

PASERWARE 2.5 out now; more training in July

The first Windows version of PASERWARE (v. 2.5) is now available. Many new features make it easy to use:

- A run time version of Access 2000 is included with PASERWARE 2.5 so you do not need a separate copy of Access 2000 to use the program.
- The Windows operating system manages printers, ending the printer problems of earlier DOS versions.
- It translates all data from previous versions of PASERWARE and ROADWARE.
- All menus and features are mouse driven. Most reports have screen previews so you can look at the report without having to print it.
- The data entry screen, the general report, and the inventory forms all have a place to enter new "on/at" location descriptions.
- A new datasheet screen lists locations, condition ratings, and rating year in a spreadsheet-type table.

- The History File can now be sorted and printed by the year the work was done.
- Instead of a single five-year budget for the simulation, the new version allows three five-year budgets: one for preventive maintenance, one for rehabilitation, and one for reconstruction projects. It also suggests trial budgets to begin the simulation process.
- A new WISLR report can be used to submit road condition data to WisDOT when it's required in December 2001.

PASERWARE 2.5 is written in Access 2000, and works in Windows 95, 98, NT, ME, and 2000 Professional. PASERWARE 2.5 requires at least a Pentium class PC with a minimum of 64 Megs of RAM.

Training sessions are being offered in July for those who were not able to attend in March and April. For information about PASERWARE 2.5 or PASERWARE training, contact the T.I.C. at 800/442-4615.

Pavement condition ratings due in December

Local governments must submit condition ratings for all local roads to Wisconsin DOT by December 15, 2001. While hundreds of local governments have been rating their pavements for years, over a 1000 more began the condition rating process this year by attending PASER training sessions in February and March. More than 900 local officials also attended PASERWARE computer software training sessions around the state to learn about using the newest version. Additional PASERWARE training sessions will be conducted in July and October.

There are four ways to submit ratings using PASER:

Electronic spreadsheet WisDOT will supply an electronic copy of an Excel spreadsheet on request. It lists the municipality's local road segments as they appear on the local road mileage certification map. Local officials only have to enter the PASER rating for each segment and the year it was rated. If conditions require that a segment be changed, then the new segments must be described in the spreadsheet.

Hard copy spreadsheet Small governments without a computer can submit information on a hard copy of that same Excel spreadsheet, also mailed by WisDOT on request.

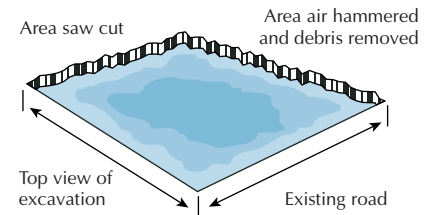
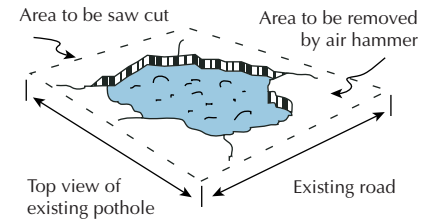
PASERWARE 2.5 WISLR report This electronic report is generated by PASERWARE 2.5 and can be e-mailed to WisDOT. (See related story above.)

Direct Internet entry When the Wisconsin Information System for Local Roads (WISLR) is on line in September, local governments can enter their PASER condition ratings and rating years directly into the WISLR data base. Training on the new WISLR data base will be offered around the state in late summer and early fall. WisDOT will send dates and locations to local governments in the near future.

To request a spread sheet contact Diane Phaneuf, WisDOT, PO Box 7913, Madison, WI 53707-7913, or 608/266-7136, or e-mail diane.phaneuf@dot.state.wi.us

Potholes and cracks

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Make patches permanent by sawing an opening, removing material, then filling and compacting hot mix.

Choose the sealant Many types of sealants are on the market, from asphalt emulsion, which is usually lowest cost, to silicone on the highest end. In deciding, consider such factors as preparation time, ease of placement, elasticity, resistance to aging and tracking, along with price. The summary chart offered by T.I.C. can help you decide (see below).

Consider a seal coat Once you have patched it, you can add years to the life of a low-volume or medium-volume road by covering it with a sealcoat treatment.

For copies of the crack sealant chart see Resources, page 7. This article summarizes some of the information presented by Tom Nelson, Professor of Civil Engineering, UW-Platteville, at the T.I.C.'s Spring 2001 Asphalt Road Maintenance Workshop. T.I.C. offers the workshop every spring at several locations around the state.

Crossroads

This newsletter provides information on roads and bridges to local officials and is published quarterly by the Wisconsin Transportation Information Center, part of the nationwide Local Technical Assistance Program (LTAP). **Crossroads** is produced with assistance from the Federal Highway Administration, the Wisconsin Department of Transportation, and the University of Wisconsin-Extension.

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