

Getting started on ROADWARE

ROADWARE, the T.I.C.'s pavement rating and analysis software, makes managing your street and highway system easier, faster and more consistent. There's plenty of help available, too, for newcomers to Roadware. There are staff in county highway departments, county Extension offices, at Regional Planning Commissions, and with private engineering consultants who help communities get Roadware up and running.

In Trempealeau County a number of local towns have gotten help from Extension Agent Pat Malone. She's the Community Natural Resource and Economic Development Agent for the County.

Roadware's information storage was very helpful for one Trempealeau town that had a lot of turnover on the board of supervisors. The pavement inventory in Roadware, showed the new Chair that they were not spending enough to keep up their roads. "It gave the board a greater awareness of their roads and helped them think through a little better where they are putting their funds," says Malone.

For most towns highway and street maintenance represents their largest single investment and usually runs 60% to 75% of their budget. Roadware gives the board and citizens a tool for planning. "Since road maintenance is such a big part of the budget, it's subject to a lot of political wheeling and dealing. Roadware helps them think ahead and use an organized structure for evaluating their choices," says Malone.

In north-central Wisconsin, there are 60 towns, villages, cities, and counties using Roadware. They got started with the help of staff from the North Central Regional Planning Commission (NCRPC). This year the City of Wausau rated its roads and entered the information into Roadware with help from the NCRPC. For the future, Wausau will maintain the database on its own and plans to link the information

with data in its Geographic Information System (GIS).

Rhineland, which started with Roadware a couple years ago, contracts with the RPC to maintain and update the records and prepare reports. "The charge is minimal," says NCRPC representative Darryll Landeau. "We think this is a useful and important tool for our communities."

Some engineering consultants now include developing a Roadware program as one of their contract services. "It helps them maximize their budget and state aids," says Mike Flesch, Senior Project Engineer with the firm of Crispell-Snyder. In his previous position at the Rock County Highway Department, Flesch also helped many towns get going on Roadware.

"The program is pretty friendly and each time a new version comes out, they make major improvements," he says. "The biggest problem is getting the local people used to using a computer."

To get them started Flesch usually rides over the town roads working with the local officials to rate the roads for a day. "We try to hit all the different types of roads that day. After that they do it on their own," he says. If they have a question, they consult the photos in the PASER manuals and usually they find one that fits the situation.

Graphs from Roadware are especially helpful to show committees and governing bodies, Flesch feels. "The bar graph that shows the aging of the system and what percent of the roads are at each level is great. It's very visual," he says. Customizing costs for street improvements in the community helps them get a clearer picture of their financial needs.

"It's a win-win situation," says Paul Munia, a consultant with Ruckert and Mielke in Waukesha. "If they put a little money into a pavement management system, we'll all have a clearer understanding of the system, and we can make

their repair and maintenance money go as far as possible." Costs to hire Munia to do training, or help get the system rated and into Roadware vary. In one community with 283 road segments on 85 miles of roadway, the cost was about \$8000, which covered rating, computer entry, and reports.

You can get the benefits of Roadware. Help is available from your county highway department or Extension office, a local Regional Planning Commission, or engineering consultant. If you can't find help, contact the T.I.C. for a source nearby. Use the form on page 7, or call 800/442-4615.

ANY TOWN USA			
CONDITION RATING	RECOMMENDED TREATMENT	MILES	PERCENT OF ASPHALT ROAD SYSTEM
			0 10 20 30 40 50 60 70 80 90 100
10	No treatment needed	2.420	***** 12.64%
9	No treatment needed	1.250	**** 6.53%
8	No treatment needed	1.270	**** 6.64%
7	Crack seal	1.780	**** 6.64%
6	Crack seal	5.950	***** 31.09%
5	Slurry seal	2.650	***** 13.85%
4	Overlay	1.280	**** 6.69%
3	Reprocess & Overlay	2.030	10.61%
2	Reconstruct	0.000	
1	Reconstruct	0.510	** 2.66%
TOTAL		19.140 miles	

Operation Mode: USER-DEFINED VALUES

ROADWARE's bar charts help show decision makers what roadway treatments are needed.