

2022

PASER Report

Area Road Conditions MACC Planning Area

MA Macatawa Area
CE Coordinating Council
A Cooperative Effort Among Units of Government



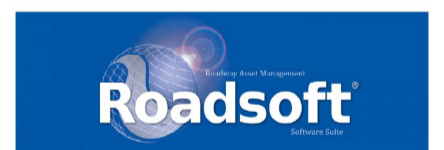
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About PASER

Since 2004, data on the Macatawa Area's federal-aid road system has been collected and inventoried. Act 51 (P.A. 499 2002, P.A. 199 2007) requires each local road agency to annually report the mileage and condition of the road and bridge system within their jurisdiction and report this data to the Transportation Asset Management Council (TAMC).

Pavement Surface Evaluation and Rating (PASER) uses a visual inspection to evaluate pavement surface condition. It rates various types of pavement distress on a scale of 1-10 with 1 being the worst condition, and 10 being the best. PASER helps to predict the remaining service life of a road and the type of maintenance needed, therefore, helping to identify and prioritize future road projects in our community.

Data is gathered by three-person teams made up of one MDOT employee, one member of the local road agency, and one member from the regional planning agency. This team evaluates the pavement while driving and records the road surface type, number of lanes, and PASER rating of each road using a laptop and GPS receiver. Data is stored and analyzed using a program called Roadsoft, developed by the Michigan Technological University's Center for Technology and Training.



50%

The MACC, in partnership with MDOT, the City of Holland, and county road commissions, annually rate our area's federal-aid roads. We are responsible to report the condition of at least 50% of our roads every year, although more is also an option.

335

The MACC has just over 335 federal-aid roads miles within its system. Federal-aid roads are maintained by MDOT, the road commissions, and cities and townships.

2004

Since 2004, data on the MACC's federal-aid road system has been collected and inventoried.

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PASER Rating System

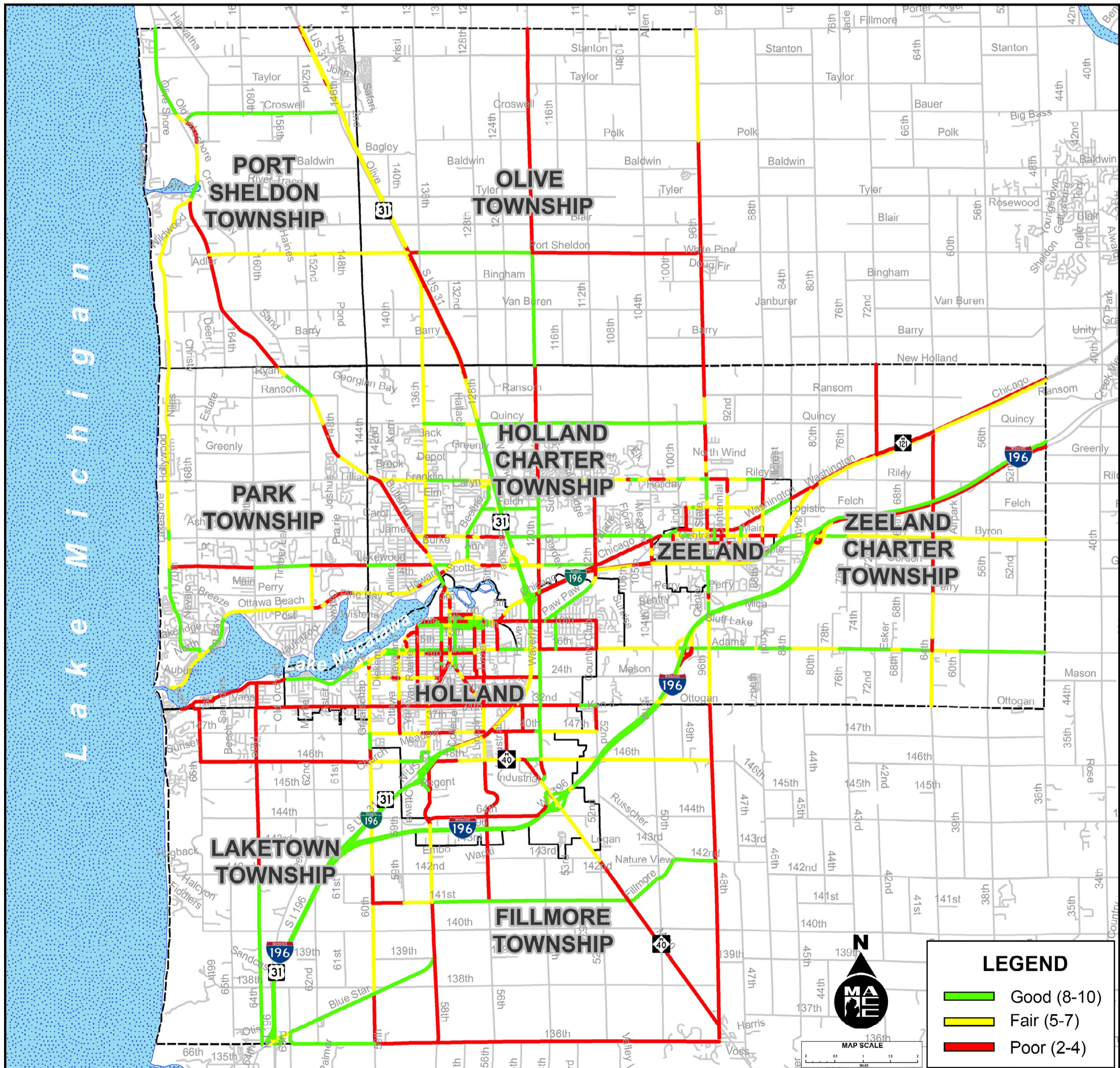
Each person who participates in PASER data collection must complete annual PASER training to review the rating criteria to ensure consistency in ratings across the state. Below is the rating criteria for asphalt, the most common pavement type within the area. Concrete, sealcoat, gravel, and brick have different rating criteria. More information about these criteria can be found on the TAMC website (<https://www.michigan.gov/tamc>).

	Rating	Visible Distress	General condition / treatment measures
Good	10	None	New construction.
	9	None	Recent overlay. Like new.
	8	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.
Fair	7	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 7 with routine crack filling.
	6	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"- 1/2"). Transverse cracks (open 1/4"- 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
	5	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2" or more) 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.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2").
	4	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 (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
Poor	3	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 (greater than 1/2" but less than 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
	2	Alligator cracking (over 25% of surface). Severe rutting or distortions (2" or more deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
	1	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

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MACC Area Current Conditions

July 2022 Federal-Aid Road Conditions

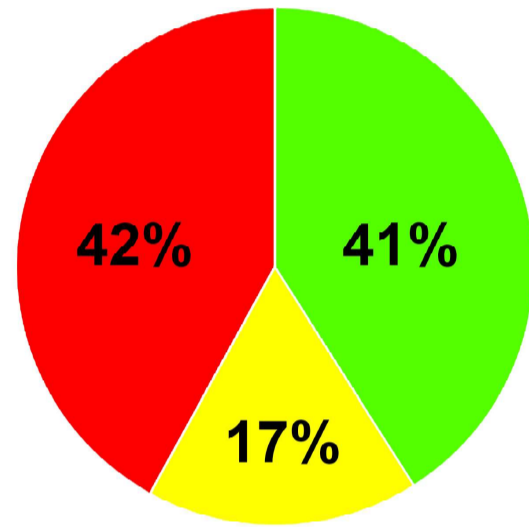


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Current Conditions by County

Alleghan County

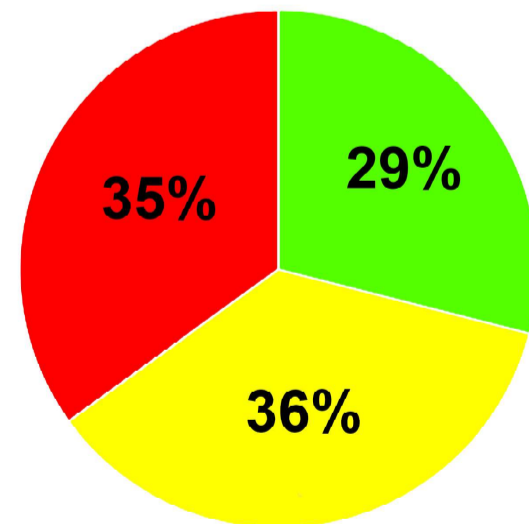
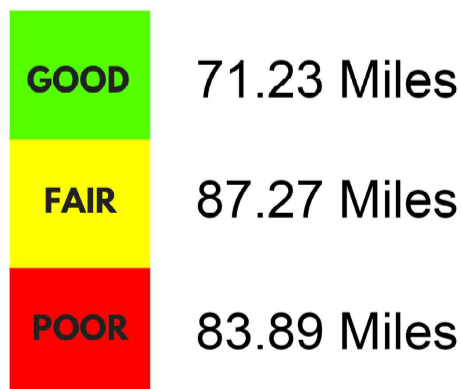
2022 Federal-Aid Road Conditions



10	9	8	7	6	5	4	3	2	1
6.30	25.49	13.36	9.14	6.45	2.86	31.64	9.76	4.14	0

Ottawa County

2022 Federal Aid Road Conditions

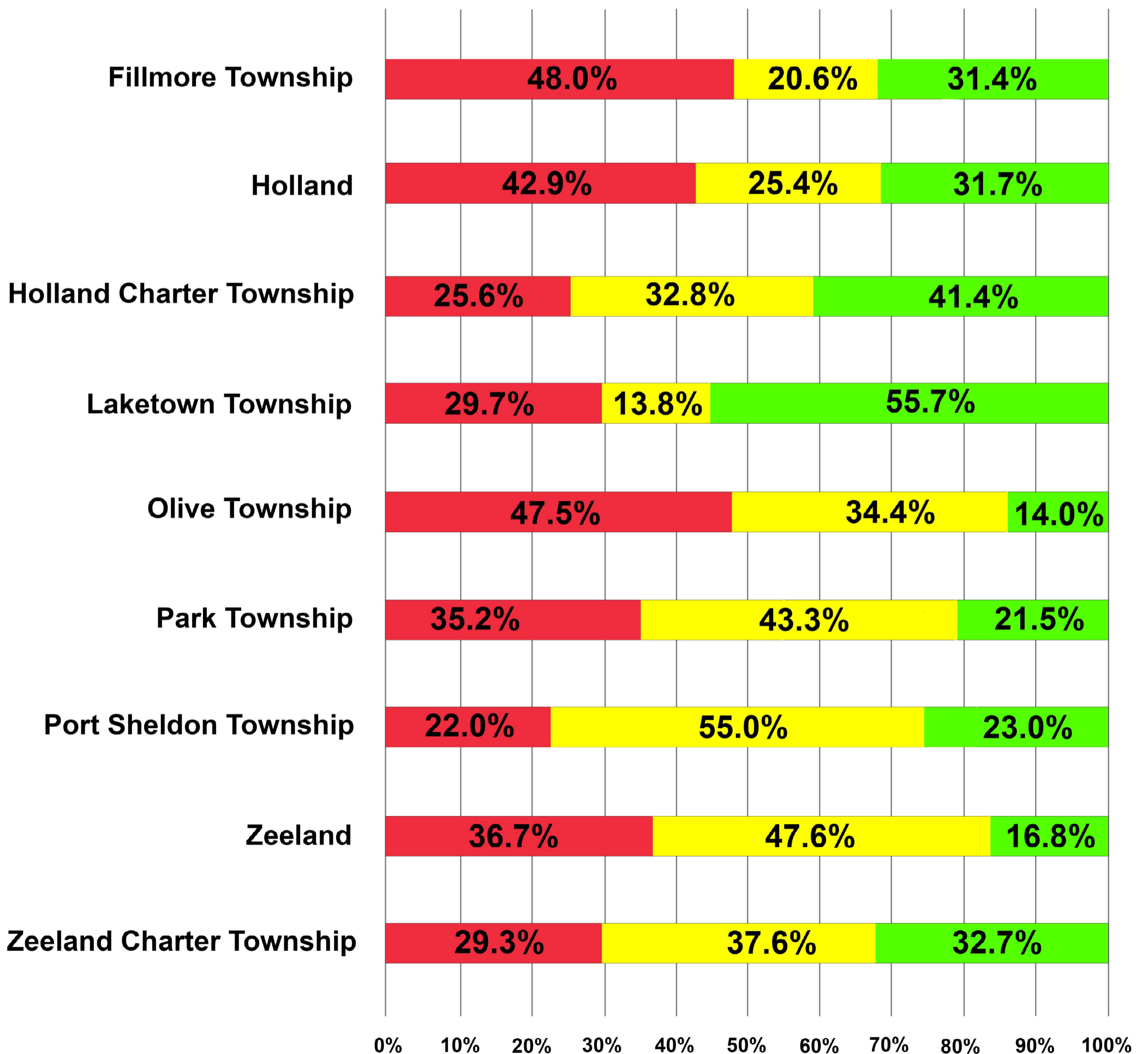


10	9	8	7	6	5	4	3	2	1
6.59	26.17	38.47	30.52	41.34	15.41	72.81	8.58	2.50	0

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Current Conditions by Jurisdiction

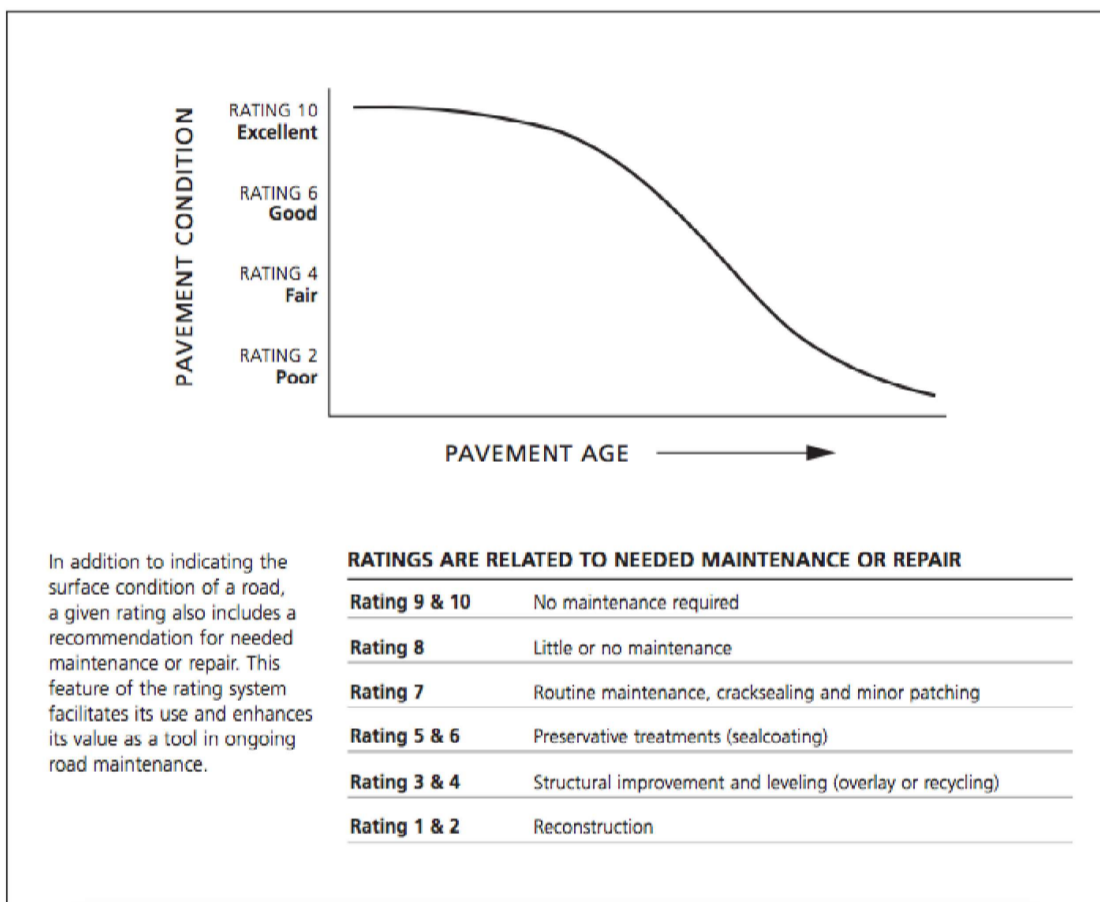
2022 Federal-Aid Road Conditions



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Maintenance

The chart below is a part of the TAMC's PASER Asphalt Roads Manual. Below are descriptions of common maintenance and repair recommendations as well as photo examples of different road ratings that are highlighted in the manual. The full document can be found on the TAMC website at: www.michigan.gov/documents/tamc/asphaltpaser_602531_7.pdf



Preventative Maintenance

Recommended for roads in good condition. Preventative maintenance extends the life of structurally sound pavement and consists of surface improvements such as crack seals, joint seals, and surface seals. Routine maintenance is the application of preventative maintenance techniques to a specific area.

Road Rehabilitation

Used when roads are in fair and sometimes poor condition. Treatment depends on the severity of the deterioration. Road rehabilitation is more intensive than preventative maintenance but can restore pavement to good condition at a lower cost than full reconstruction.

Road Reconstruction

Used when a road is in very poor condition and has no more useful surface life. In this case, all asphalt and some of the sub-base must be removed and replaced.

Good

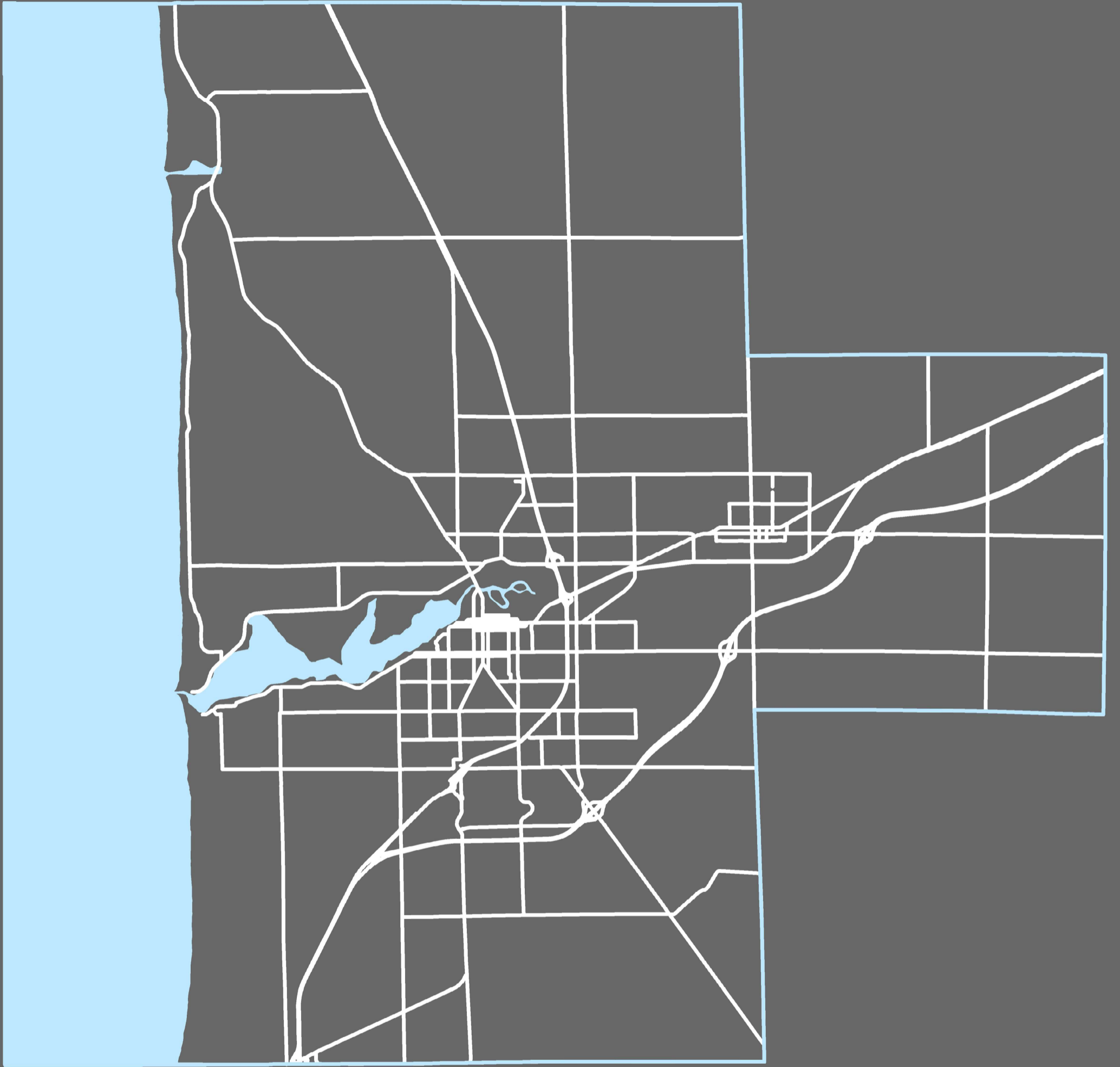


Fair



Poor





MA Macatawa
 **CE** Area
Coordinating
Council