

Paser Concrete Rating Chart		
Surface Rating	Visible Distress *	General Condition/ Treatment Measures
10 Excellent	None.	New pavement. No maintenance required.
9 Excellent	Traffic wear in wheelpath. Slight map cracking or pop-outs.	Recent concrete overlay or joint rehabilitation -- like new. No maintenance required.
8 Very Good	Pop-outs, map cracking, or minor surface defects. Slight surface scaling. Partial loss of joint sealant. Isolated meander cracks, tight or well sealed. Isolated cracks at manholes, tight or well sealed.	More surface wear or slight defects. Recent asphalt overlay. Little or no maintenance required.
7 Good	More extensive surface scaling. Some open joints. Isolated transverse or longitudinal cracks, tight or well sealed. Some manhole displacement and cracking. First utility patch, in good condition. First noticeable settlement or heave area.	First sign of transverse cracks (all tight) or utility patch. More extensive surface scaling. Seal open joints and other routine maintenance.
6 Good	Moderate scaling in several locations. A few isolated surface spalls. Shallow reinforcement causing cracks. Several corner cracks, tight or well sealed. Open (1/4" wide) longitudinal or transverse joints and more frequent transverse cracks (some open 1/4").	First signs of shallow reinforcement or corner cracking. Needs general joint and crack sealing. Scaled areas could be overlaid.

**\* Note: Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.**

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<b>Surface Rating</b>	<b>Visible Distress *</b>	<b>General Condition/ Treatment Measures</b>
5 Fair	<p>Moderate to severe polishing or scaling over 25% of the surface.</p> <p>High reinforcing steel causing surface spalling.</p> <p>Some joints and cracks have begun spalling.</p> <p>First signs of joint or crack faulting (1/4").</p> <p>Multiple corner cracks with broken pieces.</p> <p>Moderate settlement or frost heave areas.</p> <p>Patching showing distress.</p>	<p>First signs of joint or crack spalling or faulting.</p> <p>Grind to repair surface defects.</p> <p>Some partial depth joint repairs needed.</p>
4 Fair	<p>Severe polishing, scaling, map cracking or spalling, over 50% of the area.</p> <p>Joints and cracks show moderate to severe spalling.</p> <p>Pumping and faulting of joints (1/2") with fair ride.</p> <p>Several slabs have multiple transverse or meander cracks with moderate spalling. Spalled area broken into several pieces.</p> <p>Corner cracks with missing pieces or patches.</p> <p>Pavement blowups.</p>	<p>Needs some full depth repairs, grinding, and/or asphalt overlay to correct surface defects.</p>
3 Poor	<p>Most joints and cracks are open, with multiple parallel cracks, severe spalling or faulting.</p> <p>D-cracking is evident.</p> <p>Severe faulting (1") giving poor ride.</p> <p>Extensive patching in fair to poor condition.</p> <p>Many transverse and meander cracks, open and severely spalled.</p>	<p>Needs extensive full depth patching plus some full slab replacement.</p>
2 Very Poor	<p>Extensive slab cracking, severely spalled and patched.</p> <p>Joints failed.</p> <p>Patching in very poor condition.</p> <p>Severe and extensive settlements or front heaves.</p>	<p>Recycle and/or rebuild pavement.</p>
1 Failed	<p>Restricted speed.</p> <p>Extensive potholes.</p> <p>Almost total loss of pavement integrity.</p>	<p>Total reconstruction.</p>

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