

PASER Scale

EXCELLENT

No maintenance required. Newly constructed or recently overlaid roads are in excellent condition and require no maintenance.

9-10

VERY GOOD

Little or no maintenance required. This category includes roads which have been recently sealcoated or overlaid with new cold mix. It also includes recently constructed or overlaid roads which may show longitudinal or transverse cracks. All cracks are tight or sealed.

8

GOOD

Routine crack sealing recommended. Roads show first signs of aging, and they may have very slight raveling. Any longitudinal cracks are along paving joint. Transverse cracks may be approximately 10' or more apart. All cracks are 1/4" or less, with little or no crack erosion. Few if any patches, all in very good condition. Maintain a crack sealing program.

7

GOOD

Consider preservative treatment. Roads are in sound structural condition but show definite signs of aging. Sealcoating could extend their useful life. There may be slight surface raveling.

Transverse cracks can be frequent, less than 10' apart. Cracks may be 1/4–1/2" and sealed or open. Pavement is generally sound adjacent to cracks. First signs of block cracking may be evident. May have slight or moderate bleeding or polishing. Patches are in good condition.

6

FAIR

Preservative maintenance treatment required.

Roads are still in good structural condition but clearly need sealcoating or overlay.

They may have moderate to severe surface raveling with significant loss of aggregate.

First signs of longitudinal cracks near the edge. First signs of raveling along cracks. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Any patches or edge wedges are in good condition.

5

FAIR

Structural improvement required. Roads show first signs of needing strengthening by overlay.

They have very severe surface raveling which should no longer be sealed. First longitudinal cracking in wheel path. Many transverse cracks and some may be raveling slightly. Over 50% of the surface may have block cracking. Patches are in fair condition. They may have rutting 1/2" deep or less, or slight distortion.

4

POOR

Structural improvement required. Roads must be strengthened with a structural overlay (2" or more). Will benefit from milling and very likely will require pavement patching and repair beforehand. Cracking will likely be extensive. Raveling and erosion in cracks may be common. Surface may have severe block cracking and show first signs of alligator cracking. Patches are in fair to poor condition. There is moderate distortion or rutting (more than 1/2" and less than 2" in depth), and occasional potholes.

3

VERY POOR

Reconstruction required. Roads are severely deteriorated and need reconstruction. Surface pulverization and additional base may be cost-effective. These roads have more than 25% alligator cracking, distortion or rutting 2 inches or more in depth, as well as potholes or extensive patches in poor condition.

2

FAILED

Reconstruction required. Roads have failed, showing severe distress and extensive loss of surface integrity.

1