### General TAMC PASER Rating Tips

**Rate surface distress, not ride quality.** Be aware of cracks in the wheel path, they can be hard to see and don’t affect the ride.

**Disregard the shoulder.** Rate only the drivable pavement, edge line to edge line.

**Do not ignore reflective cracks.** Rate them by assessing the type of crack they are (transverse, longitudinal, alligator...)

**Rate the current surface condition.** 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.

**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

**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.

**Crush & Shape** - A treatment is considered a reconstruct only if the base material is replaced or rehabilitated.

**Rutting** - Look for visual cues such as plow scars. Get out and measure using a straight edge and tape measure. Use caution!

**Rutting Revisions** – See page 8 of the TAMC PASER Training Manual for rutting measurement changes.

**Composite Pavement** - When a concrete pavement has been overlaid with asphalt (composite pavement) rate it based on the uppermost surface, in this case, asphalt; but note the surface subtype as composite.

**Concrete Joint Repairs** - 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 what the Concrete PASER Manual says.

**Sealcoat** - See pages 6-7 of the TAMC PASER Training Manual for rating sealcoat pavements. Sealcoat applied over asphalt is a treatment. A sealcoat “road” is simply sealcoat over gravel.

**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 page 9 of TAMC PASER Training Manual).
# Concrete PASER

**Concrete 10**
- New construction
- No defects
- Less than 1 year old
- Only a “10” for 1 year
- Recent reconstruction
- No action required

**Concrete 9**
- 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
- No maintenance required

**Concrete 8**
- 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 (cracks are well-sealed or tight)
- Light surface wear
- Isolated cracks at manholes (cracks are well-sealed or tight)
- Little or no maintenance required

**Concrete 7**
- 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
- Suggested Action
  - Seal open joints
  - Spot repair surface defects

**Concrete 6**
- 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
- Suggested Action
  - Seal open joints and cracks
  - Overlay surface raveling areas

**Concrete 5**
- First signs of crack/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
- Suggested Action
  - Grind and repair surface defects
  - Some partial depth joint repairs or patching may be needed

**Concrete 4**
- 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
- Suggested Action
  - Some full depth repairs
  - Asphalt overlay or extensive surface texturing

**Concrete 3**
- 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
- Suggested Action
  - Extensive full depth repairs
  - Some full slab replacements

**Concrete 2**
- Extensive and severely spalled slab cracks
- Extensive failed patches
- Joints failed
- Severe and extensive settlement & heaves
- Suggested Action
  - Recycle or rebuild pavement

**Concrete 1**
- Restricted speeds
- Extensive potholes
- Total loss of pavement integrity
- Suggested Action
  - Total reconstruction

## Contact Information

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