Asphalt PASER

Modified for Michigan TAMC Data Collection

◆ Denotes Priority Distress

Good

Asphalt 10

New construction (<1 year old)
No defects
Recent base improvement
Possible Action:
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 (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
Patches/wedging: good condition
Flushing & polishing: 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 integrity: lost
Surface distress: extensive
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*** what the *Concrete PASER Manual* says.

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

	Concrete 10	Concrete 9	Concrete 8
Good	New construction (< 1 year old) No defects Recent reconstruction *Possible Action:* *None*	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*	◆ 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	**Concrete 6**	**Concrete 5**
Fair	◆ 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*	◆ 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 raveling areas*	◆ Joint/crack spalling: first signs ◆ Joint/crack faulting: up to ¼” Cracks: at corners – multiple, w/ 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	**Concrete 3**	**Concrete 2**
Poor	◆ 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*	◆ 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*	Joints: failed Settlement/heaves: extensive, severe Spalling (of slab cracks): extensive, severe Patches: 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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PASER Data Submission via the CSS IRT Website
https://milogintp.michigan.gov

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