
<td>Like new condition.</td>
<td>Isolated cracks at manholes (well sealed or tight).</td>
</tr>
<tr>
<td></td>
<td>No maintenance required.</td>
<td><strong>Remedy / Action</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Little or no maintenance required.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Concrete 7 – Good</th>
<th>Concrete 6 – Good</th>
<th>Concrete 5 – Fair</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isolated transverse cracks.</td>
<td>Meander and transverse cracks ¼&quot; open.</td>
<td>First signs of crack or joint faulting up to ¼&quot;.</td>
</tr>
<tr>
<td>Full depth repairs all in excellent condition.</td>
<td>Transverse joints open ¼&quot;.</td>
<td>First signs of joint or crack spalling.</td>
</tr>
<tr>
<td>Minor surface scaling.</td>
<td>Longitudinal joints open ½&quot;.</td>
<td>Moderate to severe scaling or polishing between 25% to 50% of surface.</td>
</tr>
<tr>
<td>Some open joints.</td>
<td>Moderate surface scaling &lt;25% of surface.</td>
<td>Spalling from shallow reinforcement.</td>
</tr>
<tr>
<td>Some manhole cracks</td>
<td>Several corner cracks tight or well sealed.</td>
<td>Multiple corner cracks.</td>
</tr>
<tr>
<td>Isolated settlement or heave areas.</td>
<td>First signs of shallow reinforcement cracks.</td>
<td><strong>Remedy / Action</strong></td>
</tr>
<tr>
<td>Pop outs could be extensive but sound.</td>
<td><strong>Remedy / Action</strong> Seal open joints and cracks.</td>
<td>Grind and repair surface defects.</td>
</tr>
<tr>
<td><strong>Remedy / Action</strong></td>
<td></td>
<td>Some partial depth joint repairs or patching may be needed.</td>
</tr>
<tr>
<td>Open joints.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spot repair surface defects.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Concrete 4 – Fair</th>
<th>Concrete 3 – Poor</th>
<th>Concrete 2 – Very Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crack or joint faulting up to ½&quot;.</td>
<td>Severe crack or joint faulting up to 1”.</td>
<td>Extensive and severely spalled slab cracks.</td>
</tr>
<tr>
<td>Severe spalling on joints and cracks.</td>
<td>D-Cracking evident.</td>
<td>Extensive failed patches.</td>
</tr>
<tr>
<td>Multiple transverse or meander cracks.</td>
<td>Many joints, transverse and meander cracks open and severely spalled.</td>
<td>Joints failed.</td>
</tr>
<tr>
<td>Severe scaling, polishing, map cracking or spalling &gt; 50% of surface.</td>
<td>Extensive patching in fair to poor condition.</td>
<td>Severe and extensive settlement &amp; heaves.</td>
</tr>
<tr>
<td>Corner cracks missing pieces or patches.</td>
<td>Extensive full depth repairs.</td>
<td><strong>Remedy / Action</strong></td>
</tr>
<tr>
<td>Pavement blowups.</td>
<td>Some full slab replacements.</td>
<td>Recycle or rebuild pavement.</td>
</tr>
<tr>
<td><strong>Remedy / Action</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Some full depth repairs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asphalt overlay or extensive surface texturing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Concrete 1 – Failed</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Extensive potholes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total loss of pavement integrity.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Remedy / Action</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total reconstruction.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## General TMC PASER Rating Q & A

### Sealcoat Road vs. Sealcoat Treatment

**Q.** If I apply Sealcoat or Chip Seal on a hot mix Asphalt (HMA) road, does it become a Sealcoat road?

**A.** NO. Any road constructed of a structural layer of HMA is considered Asphalt. Sealcoat applied over Asphalt is a treatment. A Sealcoat “road” is simply Sealcoat over gravel.

### Paved Shoulders

**Q.** If I have a paved shoulder that is in bad shape should I consider it in the rating?

**A.** NO. Disregard the shoulder. Rate only the drivable pavement, edge line to edge line.

## Contact Information

**RoadSoft & LDC Technical Support:** 906-487-2102  
**TAMC Coordinator:** Frank Kelley, 517-373-2111  
e-mail: kelleyf@michigan.gov

**Center for Shared Solutions (CSS)**  
**Framework Issues:** 517-373-7910, ask for Josh Ross  
PASER Data Submission via the CSS IRT web site  
http://tamc.mcgi.state.mi.us/TAMC/

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