Asphalt PASER

Modified for Michigan TAMC Data Collection

◆ Denotes Priority Distress

	Asphalt 10	Asphalt 9	Asphalt 8
Good	New construction (< 1 year old) No defects Recent base improvement *Possible Action:* *Proactive Preventative Maintenance (PPM)*	Like new condition (> 1 year old) No defects Recent overlay with or without a crush and shape *Possible Action:* *PPM*	◆ Transverse cracks: > 40' apart Cracks/Joints: tight (hairline) or sealed No Longitudinal cracks: except on joints Recent sealcoat or slurry seal (*see below) *Possible Action:* *Crack seal or PPM*
	Asphalt 7	**Asphalt 6**	**Asphalt 5**
Fair	◆ Transverse cracks: 10'-40' apart Cracks/Joints: open < ¼" Surface raveling: very slight Patches: few, all in excellent condition First signs of wear *Possible Action:* *Maintain with crack seal, fog seal*	◆ Transverse cracks: < 10' apart ◆ Block cracking: 6'-10' Blocks (large, stable) Cracks/Joints open ¼" – ½" Surface raveling: slight (loss of fines) Patches: few, all in good condition Polishing or flushing: slight, moderate Sound structural condition *Possible Action:* *Maintain with sealcoat*	◆ Block cracking: 1' – 5' blocks ◆ Longitudinal edge cracks: first signs ◆ Secondary cracks: first signs Cracks/Joints open > ½" Surface raveling: moderate (loss of aggregate) Patching or wedging: good condition Polishing or flushing: extensive, severe Sound structural condition *Possible Action:* *Maintain with sealcoat or thin overlay*
	Asphalt 4	**Asphalt 3**	**Asphalt 2**
Poor	◆ Block cracking: < 1' blocks ◆ Wheel-path cracking (longitudinal) ◆ Rutting: ½" - 1" deep Surface raveling: severe Patches: fair condition First signs of structural weakening *Possible Action:* *Structural overlay > 2"* *Underseal*	◆ Block cracking: severe (like alligator) ◆ Alligator cracking: initial, < 25% ◆ Rutting: 1"- 2" deep Patches: fair/poor condition Potholes: occasional *Possible Action:* *Structural overlay > 2"* *Patching & repair prior to an overlay* *Milling to extend overlay life*	◆ Alligator cracks: > 25% ◆ Rutting or distortion: > 2" Patches: extensive, all 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*

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 downgrade 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

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◆ Denotes Priority Distress

Good

Concrete 10

New construction (< 1 year old)
No defects
Recent reconstruction

Possible Action:
None

Concrete 9

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

◆ 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

Fair

Concrete 7

◆ Transverse cracks: isolated, tight
◆ Joints: some open
Cracks: at manholes – some
Settlement/heaves: isolated
Scaling: minor
Pop outs: could be extensive but sound
Asphalt patching: few, all in good condition

Possible Action:
Seal open joints
Spot repair surface defects

Concrete 6

◆ Joints: most open
◆ Cracks: More frequent and some 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

◆ 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
Asphalt patching: few, showing distress

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

Poor

Concrete 4

◆ Joint/crack spalling: moderate, spalled pieces are broken up
◆ Several shattered slabs but stable
◆ Joint/crack faulting: up to ½”
Cracks: at corners – missing pieces or patches
Pavement blowups
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

◆ Joint/crack spalling: severe, most slabs
◆ Joint/crack faulting: up to 1”
◆ D-cracking: evident
Asphalt patching: extensive, fair to poor condition

Possible Action:
Extensive full depth repairs
Some full slab replacements

Concrete 2

Joints: failed
Settlement/heaves: extensive, severe
Slab cracking: extensive, severely spalled and patched
Asphalt patching: extensive, failed condition

Possible Action:
Recycle or rebuild pavement

Concrete 1

Pavement integrity: total loss
Potholes: extensive
Restricted speeds

Possible Action:
Total reconstruction

Contact Information

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TAMC Website: michigan.gov/tamc

PASER Data Submission via the CSS IRT Website
https://milogintp.michigan.gov

Michigan Transportation Asset Management Council

CENTER FOR TECHNOLOGY & TRAINING

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