

## How To Protect Your Pavement Investment

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The pavement surrounding your facility is a large part of the first impression clients and prospective employees receive when they arrive at your business. This is something that you drive over every day and one of those things that's easy to overlook because of it. What kind of impression does your pavement make? And how much of a pavement investment have you made? Is it worth it to keep it looking great?

Here is a 3-step plan to protect your investment in the pavement surrounding your facility:

- 1) Know where you stand.
- 2) Develop a maintenance program.
- 3) Replace as necessary.

### **Know where you stand.**

Rate your pavement using the PASER (Pavement Surface Evaluation and Rating) system. It's the same rating system used by most Departments of Transportation in the U.S.

### **Paser Rating System**

<b>Surface Rating</b>	<b>Visible distress</b>	<b>General condition/ treatment measures</b>
<b>10 Excellent</b>	None.	New construction
<b>9 Excellent</b>	None.	Recent overlay. Like new.
<b>8 Very Good</b>	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
<b>7 Good</b>	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.

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<p style="text-align: center;"><b>6</b> <b>Good</b></p>	<p>Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼" - ½"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.</p>	<p>Shows signs of aging. Sound structural condition. Could extend life with sealcoat.</p>
<p style="text-align: center;"><b>5</b> <b>Fair</b></p>	<p>Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open ½") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.</p>	<p>Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")</p>
<p style="text-align: center;"><b>4</b> <b>Fair</b></p>	<p>Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. slight rutting or distortions (½" deep or less).</p>	<p>Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more.)</p>
<p style="text-align: center;"><b>3</b> <b>Poor</b></p>	<p>Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.</p>	<p>Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.</p>
<p style="text-align: center;"><b>2</b> <b>Very Poor</b></p>	<p>Alligator cracking (over 25% of surface).  Severe distortions (over 2" deep).  Extensive patching in poor condition.  Potholes.</p>	<p>Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.</p>
<p style="text-align: center;"><b>1</b> <b>Failed</b></p>	<p>Severe distress with extensive loss of surface integrity.</p>	<p>Failed. Needs total reconstruction.</p>

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You can download PASER manuals (for asphalt, concrete, brick and block, gravel, sealcoat, and unimproved roads) from the Transportation Information Center of the University of Wisconsin—Madison at <http://tic.engr.wisc.edu/publications.lasso>.

### **Develop a maintenance program.**

Check your pavement every spring, then follow the above recommendations for treatment; repairing cracks, applying a sealcoat or overlay as needed.

It's a good idea to contact a pavement expert for help in developing your maintenance program. A firm that offers civil engineering services should be able to assist you.

### **Replace as necessary.**

If you've followed the maintenance recommendations, your pavement will last and look good for years. But, sooner or later, it will have to be replaced. Get proposals from reputable contractors and have a pavement expert review them with you. If you've worked with a pavement expert to develop your maintenance program, they can design the replacement and provide construction administration for you.

After your new pavement is installed, it's back to step one: protect your investment by developing and following a maintenance program.