

Asphalt PASER Descriptions

◆ Denotes PRIORITY DISTRESS

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.
- ◆ Transverse 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 ¼” – ½”.
- ◆ Transverse cracks less than 10' apart.
- ◆ First sign of block cracking.
- 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 >½”.
- ◆ Secondary cracks (crack raveling).
- ◆ < 50% of block cracking.
- ◆ 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)
- ◆ > 50% block cracking.
- 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.
- ◆ Severe block cracking.
- 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.

General TAMC PASER Rating Q & A

Reimbursement for Rater's Time

Q. Who qualifies for reimbursement as a rater?

A. Although the PASER rating system is an easy to understand system, it is a methodology that requires training and study. In February, 2009, the TAMC Data Sub-Committee again passed a motion stating “Anyone who plans on participating in PASER condition data collection in 2009 on the federal aid system or the non-federal aid local system, and expects reimbursement from the TAMC for their effort, must attend a full PASER training session.”

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 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 is not usually the case because other distresses normally remain.

Error in the Asphalt PASER Manual #4

Q. The descriptions above for Asphalt 4 say “Rutting ½” - 1” deep.” That is not what the PASER Manual says. Why?

A. The PASER Manual says “Rutting less than ½” for rating 4. Then “Rutting 1” - 2” for rating 3. This doesn't make sense. Should be “Rutting ½” - 1” deep.” Make the correction 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.

Q. Four lanes, the inside two are concrete, the outside two are asphalt?

A. Rate the worst lane, and select it as the Surface Subtype.

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? Can a 6 can 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 Descriptions

◆ Denotes PRIORITY DISTRESS

Concrete 10 – Excellent

- New construction.
- No defects.
- Less than 1 year old.
- Recent reconstruction.
- Only a “10” for 1 year.

Remedy / Action

- No action required.

Concrete 9 – Excellent

- ◆ 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

- Like new condition.
- No maintenance required.

Concrete 8 – Very Good

- ◆ 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 – Good

- ◆ 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 – Good

- ◆ 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 – Fair

- ◆ 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 – Fair

- ◆ 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 – Poor

- ◆ 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 – Very Poor

- Extensive and severely spalled slab cracks.
- Extensive failed patches.
- Joints failed.
- Severe and extensive settlement & heaves.

Remedy / Action

- Recycle or rebuild pavement.

Concrete 1 – Failed

- 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. 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.

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/>