



WISCONSIN DEPARTMENT OF TRANSPORTATION

WisDOT

PAVEMENT RATING

HELP GUIDE



Wisconsin Information System for Local Roads

REVISED 03/2007





Wisconsin Department of Transportation

www.dot.wisconsin.gov

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Date: May 2007

To: Town Chairs, Village Presidents, City Mayors, County Board Chairs, and
County Highway Commissioners

Cc: Municipal Clerks, County Clerks, Town Clerks

From: Susie Forde, Chief of Data Management

STATE STATUTE 86.302(2) REQUIREMENTS REMINDER

This notification is to remind Wisconsin local government officials of the upcoming deadline for compliance with State Statute 86.302(2), and it is also a reminder of acceptable pavement rating system requirements under this statute:

- Every two years, municipalities and counties are required to submit pavement ratings to the Wisconsin Department of Transportation that represent the physical condition of roadways under their jurisdiction. Pavement rating information is due to WisDOT by December 15, 2007.

TOOLS TO HELP

For authorized WEB WISLR users.

- **Ability to download OR print your Pavement Rating Spreadsheet** with a click of a button (requires a printer that can print legal size paper (8-1/2 x 14)). An easy to use [Pavement Rating Spreadsheet Download](#) tri-fold has been included.
- **Pavement Rating Entry Screen** allows pavement ratings to be entered and submitted directly into WISLR. This screen has been designed to match the spreadsheet download format for fast entry and is WisDOT's recommended entry method. [Pavement Rating Entry Screen](#) tri-fold has been included.

For users who do not have access to WISLR:

- Review the **[2007 Pavement Rating Spreadsheet Request Form](#)** (yellow sheet) to request paper or electronic copy. Complete the order form; follow the return instructions.

By E-mail: downloadinfo@dot.state.wi.us

Mail: Corissa Engel
WisDOT, 4802 Sheboygan Ave., Room 933
Madison, WI 53707-7913

Phone: (608) 266-7135

County Super Routes allows our County users to retrieve county highway routes at the county-level. NOTE: Majority of the county users prefer to view spreadsheet by '*Data Break*'. This option will greatly reduce the number of records.

Pavement Rating Help Guide pamphlet included provides answers to frequently asked questions from prior submittal years.

PAVEMENT RATING SUBMITTALS DUE BY DECEMBER 15, 2007

When you've completed your pavement ratings, submit pavement ratings via the **Web WISLR Pavement Rating Entry** screen or mail your paper or electronic ratings to WisDOT:

Electronic spreadsheet submittal:	ratingsubmittal@dot.state.wi.us
Paper spreadsheet submittal:	Corissa Engel WisDOT, 4802 Sheboygan Ave., Room 933 Madison, WI 53707-7913

If a consulting firm or your county highway department will be submitting pavement ratings for your municipality in 2007, you will be responsible for getting the pavement related materials to them and ensure the completed materials are sent to WisDOT.

PASER RATING MANUALS

The predominant pavement rating method used in Wisconsin is the PASER rating system, developed by the UW-TIC. User manuals are available (at no cost) from UW-TIC for use with PASER to help local governments rate concrete, asphalt, gravel, sealcoat, and unimproved pavements. The manuals describe the rating system and its use, types of pavement distress, and provide photographs of each rating. Use the UW-TIC request form (green sheet) and mail to the University.

Thank you, and please feel free to contact the Pavement Rating Hotline with any questions you may have.

Contact Information

Request pavement rating forms:

downloadinfo@dot.state.wi.us

Submit pavement ratings:

**Corissa Engel
WisDOT, 4802 Sheboygan Ave, Rm 933
Madison, WI 53707-7913**

or

ratingsubmittal@dot.state.wi.us

Questions:

**Pavement Rating Hotline
(608) 266-7139**

or

corissa.engel@dot.state.wi.us

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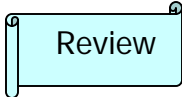
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Common Problems Encountered



Problems encountered that prevented data from being loaded.

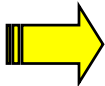


MAKING ROUTE NAME CHANGES:

Conclusion: NO route name changes on pavement rating spreadsheet.

Solution: Local official should be notified of route name discrepancies. Discrepancies can be reported to WisDOT one of two ways –

How to report route name discrepancies to WisDOT:	
1.	Use the “Route Name Discrepancy” link in Web-WISLR.
2.	Use forms in your annual “Local Road Certification” packet.



NOTE: Report route name changes for **On Route** names ONLY.
Do not submit changes for At or Toward Route names.

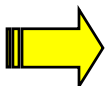


RATING SURFACE MISMATCH (RSM):

Conclusion: Rating surface mismatch will occur when the surface type (unpaved, paved or unimproved) does not match the associated Paser rating scale.

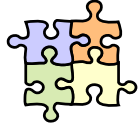
Surface Type and Associated Paser Rating Scale		
1.	Unpaved Surface	1-5 Paser Rating
2.	Paved Surface	1-10 Paser Rating
3.	Unimproved Surface	1-4 Paser Rating

Solution: Local official should be notified of invalid surface type; correct the surface type and surface year on the pavement spreadsheet or make changes in Web WISLR Pavement Rating Entry Screen.



NOTE: See the back/last page of this document for Surface Type descriptions and its associated Paser Rating scale.

Understanding Borderline Roads



Borderline roads discussed in this section can be defined as roads that form a border between two or more municipalities or counties.



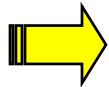
HOW BORDERLINE ROADS ARE DEFINED ON YOUR SPREADSHEET:

- **General Transportation Aids:** Your pavement rating spreadsheet lists the borderline road sections in which you receive General Transportation Aids.
- **50/50 Mileage Split:** One-half of the mileage of roads on borderlines shall be considered as lying in each municipality or county.



HOW BORDERLINE ROADS ARE NOT DEFINED:

- **Maintenance:** The borderline road sections listed on your spreadsheet *may or may not* correspond to the actual physical locations that you “take care of.”
- **Ownership:** The actual physical locations of the borderline road sections listed on your spreadsheet DO NOT necessarily reflect *ownership*.

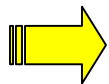
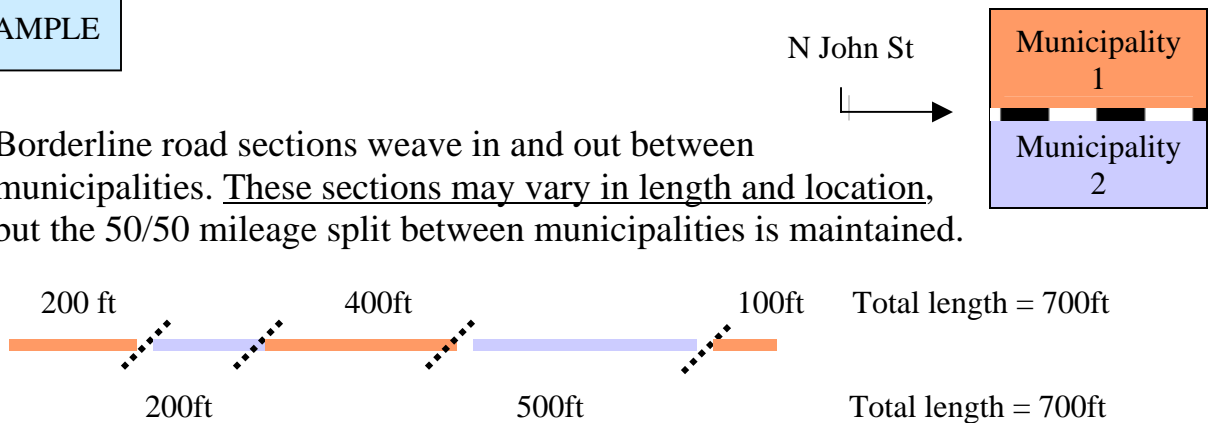


NOTE: DO NOT ADD *different* borderline road sections to your spreadsheet, *regardless* of whether you “take care of” that particular location of road.

.....

EXAMPLE

Borderline road sections weave in and out between municipalities. These sections may vary in length and location, but the 50/50 mileage split between municipalities is maintained.



NOTE: You may see N John St listed as both your On Route *and* your At or Toward Route for a section on your spreadsheet. Using the illustration above, the 200ft section of N John St in Municipality 2 *starts* and *ends* at N John St in Municipality 1.

Section Length

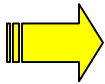
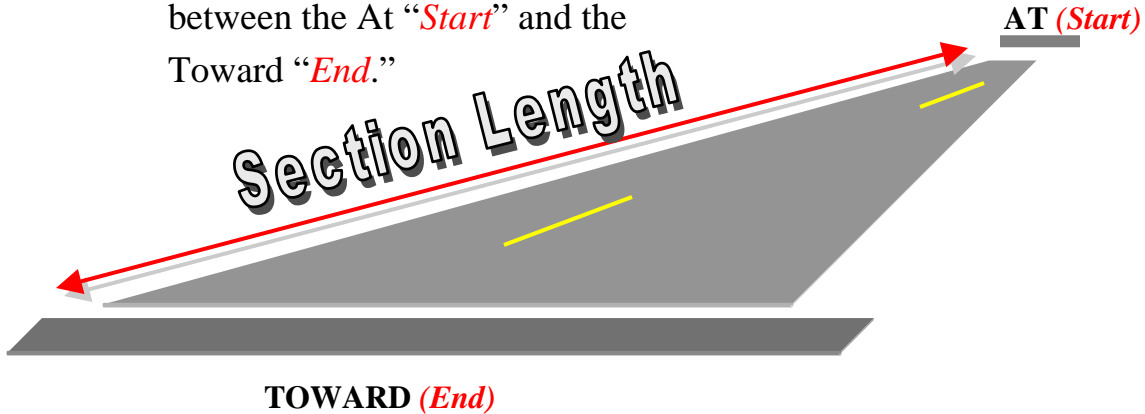


It is important to understand what is meant by the term “Section Length.”



WHAT IS SECTION LENGTH?

- Section length is the distance between the At “*Start*” and the Toward “*End*.”



NOTE: DO NOT alter the section length on your spreadsheet to reflect minor differences in the distances measured in the field.



HOW IS SECTION LENGTH DEFINED ON YOUR SPREADSHEET?

- Your spreadsheet is **pre-filled** with mileage in the Section Length column. When the Toward Offset column is **blank**, the section length listed reflects the distance **from** the At Route *intersection* or the At *Offset* to the end of the section.
- The road (intersection) listed in the Toward Route column represents the *direction* of travel and, most often, it is the *end* of a section.

On Route	At Route			Toward Route		Section Length	Local ID (Optional Field)
Name (Includes prefix, name, type, suffix and extension)	At Municipal Location	Name (Includes prefix, name, type, suffix and extension)	At Offset	Toward Municipal Location	Name (Includes prefix, name, type, suffix and extension)		
Arnold Rd		Loeffler Dr	0		Wendt Ave		5280



Making Section Changes



The 2005 On/At Pavement Rating spreadsheet includes a new designated area for recording certain section changes.



WHEN WOULD YOU MAKE SECTION CHANGES?

A) You want to **CONSOLIDATE** two or more sections of a road that have **identical** pavement ratings into one larger section.

B) You need to record a surface change or recent road construction by **SPLITTING** one existing road section into two or more sections.



FOLLOW THESE STEPS WHEN MAKING SECTION CHANGES:

1. DETERMINE the kind of section change you will be making:
 - a. Consolidating (combining) sections.
 - b. Splitting (making smaller sections).
2. REVIEW corresponding examples below and on pages 8-9.

Examples of Section Changes



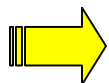
CONSOLIDATING ROAD SECTIONS – 2 or more sections into 1 section

IMPORTANT: The road sections that you want to combine **MUST** have the same pavement rating, On Route name and surface data.

- Enter the *same* Local ID (up to 12 alphanumeric characters of your choosing) to the rows you want to consolidate.

New Rating		County - Municipal Code	Previous Pavement Rating and Year	Surface		On Route	At Route	Toward Route		Section Length	Local ID (Optional Field)			
Pavement Rating	Rating Year			Type	Year	Width	CS	Q	P			Z		
5	2005	13028	7 (2005)	70	1997	24	F	N Main St	John St	0		Mary Ave (1)	528	123ABC
5	2005	13028	6 (2003)	70	1997	24	F	N Main St	Mary Ave (1)	0		Cooper Rd	739	123ABC

These two sections of N Main St have the same pavement rating, On Route name and surface data. You can combine them into one section by entering the same Local ID to each row.



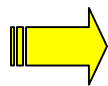
NOTE: If you apply the *same* Local ID to road sections that have *different* surface data, your unique IDs will be maintained, but the road sections will not be combined.

Examples of Section Changes – Continued

SPLITTING ROAD SECTIONS – 1 section into 2 or more sections

IMPORTANT: When splitting road sections, LEAVE the Rating/Rating Year columns “*blank*” for the existing road sections you will be changing.

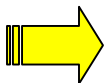
- REFER to the “Section Changes” area at the end of your spreadsheet (hard copy users) or the “Section Changes” sheet tab (electronic users).
- READ the instructions (*not shown below*) provided in the ”Section Changes” area before filling in your changes.
- ENTER your new sections in the “Section Changes” area, including your new rating/rating year.



NOTE: In order to avoid “gaps” or “overlaps” in your data, check to make sure that the *new* section lengths **EQUAL** the existing section length.

Existing Section	New Rating		County - Municipal Code	Previous Pavement Rating and Year	Surface			Units (F = Feet/ M = Miles)	On Route	At Route		Toward Route		Section Length	Local ID (Optional Field)	
	Pavement Rating	Rating Year			Type	Year	Width		Name (Includes prefix, name, type, suffix and extension)	At Municipal Location	Name (Includes prefix, name, type, suffix and extension)	At Offset	Toward Municipal Location			Name (Includes prefix, name, type, suffix and extension)
	Blank	Blank	13028	7 (2003)	70	1997	24	F	N Main St		John St	0		Cooper Rd	1267	
6. Section Changes - When splitting sections of road, use the area below to record your changes.																
New Sections	6	2005	13028		70	1997	24	F	N Main St		John St	0		Mary Ave (1)	528	123ABC
	10	2005	13028		70	2005	24	F	N Main St		Mary Ave (1)	0		Cooper Rd	739	456DEF

N Main St from John St to Cooper Rd is now split into 2 new sections.



NOTE: It is recommended that you use the LOCAL ID column when splitting road sections. FILL IN a *different* Local ID for each of the new sections that you create.

This will help ensure that your new sections are maintained for future pavement rating materials.

FILL IN a *different* Local ID for each new section that you create.

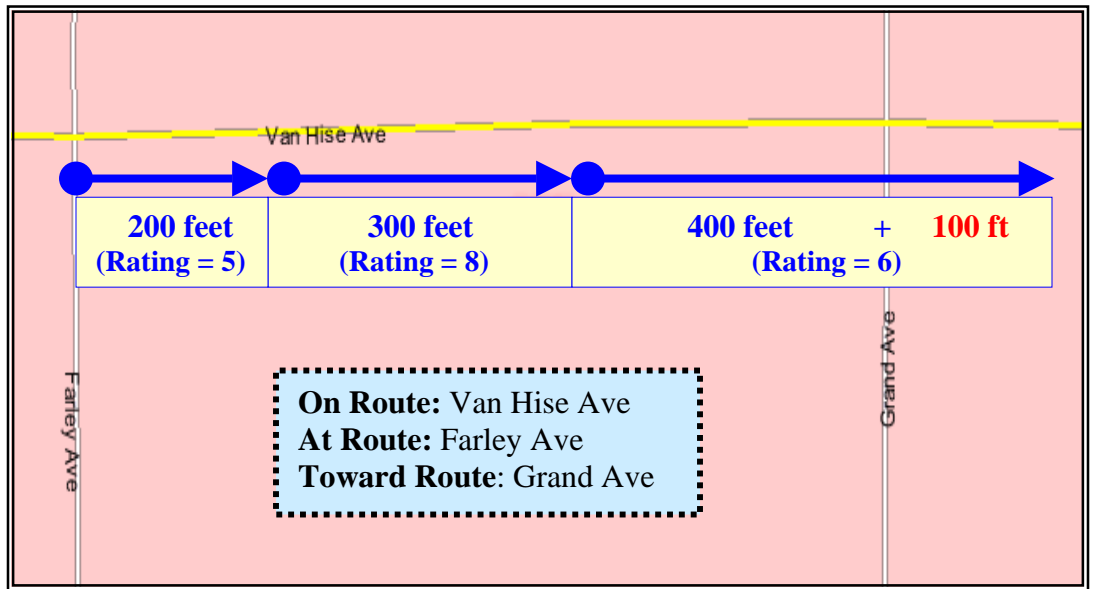
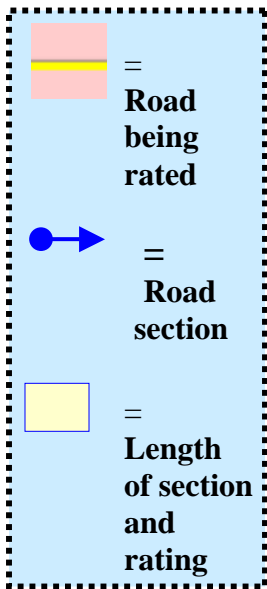


SPLITTING ROAD SECTIONS – USING OFFSETS:

Mileage should **only** be entered in the At Offset and Toward Offset columns when road sections DO NOT *start* or *end* at an intersection. The map and spreadsheet below illustrate how offsets should be used to reflect those road sections.

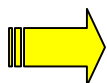
At Offset: Is the distance *from* the At Route Intersection, and reflects where your road section *begins*.

Toward Offset: Is the distance *from* the Toward Route Intersection and reflects the *end* of the road section you are rating.



IMPORTANT: When using Toward Offsets, leave the Section Length column **blank**. Use either a Toward Offset *or* Section Length – **not both**.

New Rating	Pavement Rating	Rating Year	County - Municipal Code	Previous Pavement Rating and Year	Surface			Units (F = Feet/ M = Miles)	On Route	At Route	Toward Route			Local ID (Optional Field)	
					Type	Year	Width		Name (Includes prefix, name, type, suffix and extension)	At Municipal Location	Name (Includes prefix, name, type, suffix and extension)	At Offset	Toward Municipal Location		Name (Includes prefix, name, type, suffix and extension)
5	2005	13251	4 (2003)	70	1996	33	F	Van Hise Ave		Farley Ave	0		Grand Ave	200	
8	2005	13251	7 (2003)	70	1985	33	F	Van Hise Ave		Farley Ave	200		Grand Ave	300	
6	2005	13251	7 (2003)	70	1999	33	F	Van Hise Ave		Farley Ave	500		Grand Ave	100	blank
7	2005	13251	7 (2003)	70	1999	33	F	Van Hise Ave		Grand Ave	100		next intersection	X feet	



NOTE: The last row of the spreadsheet example above illustrates how the Toward Offset used in the previous row *becomes* an *At Offset* when recording the location of the subsequent road section.

WISLR Assistance



You can access WISLR to aid you in the pavement rating process.

HELPFUL TOOLS FOUND IN WISLR:

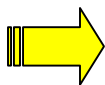
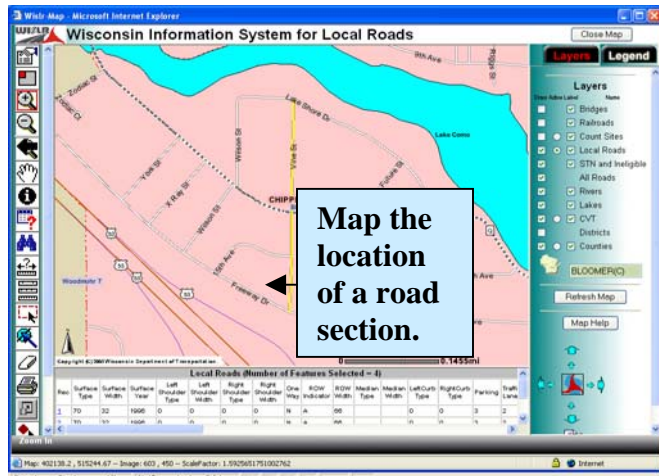
- The capability to view your physical and administrative inventories, such as:

PHYSICAL	Surface Data	Pavement Ratings	Curb
ADMINISTRATIVE	Owner	Road Category	Functional Class

- The capability to view and print maps of your roads.

Some map choices:

- County
- Municipality
- Entire Route
- Partial Route
- By Owner
- By Attribute
 - Surface Data
 - Pavement Rating Data



NOTE: View your roads by intersection or by data break (sections with identical data are grouped together), and choose either feet or miles as a unit of measurement. Additional map layers include: rivers, railroads, and bridges.

GAINING ACCESS TO WISLR:

- 1 Type <https://on.wisconsin.gov> into the address bar found at the top of your browser. Click the Self-Registration link, and follow the steps to create an ID and password. After you receive an e-mail confirmation, continue to step 2.
- 2 Request WISLR access: Go to <https://trust.dot.state.wi.us/wislr/> and enter your ID and password. Fill in the information requested. **NOTE:** Allow 2-3 days for WisDOT review and e-mail confirmation.

Surface Type and Paser Rating Table

Surface Type	Surface Description	20	Waterway has no WISLR rating association
20	Waterway	Paser Ratings for <u>Unpaved (35) and Sealcoat (40) Roads</u>	
		Rating	Pavement Condition
25	Unimproved Road	1	FAILED – Complete rebuilding required – travel is difficult.
30	Graded and Drained Earth Road	2	POOR – Needs addition of aggregate plus drainage maintenance.
35	Gravel Road (not oil & gravel) <ul style="list-style-type: none"> ▪ Includes gravel on graded and drained earth ▪ Includes gravel on unimproved earth 	3	FAIR – Needs routine regarding plus minor ditch maintenance.
		4	GOOD – Good crown and drainage.
40	<1” Wearing Surface <ul style="list-style-type: none"> ▪ Includes bituminous surfaces <1” ▪ Includes surface treatments/sealcoats on base ▪ Includes double sealcoat roads on base ▪ Includes oil on gravel 	5	EXCELLENT – Excellent crown and drainage.
		Paser Ratings for <u>Paved (Asphalt and Concrete) Roads</u>	
		Rating	Pavement Condition
45	Cold Mix Asphalt Pavement on Concrete	1	FAILED – Needs total reconstruction.
50	Cold Mix Resurface on Asphalt Pavement Surface + Base <7” <ul style="list-style-type: none"> ▪ Includes cold mix overlay on hot or cold mix pavement ▪ Includes milling and cold mix resurfacing when milling is not full depth 	2	VERY POOR – Severe deterioration. Needs reconstruction with extensive base repair.
		3	POOR – Needs patching & major overlay or complete recycling.
52	Cold Mix Resurface on Asphalt Pavement Surface + Base >7” <ul style="list-style-type: none"> ▪ Includes cold mix overlay on hot or cold mix pavement ▪ Includes milling and cold mix resurfacing when milling is not full depth 	4	FAIR – Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.
		5	FAIR – Surface aging, sound structural condition. Needs sealcoat or nonstructural overlay.
55	Cold Mix Asphalt Pavement (CMAC) Surface + Base <7” <ul style="list-style-type: none"> ▪ Includes pavement pulverized and resurfaced with CMAC ▪ Includes full depth milling and resurfacing with CMAC 	6	GOOD – Shows sign of aging. Sound structural condition. Could extend with sealcoat.
		7	GOOD – First signs of aging. Maintain with routine crack filling.
57	Cold Mix Asphalt Pavement (CMAC) Surface + Base >7” <ul style="list-style-type: none"> ▪ Includes pavement pulverized and resurfaced with CMAC ▪ Includes full depth milling and resurfacing with CMAC 	8	VERY GOOD – Recent sealcoat or new road mix. Little or no maintenance required.
		9	EXCELLENT – Recent overlay, like new.
60	Hot Mix Asphalt Pavement on Concrete (HMAC on PCC)	10	EXCELLENT – New Construction
		Paser Ratings for <u>Unimproved/Earth (25,30) and Brick and Block (80)</u>	
		Rating	Pavement Condition
65	Hot Mix Resurfacing (overlay) on Asphalt Pavement <ul style="list-style-type: none"> ▪ Includes HMAC overlay on hot mix pavement ▪ Includes HMAC overlay on cold mix pavement ▪ Includes mill and HMAC resurface when milling is not full depth 	1	POOR – Reconstruction needed.
		2	FAIR – Significant grading required.
70	Hot Mix Asphalt Pavement (HMAC) <ul style="list-style-type: none"> ▪ Includes full depth HMAC pavement ▪ Includes pulverized and resurfaced with HMAC ▪ Includes full depth milling and resurfacing with HMAC pavement 	3	GOOD – Routine maintenance or spot grading helpful.
		4	VERY GOOD – No improvement needed.
75	Concrete Pavement (PCC)		
80	Brick or Block Pavement		