

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 7 – Good

◆ Longitudinal crack on paving joint open $< \frac{1}{4}$ ".
◆ Transverse cracks 10'-40' apart.
◆ Transverse cracks open $< \frac{1}{2}$ ".
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 4 – Fair

◆ Longitudinal cracking in the wheel paths.
◆ Rutting $\frac{1}{2}$ " - 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 9 – Excellent

Like new condition.
Recent overlay.
More than 1 year old.
No defects.
Remedy / Action
No action required.

Asphalt 6 – Good

◆ Longitudinal cracks open $\frac{1}{4}$ " - $\frac{1}{2}$ ".
◆ Transverse cracks open $\frac{1}{4}$ " - $\frac{1}{2}$ ".
◆ 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 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 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 5 – Fair

◆ Longitudinal cracks $> \frac{1}{2}$ ".
◆ Transverse cracks $> \frac{1}{2}$ ".
◆ 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 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, 2010, the TAMC Data Sub-Committee again passed a motion stating: "Anyone who intends to participate in the TAMC PASER condition data collection during 2010 on either the federal aid or non federal aid system, and expects to be reimbursed by the TAMC for their effort, must attend the 2010 PASER Classroom Training Session." "New raters, or others that did not actively rate in 2008 or 2009, must also attend the 2010 PASER Webinar Training."

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 $\frac{1}{2}$ "?

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 $\frac{1}{2}$ " - 1" deep." That is not what the PASER Manual says. Why?

A. The PASER Manual says "Rutting less than $\frac{1}{2}$ " for rating 4. Then "Rutting 1" - 2" for rating 3. This doesn't make sense. Should be "Rutting $\frac{1}{2}$ " - 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.