

PASER and PASERWARE— *Clarifying the facts*

The T.I.C. gets many calls about PASER, PASERWARE, and the new state requirement that local governments rate their roads. We hope the following helps clarify the situation.

PASER is a state-approved pavement surface rating system that is used to rate the condition of streets and roads, on a scale of 1 to 10 for paved surfaces and 1 to 5 for unpaved ones. T.I.C. has PASER manuals for asphalt, concrete, and gravel roads that show how to do the ratings using pictures and simple text. T.I.C. also has a videotape that explains how to rate asphalt surfaced roads using PASER.

PASERWARE is pavement management software that local officials can use to inventory local roads, recording physical characteristics (such as length and width), PASER condition ratings, and maintenance and repair actions. PASERWARE provides an initial inventory of local roads because it translates the state database of local roads. It also projects into the future to help local officials evaluate the consequences of alternative maintenance strategies and budgets. It creates graphs and tables to help local officials communicate the consequences of alternatives.

Two new versions of PASERWARE will be available this spring. PASERWARE 1.1, an updated MS-DOS version, and PASERWARE 2.0, a Windows-based version written in Access 97 are updates to the current 1.0 version of PASERWARE. The MS-DOS version is being continued for local agency users whose computers don't have the speed and memory to process the Windows version.

Earlier versions of PASERWARE were named ROADWARE. The name of the software was changed to PASERWARE to avoid confusion with a Canadian company that makes pavement testing equipment. ROADWARE 6.0 and PASERWARE 1.0 are essentially the same. Both new versions of PASERWARE (1.1 and 2.0) will read road data files from RW 6.0 and PW 1.0. Agencies with road data in earlier versions of ROADWARE (5.12, 4.0, 3.0) may not be able to transfer their road data files to the new versions without special assistance. In some cases, it may be better to start over.

By December 2001, condition ratings of local roads are to be reported to Wisconsin DOT. This will give local governments time to rate their roads using any state-approved condition rating system. DOT will review condition rating systems and provide a way to submit condition ratings closer to the date when they are due.

If you want to learn how to rate your roads using PASER and how you can benefit by using PASERWARE, consider attending a workshop in April or May. See the *Calendar* on page 5 for dates and locations.



The new Portland Avenue Bridge in Beloit won an Award of Excellence for design. It was recognized for sensitivity to the existing river-front site and innovations required by endangered species and hazardous materials in the Rock River.

Idea Exchange

Windshield treatment improves vision in rain

A WisDOT reader sent a recommendation for rain repellent glass treatments. "I just love using the products because they improve vision greatly and almost totally eliminate the need for wipers at high speeds," says Mark Paulat. "They would definitely help highway crews as well."

The products penetrate the microscopic pores of glass creating a superslick, invisible barrier. They are wiped on and polished off like a wax. "Rain-X" and a similar product from STP cost under \$5 a bottle at auto parts and discount stores. They require two applications 5-7 days apart and last about a month. "Aqualpel" from PPG Industries, is a service treatment costing \$29.95 for a passenger vehicle. It is supposed to last six months to a year.

Although they are not a substitute for windshield wipers, they are effective against slush, rain, snow, frost, ice, mud and bugs, as well as salt. They seem to work better when the vehicle is traveling at 35 m.p.h. or faster. In fact, they are commonly used on airplane windshields.

Does your municipality have experience using these products on streets/highway maintenance vehicles? Please call, email, or write to tell us how well they work. (To reach us see page 7.)

Crossroads

This newsletter provides information on roads and bridges to local officials and is published quarterly by the Wisconsin Transportation Information Center, part of the nationwide Local Technical Assistance Program (LTAP). **Crossroads** is produced with assistance from the Federal Highway Administration, the Wisconsin Department of Transportation, and the University of Wisconsin-Extension.

Non-profit organizations are welcome to reproduce articles appearing here. Please contact us first for any updates or corrections.

Wisconsin Transportation Information Center, UW-Madison Department of Engineering Professional Development, 432 N. Lake St., Madison, WI 53706
Phone: 800/442-4615 Fax: 608/263-3160, or email to individuals below.

Don Walker, *director*

donald@engr.wisc.edu

Steve Pudloski, *staff*

pudloski@engr.wisc.edu

Jane Sauer, *program assistant*

sauer@engr.wisc.edu

Lynn Entine, *writer and editor*

Lynn Entine Writing & Editing

Susan Kummer, *graphic artist*

Artifax