Brick or block materials have been used for many years for street surfacing. This publication provides a system to evaluate and rate brick and block streets. The rating system is consistent with other PASER rating manuals and the evaluations can be used in a pavement management system or for the Wisconsin Information System for Local Roads (WISLR).

**Street materials and conditions**

Bricks were widely used at one time for street surfacing and some of these older brick surface streets still remain. Brick pavers are also being used for selected urban development areas in both streets and sidewalks.

Other paving materials include granite blocks, limestone blocks, and cast concrete paving blocks.

Brick or block streets are generally constructed on a sand stabilized base. The bricks or blocks may be laid with essentially no joints. In this case sand is often spread over the surface material to fill up any irregularities between the brick or blocks. The bricks or blocks may be laid in a wide variety of patterns.

Some brick or block streets are laid with joints. These may be mortared together but more commonly are filled with sand material.

Urban sections normally include a curb. This curb may be cast concrete or larger stone blocks.
**Defects**

This section describes typical defects found on brick and block streets. You will need to recognize these symptoms and evaluate their severity in order to use the rating system described on page #. Defects include: joint erosion, gaps, breaks or discoloration, settlement, utility patches, and ride quality.

**JOINT EROSION**

Joints may become eroded, allowing water to collect between the brick or blocks.

Open joints may fill with dirt and be covered with vegetation in lower traffic areas.

**GAPS**

The brick or block may be missing. Occasionally, the gaps are patched with either asphalt or concrete.

**BREAKS OR DISCOLORATION**

A brick or block may be broken. Often the breaks are either on a corner or edges and the pieces usually become dislodged and are removed from the pavement surface. Broken or settled brick or blocks may occur adjacent to manholes, valve boxes and inlets.

New bricks may develop a white coating called efflorescence. These are mineral deposits from within the brick material and can be cleaned off. Efflorescence is a cosmetic problem but it may cause some complaints.

- Wide and eroded brick joints.
- Open and eroded block joint.
- Open joints and broken brick at utility cover.
- New bricks may develop a white coating called efflorescence.
- Efflorescence on new bricks.
- Patches for missing bricks and blocks.
- Broken and disintegrated bricks.
- Patches for missing bricks and blocks.
SETTLEMENT
The flow line adjacent to the curb may settle. This creates ponding and often collects debris.

Brick or block streets may have sunken or settled areas. These may be isolated areas or they may have adjacent settlements creating a rippled effect.

Brick flow line settlement, deterioration and poor drainage.

Small area with brick settlement.

Brick and block settlement causing ponding.

Drain and curb settlement create poor drainage, rough ride.

Block curb stones in poor condition.

Severe settlement in block street creates rough pavement.
Utility repairs may be patched with asphalt or concrete or restored by relaying brick and block.

Utility repair patched with asphalt.

Rough and noisy block street.

Ride quality

The ride quality of brick and block streets varies significantly. Pavements with very narrow and tight joints and a level surface may have a very smooth ride and minor traffic noise. Streets with some settlement and open joints can produce a very rough ride and significant traffic noise.
Rating surface conditions of brick and block streets

The extent and severity of each type of defect are used to rate the street section’s overall condition. Defects may gradually worsen with age or they may deteriorate rapidly, depending on the volume of heavy traffic and the road quality.

Inspecting and rating streets every year or two helps track the rate of deterioration and lets local officials plan for maintenance and improvement. The photographic examples will help you become familiar with the general patterns of each rating.

<table>
<thead>
<tr>
<th>Surface rating</th>
<th>General condition, defects, and recommended improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Very Good</td>
</tr>
<tr>
<td>3</td>
<td>Good</td>
</tr>
<tr>
<td>2</td>
<td>Fair</td>
</tr>
<tr>
<td>1</td>
<td>Poor</td>
</tr>
</tbody>
</table>

4 – VERY GOOD
New condition. No defects.
New brick street.

3 – GOOD
Few defects. Good ride.
Good brick and block pavement.
2 – FAIR

One or more types of defects extending over 5% to 20% of the surface area.
Ride may be uneven and rough.
Sunken or settled areas.
Broken bricks or blocks.
Areas of poor drainage.
Open joints.
Spot repairs are recommended.

Areas of poor drainage need repair.
Broken bricks need replacement.
Extensive repairs with asphalt and concrete.
1 – POOR

One or more types of defects extending over 5% to 20% of the surface area.
Ride may be uneven and rough.
Sunken or settled areas.
Broken bricks or blocks.
Areas of poor drainage.
Open joints.
Spot repairs are recommended.

Broken bricks and rough surface over extensive area.

Extensive patching in poor condition.

Severe brick deterioration.

Summary

Assessing street conditions is essential to good planning and efficient use of local street funds. The PASER pavement surface evaluation and rating procedure, described here and in other PASER Manuals, has proven effective in improving decision making and using street repair and improvement funds efficiently. For more information and training contact the Transportation Information Center.

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Wisconsin Transportation Information Center
432 North Lake Street
Madison, WI 53706
phone 800/442-4615
fax 608/263-3160
e-mail tic@epd.engr.wisc.edu
URL http://epd.engr.wisc.edu/centers/tic/

Donald Walker
T.I.C. Director
author
Lynn Entine
Entine & Associates
editor
Susan Kummer
Artifax
designer

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