

teristics that can affect pavement performance and longevity. The Asphalt PASER Manual is used to rate all eight asphalt pavement types in WISLR—45, 50, 52, 55, 57, 60, 65, and 70.

### **Pavement performance**

Long-term performance of the eight WISLR asphalt pavement types is likely to vary. Those variations are reflected in the deterioration curves developed for each pavement type in the WISLR five-year budget simulation. Making sure WISLR has the correct pavement types improves the accuracy of the database and budget projections.

### **Choosing pavement sections**

One of the first decisions when preparing to rate pavements is how to divide the road system into manageable pavement rating sections. The WISLR rating download automatically divides a road system into sections so that each section has the same road name, pavement type, date of last construction or age, and condition rating. From a pavement deterioration standpoint, this makes sense. Local governments should consider changing their pavement sections to match the length of a typical construction or maintenance project.

### **Ratings responsibility**

Local government officials play the lead role when it comes to maintaining roads within their jurisdiction. Conducting a thorough, accurate ratings process is part of that responsibility. WISLR, with its dynamic pavement analysis tools, gives them an effective way to evaluate and communicate the condition of the whole road system and explain their budget decisions. In this way, local officials can better meet their stewardship responsibilities to provide a cost-effective transportation system to meet local needs. ■

## **Pavement analysis tools sharpen planning**

### **PLANNING & BUDGETING**

for road maintenance and replacement gets harder all the time as local governments juggle complex needs and limited resources. Enter the pavement analysis tools in WISLR (Wisconsin Information System for Local Roads). Added in the last two years, the tools allow decision makers to sharpen their planning and take informed action.

Joe Nestler, an engineer with Applied Research Associates and one of three instructors for the upcoming TIC workshop on using WISLR, recently outlined some of the applications he says make the system a

powerful benefit to counties and municipalities.

WISLR generates reports with estimates of pavement maintenance and capital improvement needs for sections of rated roads. It produces maps from this data that color-code repair types. There are charts showing distribution of pavement conditions and the percent of pavement that fall into different ratings spreads. Joe calls the graphical printouts a good overview of the data. He envisions their use as a dynamic presentation tool when reviewing

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## **WISLR relies on users**

**KEEPING TRACK** of accurate data on local roads became an interactive process five years ago with the introduction of WISLR (Wisconsin Information System for Local Roads). The Pavement Rating Entry web-based tool makes it easy for local officials to enter their own ratings information.

Susie Forde, Chief of Data Management for WisDOT, helped put WISLR into action. She says the system has seen more use every year since its launch in 2002. In 2005, 44 percent of submitted pavement ratings were entered via WISLR.

"We have over 2,000 users now, 1,500 of them local governments," Susie notes. "As people see what's possible, how they can generate maps, graphs, spreadsheets, and other reports from the data, view local road data statewide, when they see how to use it to spot trends, compare their road condition to a neighboring municipalities, the value of WISLR comes through."

With ratings due later this year, Susie and Kelly Schieldt, Statewide Local Roads Coordinator with WisDOT, remind local agencies that

while inspecting roads in their jurisdiction, they can correct inaccurate pavement data.

WISLR's advantage is that authorized users have any-time access to their local roads database. They can—and should—go in to verify all road features, from surface type and width to road names. It is easy to download and review a spreadsheet to see where data is wrong or out of date. Users can make changes by going into the worksheet on the WEB WISLR Pavement Rating Entry Screen.

First-time users go to <https://on.wisconsin.gov> to register and receive access confirmation from WisDOT.

Susie, who participates again this August in a TIC workshop on using road-rating tools, calls WISLR a unique partnership between state and local agencies. "The first of its kind in the country, it's a model of how to maintain data quality on a vital, shared asset and give local governments the tools to control and manage resources wisely." ■

### **Four steps in ratings process**

These general guidelines will get a pavement rating project off the ground.

#### **1— Prepare to do the ratings**

Download WISLR data, check for accuracy, make corrections. Mark road sections and plan rating route. Review condition table in PASER manual. Gather information on known problems. Arrange for multiple raters to work in tandem for consistency.

#### **2— Rate the pavements**

Take camera, tape, straightedge, rating map, spreadsheet, and pens. Ride pavement section to judge average condition, ride again at slow speed or stop to inspect pavement at close range and note condition. Consider causes and assign PASER rating.

#### **3— Review ratings with others**

Examine and verify all ratings on a map. Ask others who know the roads to review. Check for consistency with multiple raters. Field check any questionable ratings. Finalize ratings.

#### **4— Enter ratings in WISLR**

Enter final ratings into WISLR by web connection or other method.

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