## General TMC PASER Rating Q & A

**Reimbursement for Rater’s Time**

Q. Who qualifies for reimbursement as a rater?  
A. For TMC reimbursement policies, please visit the TMC Policies site (tmc.mci.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 it higher?  
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 ¼”?  
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 a 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 is not what the PASER Manual says.

**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. 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 is not what the PASER Manual says.

**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? (i.e., Can a 6 have 30% total distress?)  
A. NO, a 6 can only have a total of 10% distress, regardless of whether it is edge distress, lane distress or raveling.
Concrete PASER Cheat Sheet  ❖ Denotes PRIORITY DISTRESS

Concrete 10
New construction
No defects
Less than 1 year old
Recent reconstruction
Only a “10” for 1 year
Remedy / Action
No action required

Concrete 9
❖ Joint rehabilitation, only if no other defects are present
Like NEW
Slight traffic wear in wheel path
Slight map cracking
Few pop outs
Recent concrete overlay
Remedy / Action
No maintenance required

Concrete 8
❖ Joints all in good condition
❖ Partial loss of joint sealant
❖ No transverse cracks
Minor surface defects - pop outs, map cracking or slight scaling
Isolated meander cracks (well sealed or tight)
Light surface wear
Isolated cracks at manholes (well sealed or tight)
Remedy / Action
Little or no maintenance required

Concrete 7
❖ Isolated transverse cracks
❖ Full depth repairs all in excellent condition
Minor surface scaling
Some open joints
Some manhole cracks
Isolated settlement or heave areas
Pop outs could be extensive but sound
Remedy / Action
Seal open joints
Spot repair surface defects

Concrete 6
❖ Meander and transverse cracks ¼” open
❖ Transverse joints open ¼”
❖ Longitudinal joints open ¼”
Moderate surface scaling <25% of surface
Several corner cracks tight or well-sealed
First signs of shallow reinforcement cracks
Remedy / Action
Seal open joints and cracks
Overlay surface raveling areas

Concrete 5
❖ First signs of crack or joint faulting up to ¼”
❖ First signs of joint or crack spalling
Moderate to severe scaling or polishing between 25% to 50% of surface
Spalling from shallow reinforcement
Multiple corner cracks
Remedy / Action
Grind and repair surface defects
Some partial depth joint repairs or patching may be needed

Concrete 4
❖ Crack or joint faulting up to ½”
❖ Severe spalling on joints and cracks
❖ Multiple transverse or meander cracks
Severe scaling, polishing, map cracking or spalling > 50% of surface
Corner cracks missing pieces or patches
Pavement blowups
Remedy / Action
Some full depth repairs
Asphalt overlay or extensive surface texturing

Concrete 3
❖ Severe crack or joint faulting up to 1”
❖ D-Cracking evident
❖ Many joints, transverse and meander cracks open and severely spalled
Extensive patching in fair to poor condition
Remedy / Action
Extensive full depth repairs
Some full slab replacements

Concrete 2
Extensive and severely spalled slab cracks
Extensive failed patches
Joints failed
Severe and extensive settlement & heaves
Remedy / Action
Recycle or rebuild pavement

Concrete 1
Restricted speeds
Extensive potholes
Total loss of pavement integrity
Remedy / Action
Total reconstruction

General TAMC 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. 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.

Composite Pavement
Q. If I have a concrete pavement that was overlaid with asphalt (composite pavement) should I rate it as asphalt or concrete?
A. Rate based on the uppermost surface, in this case, asphalt; but note the surface subtype as composite.

Anticipated Repairs
Q. I know a road is being reconstructed next month or I know a chip seal is scheduled before the end of the season, should I rate it higher because I know the work will be done?
A. NO. Rate the current surface condition as it exists. If construction is in progress (work is active), but you are driving on the old surface, go ahead and rate the new surface. Some barrels sitting on the side of the road is not construction in progress.

Contact Information

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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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