

# Crossroads

Winter 2001



TRANSPORTATION Information Center — LTAP

University of Wisconsin—Madison

## Special rating system for sealcoated roads

Many communities improve low volume gravel roads by applying a seal coat. This thin layer of asphalt covered with aggregate weather-proofs the surface, eliminates dust and maintains the ride.

Sealcoated roads look and perform differently from either gravel roads or asphalt pavement roads, so it takes some special information to evaluate and rate their surface conditions. Knowing the right time to reapply sealcoat can save money. It prevents complete deterioration, extends the service life and keeps the surface in good riding condition.

Maintenance generally involves patching failed areas, wedging raveled edges, and improving drainage. Crack sealing is mostly not effective unless the road has several sealcoat layers.

Just in time for spring road inspections, the T.I.C. has published a new PASER manual showing how to evaluate and rate sealcoated roads. More than 50 photographs illustrate common types of surface distress and a simplified rating system.

Learning to rate sealcoated roads using the *Sealcoat PASER Manual* will be part



LEFT  
Road with a good seal and excellent drainage; no maintenance required.



BOTTOM LEFT  
Road with 3-year-old surface; aggregate loss and wear; good drainage.



BOTTOM RIGHT  
Poor drainage causes failed pavement. Needs ditching and edge wedging.

of statewide training sessions offered in February and March (see story below).

### Help with evaluating and rating local roads

Next year the annual WisDOT local roads certification must include an evaluation rating for each local road segment. The Transportation Information Center (T.I.C.) will be helping local agencies with this responsibility by offering training in the PASER Pavement Surface Evaluation and Rating system.

Workshops throughout the state in February and March will teach how to use PASER to rate asphalt, concrete, gravel, and sealcoat roads. The sessions will help prepare local officials and staff for their annual spring road reviews. Ratings can then be included with Fall local road certification materials in time to meet WisDOT's December 2001 deadline.

Participants will also learn how to evaluate drainage on local roads. Poor drainage is a

frequent cause of pavement deterioration but may go unrecognized. The latest information on WisDOT's local road inventory will be presented, including the new format now being developed for describing segment locations.

Regional Planning Commissions and your County Highway Department will be playing a major role in helping local agencies with their pavement evaluations. They will host the training sessions planned for nearly every county in the state.

*All local highway agencies will receive invitations when plans are completed. For additional information on workshop times and locations contact the transportation planner at your Regional Planning Commission or your County Highway Commissioner.*

## Inside

<b>Idea Exchange:</b> Backhoe converted to roadside mower; Underdrains extend pavement life; Alerting citizens to sign vandalism hazards ...	2
<b>Taking aim at deer-vehicle crashes ...</b>	3
<b>Resources .....</b>	3
<b>Better bidding for local road projects</b>	5
<b>Bidding quiz: What's the better deal?</b>	4
<b>Help with finding an architect or engineer .....</b>	5
<b>Plan ahead with utilities; avoid costly construction delays .....</b>	6
<b>Calendar .....</b>	7
<b>New opportunities with Comprehensive Planning .....</b>	8