

Direct entry puts all your road information in once place, under your control, and at your fingertips. You can update and certify your inventory with WisDOT online while entering ratings or any time during the year. Entering physical changes online takes the place of submitting them on the Construction Report Form. WISLR automatically updates transportation aids so you always have a current report.

"You can have a better handle on your local system," Bhend says. "You put the information in as it happens instead of waiting a year and then trying to remember when that road had gone from gravel to blacktopping. I would really recommend to locals to get certified."

To gain first-time access to WEB-WISLR, follow the instructions under the heading "How to access and get started using

WISLR" at the following Web location: www.dot.wisconsin.gov/localgov/wislr/index.htm

Only people affiliated with the municipality, like the clerk or chair, will be authorized for Pavement Entry Access. If you contract for pavement rating and submission you can grant permission to a consultant firm.

Pavement ratings are submitted every other year. The next deadline is in December 2007.

"It was really easy to do. I would recommend that locals get certified."

– Marilyn Bhend, Clerk
Town of Johnson

Questions regarding 2005 Pavement Rating Submittal?

Contact Corissa Engel,
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WISLR data study validates department's work

ROADWAY BUDGETS are big, so administrators ask tough questions. Is the budget too high? Is a backlog of capital improvement projects building up? How do we compare to similar counties or other municipalities?

In La Crosse County a new administrator and the County Board recently got answers to those kinds of questions using county road data in WISLR. A consultant analyzed the Highway Department's 5-year plan using current ratings along with historic ratings stored in PASERWARE.

"Basically they confirmed that were doing the best we could with our budget," says Keith Back, Assistant Commissioner, La Crosse County Highway Department. "As a department we felt pretty good that we weren't where we want to be but we are not way behind either."

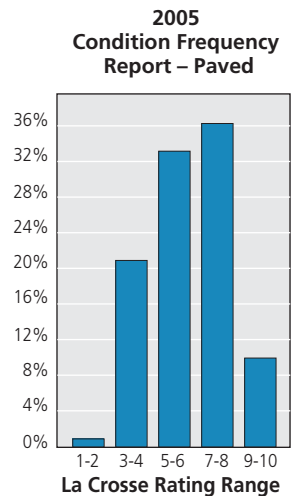
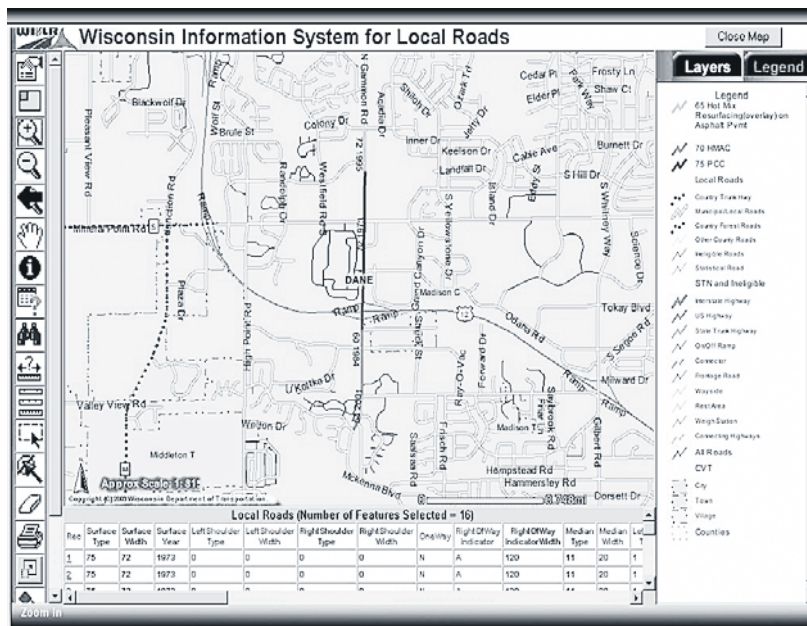
The results showed that roadway funding was being allocated appropriately and there was no serious backlog. The study also compared county reconstruction and maintenance costs to WISLR default unit costs, showing that they were in line with costs reported by other local government units.

"The graphical maps and some of the figures that can be produced from WISLR are very helpful," says Brandon Bourdon, Project Engineer with Kimley-Horn and Associates of St. Paul which completed the study. "We used the maps to recommend grouping projects by geographic areas to minimize mobilization costs."

The Highway Department will use current condition data and WISLR reports to develop the five-year plan for 2007–2012. They will also be keeping the database current by entering summer maintenance results each fall, as the consultant recommended.

Regular data entry spreads the workload and provides a current picture of the road system. Using WISLR printouts to record data helps make the entry process easier; the numbers and segments are identical to what is on the WISLR screen.

In summary, WISLR works for La Crosse County. "I would totally recommend using WISLR," says Back. "It's a good way to know for sure where you are. And if you haven't been keeping good records it's a good way to get caught back up and feel confident about your data."



Based on 283.47 miles of rated roadways.

La Crosse County's pavement condition was ranked third among five comparable county systems.

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SUMMER 2006

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