## Asphalt PASER Data Collection Field Guide

### Asphalt PASER Rating Q & A

**Asphalt 10 – Excellent**
- New construction.
- Rehabilitation (base improvement)
- 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 non structural 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.
- **Remedy / Action**
  - No action required.

**Asphalt 6 – Good**
- Longitudinal cracks open ¼” – ½”.
- Transverse cracks open ¼” – ½”.
- Transverse cracks less than 10’ apart.
- **Remedy / Action**
  - Maintain with crack seal.

**Asphalt 5 – Fair**
- Longitudinal cracks >½”.
- Transverse cracks >½”.
- **Remedy / Action**
  - Moderate block cracking. (see below)
  - Extensive surface distress.
  - 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.
  - (note the error in the PASER manual)
- Extensive block cracking. (see below)
- First signs of structural weakening
- Severe surface raveling.
- **Remedy / Action**
  - Extreme patching in fair condition.
  - Patches in fair/poor condition.
  - Slight to moderate polishing or flushing.
  - No patches or few in good condition.
  - Slight raveling.
  - **Remedy / Action**
  - Maintain with sealcoat or microsurfacing.

**Asphalt 3 – Poor**
- < 25% alligator cracking (first signs).
- Moderate rutting 1”- 2” deep.
- Severe block cracking. (see below)
- Longitudinal & transverse cracks showing extensive cracking.
- Isolated desiccation cracks. (see below)
- **Remedy / Action**
  - Maintain with sealcoat or microsurfacing.

**Asphalt 2 – Very Poor**
- > 25% alligator cracking.
- Severe rutting or distortion >2”.
- Extensive cracking with erosion.
- Extensive desiccation cracks. (see below)
- Frequent potholes.
- **Remedy / Action**
  - Extensive patches in poor condition.

**Asphalt 1 – Failed**
- Loss of surface integrity.
- Extensive surface distress.

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### Desiccation Cracking: Not in the PASER Manual

**Q.** How do I detect rutting as shallow as ½”?

A. Rutting can be hard to visually detect, especially from a moving vehicle.
   - Get out and check using a straight edge and tape measure.
   - You can look for visual cues like plow scarring or signs of standing water,
     but you still may need to measure.

**Error in the Asphalt Manual for PASER Rating 4: Rutting**

**Q.** PASER Manuals (before the 2013 edition) say "rutting less than ½”
   for a rating of 4. This guide says “less than 1” for a rating of 4.
   Why the difference?

A. PASER 3 in the manual jumps to rutting 1” - 2”.
   - So neither rating 4
   - or 3 accommodates for the missing ½” of rutting.
   - Changing rating 4 to “Rutting ½” - 1” deep” is a rational correction.
   - Make the change in your manual (pp 15 & 21). Current version on UW TIC website is corrected.

**Percentage of Alligator Cracking**

**Q.** PASER manual uses percent of surface. How does that work?

A. Assume a sample, about 10 ft wide, spanning across the pavement.
   - Consider that your base area. Use less than or greater than 25 percent.

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### Sealcoat Pavement 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 created by placing sealcoat, chip seal or other treatment, over gravel.

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## Concrete PASER Data Collection Field Guide

### Concrete PASER Rating Q & A

**Rate Distress, Not Ride**

Q. The road surface has many 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.

**Does Road Ownership or Use Influence the Rating?**

Q. Does importance of the road influence the rating? For example, should state highways be rated using a different standard than a county road?

A. NO. Roads are rated the same regardless of their use or ownership.

**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 appear in the future. The distress will become visible in the next couple years, you will rate accordingly then.

### 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.” This is rarely the case, because other distresses usually exist.

### Concrete PASER Rating Q & A

**Concrete PASER Rating Q & A**

**Concrete Composite Pavement (Asphalt over Concrete)**

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 because treatment costs for Composite can be much greater than Asphalt.

### General PASER Rating Q & A

**Anticipated Repairs**

Q. I know a road is scheduled for reconstruction next month, 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), go ahead and rate the new surface. Construction barrels stored on the side of the road is not construction in progress. Once construction is finished, you can upgrade the rating.

**Different Condition In Different Lanes**

Q. One lane is in much better condition than the other?

A. Rate the lane with the worst condition, that lane is what will drive any repair decision.

**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. Note the poor condition in the Memo field.

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