**Asphalt PASER**

**Good**
- **Asphalt 10**
  - New construction (< 1 year old)
  - No defects
  - Recent base improvement
  - **Possible Action:** Proactive Preventative Maintenance (PPM)

- **Asphalt 9**
  - Like new condition (> 1 year old)
  - No defects
  - Recent overlay with or without a crush and shape
  - **Possible Action:** PPM

- **Asphalt 8**
  - Transverse cracks: > 40' apart
  - Cracks: tight (hairline) or sealed
  - Longitudinal cracks: few, on joints
  - Recent seal coat or slurry seal (*see below)
  - **Possible Action:** Crack seal or PPM

**Fair**
- **Asphalt 7**
  - Transverse cracks: 10’-40’ apart
  - Cracks: open < ¼”
  - Crack erosion: none or little
  - Surface raveling: none or little
  - Patches: none or few in excellent condition
  - **First signs of wear**
  - **Possible Action:** Maintain with crack seal, fog seal

- **Asphalt 6**
  - Transverse cracks: < 10’ apart
  - Block cracking: 6’-10’ Blocks (large, stable)
  - Cracks open ¼” – ½”
  - Surface raveling: slight
  - Patches: few in good condition
  - Polishing or flushing: slight, moderate
  - Sound structural condition
  - **Possible Action:** Maintain with sealcoat

- **Asphalt 5**
  - Block cracking: 1’ – 5’ blocks
  - Longitudinal cracks: first signs, at edge
  - Secondary cracks: first signs
  - Cracks open > ½”
  - Surface raveling: moderate
  - Patching or wedging: good condition
  - Polishing & flushing: extensive, severe
  - Sound structural condition
  - **Possible Action:** Maintain with sealcoat or thin overlay

**Poor**
- **Asphalt 4**
  - Block cracking: < 1’ blocks
  - Wheel-path cracking (longitudinal)
  - Rutting: ½” - 1” deep
  - Transverse cracks: slight erosion
  - Longitudinal cracks: slight erosion
  - Surface raveling: severe
  - Patches: fair condition
  - **First signs of structural weakening**
  - **Possible Action:** Structural overlay > 2”
  - Underseal

- **Asphalt 3**
  - Block cracking: severe (like alligator)
  - Alligator cracking: initial, < 25%
  - Rutting: 1”- 2” deep
  - Transverse cracks: extensive erosion
  - Longitudinal cracks: extensive erosion
  - Patches: fair/poor condition
  - Potholes: occasional
  - **Possible Action:** Structural overlay > 2”
  - Patching & repair prior to an overlay
  - Milling to extend overlay life

- **Asphalt 2**
  - Alligator cracks: > 25%
  - Rutting or distortion: > 2”
  - Cracks: closely spaced, with erosion
  - Patches: extensive, in poor condition
  - Potholes: frequent
  - **Possible Action:** Reconstruction with base repair
  - Crush and shape

- **Asphalt 1**
  - Like PASER 2 but with visible base and:
  - Surface distress: severe with loss of integrity
  - **Possible Action:** Reconstruction with base repair

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**General Rating Tips**

- **Rate surface distress, not ride quality.** Be aware of cracks in the wheel path; they can be hard to see and do not affect the ride.
- **Disregard the shoulder.** Rate only the driveable pavement, edge line to edge line.
- **Do not ignore reflective cracks.** Rate by assessing the type of crack (e.g. transverse, longitudinal, alligator).
- **Rate the current surface condition.** If construction is in progress (i.e., work is active) but you are driving on the old surface, rate the new surface. Some barrels by the roadside is not construction in progress.
- **Rate the lane with the worst condition** when lanes have differing conditions. For variable surface types, rate the worst lane and select it as the **Surface Subtype.**
- **Rate what you see,** not what distresses you think might happen in the future.
- **Rate roads with the same scrutiny** regardless of their use, ownership, or functional class.

- **Rutting** often has visual cues like plow scars. Get out and measure using a straight edge and tape measure. Use caution! Rutting measurement changes are detailed in the TAMC Data Collection Training Manual’s “Michigan-specific Asphalt Road Rating Guide” section, page 7.
- **Composite Pavement** consists of a concrete pavement overlaid with asphalt; rate it based on the uppermost surface (e.g. asphalt); and note the Surface Subtype as composite. A repaired concrete pavement’s highest rating is a 9. While it may have had concrete joint repairs, no other defects can be present and the condition is “like new”. **Note:** this is **not** likely to occur.
- **Sealcoat pavements** are sealcoat over gravel whereas sealcoat treatment is sealcoat applied over asphalt. See pages 6-7 of the TAMC Data Collection Manual for rating sealcoat pavements. *With proactive sealcoat treatments, do not down grade an asphalt PASER 9 or 10 (no defects) to an asphalt PASER 8 because of the treatment. Rate it based on the distresses that are visible (see TAMC Data Collection Training Manual’s “Proactive Sealcoat Treatments on Asphalt PASER 9” section, page 8).*
## Concrete PASER

**Concrete PASER**

**Concrete 10**

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<th>Good</th>
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| New construction (< 1 year old)  
No defects  
Recent reconstruction |

**Possible Action:** None

**Concrete 9**

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| Like new (> 1 year old)  
◆ Joint rehabilitation: recent, only if no other defects are present  
Map cracks: slight  
Pop outs: few  
Surface wear: light, in wheel path  
Recent concrete overlay |

**Possible Action:** None

**Concrete 8**

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| ◆ Joint sealant: partial loss  
◆ Joints: good condition  
◆ Transverse cracks: none  
Meander cracks: isolated, well-sealed/tight  
Cracks: at manholes – isolated, well-sealed/tight  
Map cracks: minor  
Scaling: slight (first signs)  
Pop outs: minor  
Surface wear: light |

**Possible Action:** Little to no maintenance

**Concrete 7**

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<th>Fair</th>
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| ◆ Full-depth repairs: excellent condition  
◆ Transverse cracks: isolated  
Joints: some open  
Cracks: at manholes – some  
Settlement/heaves: isolated  
Scaling: minor  
Pop outs: could be extensive but sound |

**Possible Action:**  
Seal open joints  
Spot repair surface defects

**Concrete 6**

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| ◆ Transverse joints: open ¼”  
◆ Longitudinal joints: open ¼”  
◆ Transverse & meander cracks: open ¼”  
Cracks: at corners – several, well-sealed/tight  
Shallow reinforcement: cracking – first signs  
Scaling: < 25% surface |

**Possible Action:**  
Seal open joints and cracks  
Overlay surface scaling areas

**Concrete 5**

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| ◆ Joint/crack spalling: first signs  
◆ Joint/crack faulting: up to ¼”  
Cracks: at corners – multiple, with broken pieces  
Shallow reinforcement: spalling  
Scaling: 25% to 50% surface  
Polishing: 25% to 50% surface |

**Possible Action:**  
Some partial depth joint repairs or patching may be needed

**Concrete 4**

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<th>Poor</th>
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| ◆ Joint/crack spalling: open 1” on several slabs  
◆ Joint/crack faulting: up to ½”  
◆ Transverse or meander cracks: multiple  
Cracks: at corners – missing pieces or patches  
Pavement blowups  
Spalling: > 50% surface  
Map cracks: > 50 % surface  
Scaling: > 50% surface  
Polishing: > 50% surface |

**Possible Action:**  
Some full depth repairs  
Asphalt overlay or extensive surface texturing of surface scaling

**Concrete 3**

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| ◆ Joint, transverse, and meander cracks: open 1” on most slabs severely spalled  
◆ Joint/crack faulting: up to 1”  
◆ D-cracking: evident  
Patches: extensive, fair to poor condition |

**Possible Action:**  
Extensive full depth repairs  
Some full slab replacements

**Concrete 2**

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| Joints: failed  
Settlement/heaves: extensive, severe  
Spalling (of slab cracks): extensive, severe  
Patches: extensive, failed condition |

**Possible Action:**  
Recycle or rebuild pavement

**Concrete 1**

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| Pavement integrity: total loss  
Potholes: extensive  
Restricted speeds |

**Possible Action:**  
Total reconstruction

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**Contact Information**

Roadsoft & LDC Technical Support:  906-487-2102  
TAMC Help Desk:  517-335-3741  
[CSS-TAMC@michigan.gov](mailto:CSS-TAMC@michigan.gov)

TAMC Website: michigan.gov/tamc

Framework Issues:  517-335-3741, ask for the TAMC Help Desk  
PASER Data Submission via the CSS IRT Website  
[https://milogintp.michigan.gov](https://milogintp.michigan.gov)

Modified for Michigan TAMC Data Collection  
◆ Denotes Priority Distress