

# PASER and Asset Management

Pavement Surface Evaluation and Rating (PASER) is a visual method of surveying roads developed by the University of Wisconsin Transportation Information Center. The system is easy to use and understand and it allows road agencies to efficiently collect information on the condition of road networks. PASER is the evaluation method adopted by the Michigan Transportation Asset Management Council (TAMC).

Ratings in PASER are expressed on a scale of one to ten. Three levels of maintenance that are recommended based on the PASER rating a road receives.

## **Routine Maintenance (rating = 8–10)**

A PASER rating of eight to ten indicates that a road surface was recently reconstructed or rehabilitated. These roads show very little or no sign of distress and require only routine maintenance such as sweeping and light crack sealing.



## **Capital Preventative Maintenance (rating = 5–7)**

A PASER rating of five to seven indicates that a road is still structurally sound but the surface is beginning to deteriorate. Common pavement distresses in this category include: cracks up to ½ inch wide, raveling, flushing and block cracking. These roads require capital preventative maintenance (CPM) to protect the structural integrity of the pavement and slow the rate of deterioration. Examples of CPM include: crack sealing, chip sealing or nonstructural overlay.



## **Structural Improvement (rating = 1–4)**

A PASER rating of one to four indicates that a road has failed structurally and needs to be rehabilitated or reconstructed. Pavement in this category will show signs of severe distress including: longitudinal cracking in the wheel path, severe block cracking, alligator cracking, and transverse and longitudinal cracks with severe erosion.



The goal of asset management is to properly utilize CPM techniques to prevent roads from deteriorating to a point where they need structural improvement.