

Asset Management is a systematic approach to selecting the best investment at the right time to maximize the life of the asset being measured, in this case, road surface conditions. The goal is to maintain our roads in good condition, making periodic investments in the pavement, rather than letting it deteriorate to a level that requires a major investment to bring it back to a good condition. Periodic maintenance investments typically total less than the major investment required to rebuild a road. Surface Evaluation and Rating. The PASER rating scale ranges from 1, poor condition, to10, brand new pavement. A pavement will only be a 10 the first year of its life, the second year it may automatically become a 9. Any condition of 8 or greater is considered to be a good condition, 7, 6 or 5 are fair, 4 or lower is poor.

 PASER based on physcial ratings and project improvements.
Private roads not rated. Rating. Condition assessment of unpaved/gravel roads is based on the Surface Width, Drainage Adequacy and Structural Adequacy of the roadway. Each of these three assessment areas are then aggregated to the IBR rating for good, fair, poor ranging from 1, poor condition, to 10, good condition. Once initial ratings are established, updates only occur when a construction or rehabilitation activity is completed. The baseline IBR rating occurred in 2015. service life for each of our projects. Good pavement management involves less expensive treatments earlier in the life of

Township Key



For more information on this, as well as on other topics, please feel free to contact our office or visit our website.

Class State Trunkline



---- City

----- Private

Paved Road Ratings Good (10, 9, 8) Fair (7, 6, 5)

Poor (4, 3, 2, 1)

Unrated

Private Roads (Not Rated)

Gravel Road Ratings

Good (10, 9, 8)

– Fair (7, 6, 5)

- Poor (4, 3, 2, 1)



Last Updated: 1/15/2024

the pavement in

order to take full

advantage of

investments.

infrastructural