

## Pavement evaluation a long-term success

For rural Jackson County and suburban Brown Deer, long-term use of the PASER Pavement Surface Evaluation and Rating system has made a difference.

"Our overall pavement condition has shown marked improvement," says Mike Hemp, Jackson County Highway Commissioner. Between 1992 when they did their first PASER inventory and the second one in 1995 the number of road miles rated excellent (9 or 10 on the PASER scale) increased from two to 18. At the same time the number of miles in the worst condition (rated 1 or 2) dropped from 19.6 to 11.8. The improvement came after PASER helped Hemp make the case for a larger highway budget.

Last fall for the first time, Hemp used **Roadware**, the computer program that takes PASER rating information and develops alternate, "what if" scenarios. The program showed that Jackson County should be doing a lot more sealcoating and crack filling. They planned 35 miles of sealcoating for 1996. Unfortunately, that was reduced to approximately 13 miles because of the state limit on tax increases and widespread winter damage to pavement.

"A lot of our roads are deteriorating at the same time, and at a faster rate than we can replace them," says Hemp. Using PASER they had developed a six year rehabilitation and patching program (ending in 2000) which has strong county board support. But, when they checked the plan recently using **Roadware's** scenarios it revealed that even more effort is needed.

"When we projected the present budget to 2000 adding just a 3% per year inflation increase, overall road condition ratings actually went down from 4.86 to 4.59," says Hemp. The scenarios project that \$100,000 more per year beyond inflation is needed to move road condition ratings up even a little (to 4.92). "All we can do is try to minimize the amount we're falling behind and hope for an increase in the future," says Hemp. While the situation is challenging, PASER and **Roadware** information has helped foster strong board support for Jackson County's Highway budget at a time when other budget items were cut back.



**Crack sealing became a bigger part of Brown Deer's streets budget after PASER showed how it saves money in the long run.**

### PASER helps Brown Deer

Like Jackson County, Brown Deer has a lot of deteriorating same-age pavements. When they first used PASER five years ago, it revealed that pavements were in more serious condition than they suspected. The Village's manager and highway committee agreed to a five-year accelerated road improvement program and increased funding from \$150,000 to \$300,000 per year.

"PASER was instrumental in helping us make a convincing presentation," says Village Engineer Richard Halfman. "When we did a pavement evaluation in 1994, one year into the new program, it showed our progress." They'll rate pavements again this fall and expect to see the trend continue.

Crack sealing became a much bigger part of the Village's street improvement program after PASER showed it would save money in the long run by extending the life of existing asphalt pavements. A private contractor does a significant portion of Brown Deer's crack sealing work.

Village engineering technician Jim Buske is working on entering PASER files into the new **Roadware** program.

**Roadware's** alternative scenarios will be another useful tool for developing their long-term maintenance and rehabilitation plans. They also are integrating the files with a new GIS (Geographical Information System) program which will let them print out digitized maps showing both road segments and utilities.

"In general we've been really pleased with the system. It's made things simpler and standardized things for us," says Buske.

*Three booklets prepared by the T.I.C. explain the PASER system in text and photographs. Copies are available from the T.I.C. We also can advise you on where to get training and help in using PASER and Roadware. Call us at 800/442-4615, send an e-mail to "Pudloski@engr.wisc.edu" or mail or fax the form on page 7.*

### Council advises Center

The T.I.C. relies on an advisory council to help keep our news. Representatives of nine county, city, and town streets and highway Affairs unit met with T.I.C. staff this spring to advise us on Center of Keystone to Racine's Jim Blazek, these advisors represent the needs, and background experiences typical in Wisconsin.

"The Advisory Council continues to be a valuable resource," says Don Walker. "We really appreciate their help and information." Nelson, UW-Extension professor of governmental affairs and:

William Bittner, Dir. of Public Works, Eau Claire  
James Blazek, City Engineer, Racine  
Robert Henken, Dodge Co. Highway Commissioner  
Nate Klassy, Dir. of Public Works, Monroe  
Roger Kolb, Brown Co. Highway Commissioner

# Prepare drivers with Snowplow Roadeo

Before it arrives, take advantage of the relatively quiet early fall period to run your own Snowplow Roadeo. The four-part knowledge and driving course competition can help train new drivers and sharpen experienced drivers' skills. Then send a team to Waukesha to try for state honors (or just to watch) on October 2nd.

"It's not hard to set up a small obstacle course in a Public Works yard," says Bill Kappel, Milwaukee's Municipal Equipment Superintendent. "And the competition helps sharpen skills and get the drivers ready for winter. You don't have to be planning to go to the state competition to get benefit out of it."

Guidelines and sample tests prepared by the American Public Works Association explain how to set up your own Roadeo. The complete competition has four parts: knowledge test, pre-trip vehicle inspection, participants' equipment inspection, and driving skills course. Copies of APWA's Roadeo guidelines and sample written tests are available from the T.I.C.

Training takes time, energy and money, but it can help minimize accidents. "Backing accidents are our biggest problem," says Kappel. "Out of 213 preventable accidents by Milwaukee Public Works equipment in 1995, 85 were backing accidents." The Roadeo includes backing up to a dock as one of the nine obstacle course maneuvers.

Send drivers over assigned routes on a dry fall day. Have them drive a plow equipped truck scouting for obstacles like raised manholes and overhanging mailboxes. This is especially important for novices and for backup and supplementary drivers who only drive the route occasionally.

"A dry run helps drivers know where the blade is on the truck," says Kappel.

Copies of the APWA's **Equipment Roadeo Guidelines** and a sample written quiz are available from the T.I.C. Mail or fax the form on pg. 7, call or e-mail for your copy.

etter, factsheets, and workshops up-to-date and useful. way departments and of the UW Extension Governmental er programs. From George Koval in Bayfield County's Town e varied geography, community, and budget size, roadway

for ideas and a good sounding board," says T.I.C. Director " Current members of the T.I.C. Advisory Board include Ken

George Koval, Town Chair, Keystone  
 Al Sattler, Town Chair, Calumet  
 Emmer Shields, Ashland Co. Highway Commissioner  
 John VanAlstine, Dir. of Public Works, Stevens Point

*This year's statewide APWA **Snowplow Roadeo** starts at 9:00 am (registration at 8:00) on Wednesday, October 2, at the Waukesha County Fairgrounds just off I-94 on CTH T. Registration, \$50/driver team, covers awards, gifts, food, and facility rental. To register contact: Mark Hochschild, City of Greenfield phone: 414/761-5376, fax: 414/761-5321.*



*Backing up is a common cause of crashes. In this backup test, drivers must avoid hitting a barrier or the dock and make no extra stops or jerky movements (left).*

*Diminishing clearance maneuvers test how well the driver knows the blade clearances, a skill that helps prevent sideswipe crashes (below).*



*Clearing snow from a curve demands precision and steady control.*