



USING WISLR AND PASER TO MAKE YOUR LIFE EASIER

28th Annual Town & Country Engineering, Inc.
Public Works Seminar
December 4, 2025

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What do we need to know to effectively manage our pavement assets?

- What assets do we own?
- Where are the assets located?
- What condition are the assets in?
- When were they constructed? Reconstructed? Last maintained?
- What is the replacement cost?
- How do the assets deteriorate?
- What minimum condition level have we established?
- What maintenance, rehabilitation, or replacement is needed based on condition of the assets to keep the assets in acceptable condition?

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Why PASER and WISLR?

- Free tools to help us manage our pavement assets cost-effectively
- Track our inventory of pavement assets
- Report pavement condition to WisDOT
- Certify centerline miles of road in our jurisdiction

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PASER Pavement Condition Rating

Pavement Ratings are required to be submitted to WisDOT every 2 years.
Due by Dec 15th in the odd numbered year

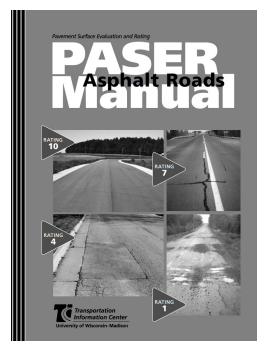
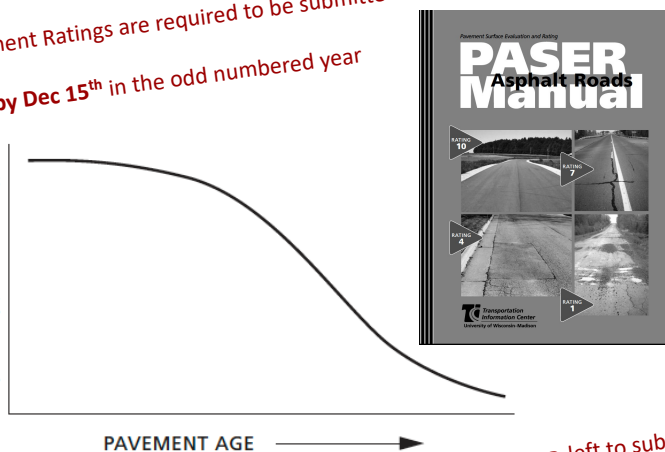
PAVEMENT CONDITION

RATING 10
Excellent

RATING 6
Good

RATING 4
Fair

RATING 2
Poor



You have 20 Holiday shopping days left, but only **10 Days** left to submit your pavement ratings

4



Also, submittal of certified miles annually

"...the board of every town, village and county, and the governing body of every city shall file with the department no later than December 15 of every year, a certified plat of the municipality or county showing the highways under its jurisdiction and the mileage thereof to be open and used for travel as of the succeeding January 1."
-Wisconsin Statute 86.301(1)

This is important because certified mileage is one of the factors that goes into the determination of your General Transportation Aids (GTA) allocation!

5



Annual Certification

Late August

- Certification materials sent out
- Electronic or Paper
- Pavement rating materials available at any time from WISLR



September to December

- Local government submittals returned and updates being made in WISLR
- WisDOT editors making updates

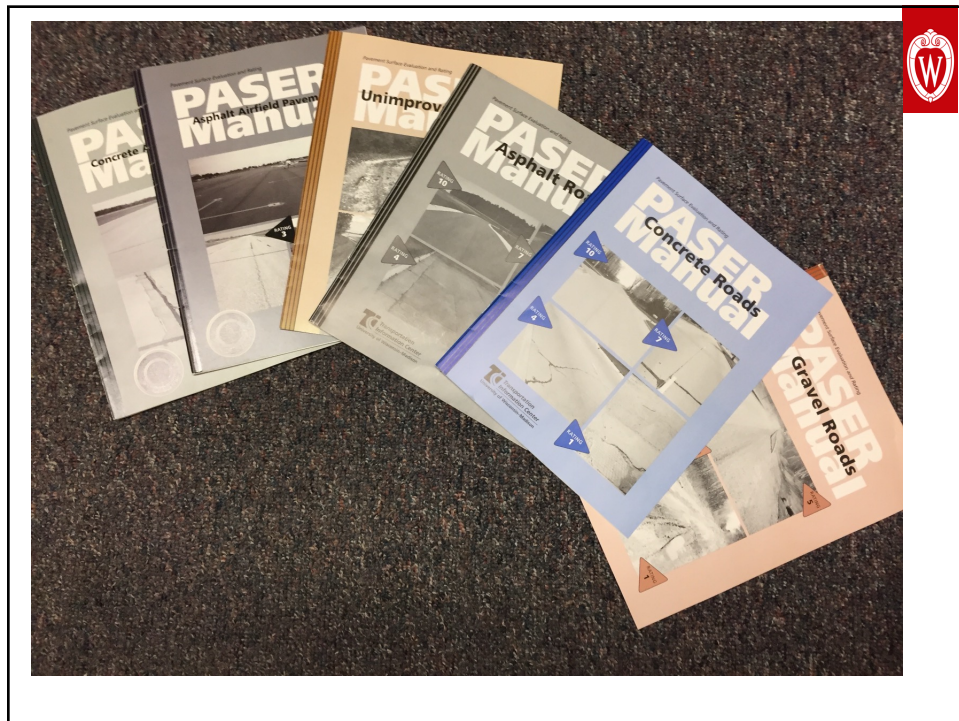


December 15

- All submittals due
- Certification of mileage
- Changes to mileage
- Pavement ratings (in the odd numbered years)

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PASER rating scale differs by pavement type

Surface Type and Associated Paser Rating Scale		
1.	Unpaved Surface <small>Gravel & Sealcoat</small>	1-5 Paser Rating
2.	Paved Surface <small>Asphalt & Concrete</small>	1-10 Paser Rating
3.	Unimproved Surface <small>Unimproved & Brick & Block</small>	1-4 Paser Rating

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Asphalt PASER Pavement Ratings - New or minimal distress



Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

PASER News!

We have submitted a request for ASTM to approve PASER as an ASTM Standard!

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Asphalt PASER Ratings- Aging Related Distresses



Surface rating	Visible distress*	General condition/ treatment measures
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4" - 1/2"). Transverse cracks (open 1/4" - 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2" or more) show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

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Asphalt PASER Ratings – Structural Distresses, Severe Progression of Aging Distresses, Failed Pavements



Surface rating	Visible distress*	General condition/ treatment measures
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (greater than 1/2" but less than 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe rutting or distortions (2" or more deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

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PASER rating issues observed:



- Raters do not always appear to be rating on based on observed condition.
- This results in mismatches between ratings and actual condition
- I suspect that some agencies are selecting a rating that matches the maintenance treatment they have planned (or can afford) rather than rating condition based on observed distresses
- Do not WISHRATE!

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What is the PASER rating for this pavement?



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What is the PASER rating for this pavement?



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What is the PASER rating for this pavement?



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PASER rating issues observed:



- You should update ratings when applying for grant funding.
- A grant application that has a mismatch between described condition and numerical PASER rating is likely to go to the bottom of the pile.
- Update ratings before submitting a project and rate based on distresses observed

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PASER-WISLR issues observed:

- In WISLR make sure that the last maintenance year is updated in the WISLR inventory
- Check the last maintenance year information when updating ratings.
- WisDOT have observed mismatches between ratings and age
 - For example , asphalt pavements that are seven years or more beyond their last maintenance date that are rated "10"
 - This is nearly impossible!!

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**So, what's gonna happen?
Am I going to get arrested by the
WISLR police?**



- No, but you may mess things up for your agency and adversely impact all agencies
- Why ? How? ...

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Why accurate WISLR ratings are important



- WisDOT aggregates the WISLR condition data to try to estimate the local agency need (backlog of work)
- If you are rating conditions higher than they actually are, WisDOT data estimates less overall need than the actual need

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Why accurate WISLR ratings are important



- Associations advocating on behalf of local government uses the aggregate condition data for local roads when they estimate unmet need for funding of local road improvements
- If you are rating conditions higher than they actually are, local funding needs estimates less than the actual need



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Getting ratings right in a grant application



If I applied for a grant to fund reconstruction of this road, but my application showed a PASER rating of 6, do you think I'd get awarded a grant?

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Wisconsin Information System for Local Roads (WISLR)



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WISLR Inventory



Wisconsin Department of Transportation

Wisconsin Information System for Local Roads

application: [home](#) | [main menu](#) | [route name discrepancy](#) | [log-off](#) | [manual and publications](#)

County: Municipality: Certification Year:

Global Location

Rd/St Name:

At/Toward

At:

Toward

Map	Attribute Name	Occurs	At Intersection	From Offset	To Offset	Section Length	Attribute Value
	Surface	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 36 ft, Year: 1986
	Maintenance Treatment	0 of 0		0	0	0	
	Left Shoulder	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 0-None, Width: 0 ft
	Right Shoulder	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 0-None, Width: 0 ft
	One Way	1 of 1	Hickory Ln (Termini)	0	950	950	One Way: No
	Right-of-Way	1 of 1	Hickory Ln (Termini)	0	950	950	Indicator: A, Width: 70 ft
	Median	0 of 0		0	0	0	
	Left Curb	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 1-Standard (regular curb and gutter)
	Right Curb	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 1-Standard (regular curb and gutter)
	Parking	1 of 1	Hickory Ln (Termini)	0	950	950	Parking: 3-Both Sides
	Traffic Lanes	1 of 1	Hickory Ln (Termini)	0	950	950	Traffic Lanes: 2 Lanes
	Average Daily Traffic (ADT)	1 of 1	Hickory Ln (Termini)	0	950	950	Indicator: E, Count: 30, Year
	Pavement Rating	1 of 1	Hickory Ln (Termini)	0	950	950	System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 6, Year: 2011

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Updating surface year and/or maintenance year



Attribute Name	Occurs	At Intersection	From Offset	To Offset	Section Length	Attribute Value
Surface	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 36 ft, Year: 1986
Maintenance Treatment	0 of 0		0	0	0	
Left Shoulder	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 0-None, Width: 0 ft
Right Shoulder	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 0-None, Width: 0 ft
One Way	1 of 1	Hickory Ln (Termini)	0	950	950	One Way: No
Right-of-Way	1 of 1	Hickory Ln (Termini)	0	950	950	Indicator: A, Width: 70 ft
Median	0 of 0		0	0	0	
Left Curb	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 1-Standard (regular curb and gutter)
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Pavement Rating	1 of 1	Hickory Ln (Termini)	0	950	950	System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 6, Year: 2011

Global Location

Rd/St Name: At/Toward Certified Mileage: 0 feet

At: Offset: Rd/St Length: 2000 feet

Toward: Offset:

Unit of Measurement:

Yes

Physical Inventory

Attribute Name	Occurs	At Intersection	From Offset	To Offset	Section Length	Attribute Value
Surface	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 70-Hot Mix Asphalt Pavement (HMAC), Width: 36 ft, Year: 1986
Maintenance Treatment	0 of 0		0	0	0	
Left Shoulder	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 0-None, Width: 0 ft
Right Shoulder	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 0-None, Width: 0 ft
One Way	1 of 1	Hickory Ln (Termini)	0	950	950	One Way: No
Right-of-Way	1 of 1	Hickory Ln (Termini)	0	950	950	Indicator: A, Width: 70 ft
Median	0 of 0		0	0	0	
Left Curb	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 1-Standard (regular curb and gutter)
Right Curb	1 of 1	Hickory Ln (Termini)	0	950	950	Type: 1-Standard (regular curb and gutter)
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Pavement Rating	1 of 1	Hickory Ln (Termini)	0	950	950	System: Paser Asphalt Pavement (Hot Mix or Cold Mix Asphalt), Rating: 6, Year: 2011

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Using WISLR Pavement Analysis Tools



- Condition Frequency Report
- Provides valuable summary information about the condition of pavement



Report Type

☒ Rudimentary Needs Analysis

☐ Rudimentary Needs Analysis by Pavement Type

☐ Rudimentary Needs Analysis by Functional Class

☐ Condition Frequency Report

☐ Average Rating by Pavement Type

☐ Average Rating by Functional Class

☐ Create New Five Year Budget Plan

Series	Paved		Unpaved	
	Min Rating	Max Rating	Min Rating	Max Rating
1	1	2	1	1
2	3	4	2	2
3	5	6	3	3
4	7	8	4	4
5	9	10	5	5

Leave series blank to exclude it.

Year	1	2	3	4	5
Budget	0	0	0	0	0

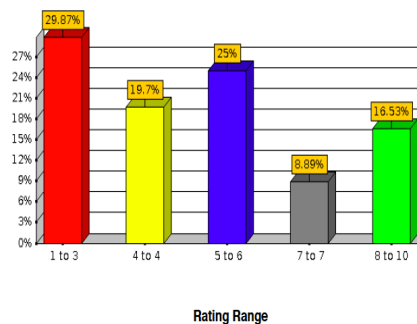
25

Example - Condition Frequency Grouping



Condition Frequency Report - Paved
City of Portage

Generated on 07/17/2019 12:12:05 PM



Rating Range

- * Based on 53.14 miles of rated roadways.
- * There are 0.01 miles of unrated roadways.
- * Paved: 45,50,52,55,57,60,65,70,75

Treatments are the Basis of Grouping

- 1 to 3 rehab strategies
- 4 hot mix overlay
- 5 & 6 chip seal
- 7 crack fill
- 8 to 10 no action

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Using WISLR Pavement Analysis Tools



- Five-year budget plan
- Produces a recommended list of streets and shows a projection of condition in five years
- Based on budget, M&R costs, and priorities you input

Report Type

☒ Rudimentary Needs Analysis

☐ Rudimentary Needs Analysis by Pavement Type

☐ Rudimentary Needs Analysis by Functional Class

☐ Condition Frequency Report

Series	Paved		Unpaved	
	Min Rating	Max Rating	Min Rating	Max Rating
1	1	2	1	1
2	3	4	2	2
3	5	6	3	3
4	7	8	4	4
5	9	10	5	5

Leave series blank to exclude it.

☐ Average Rating by Pavement Type

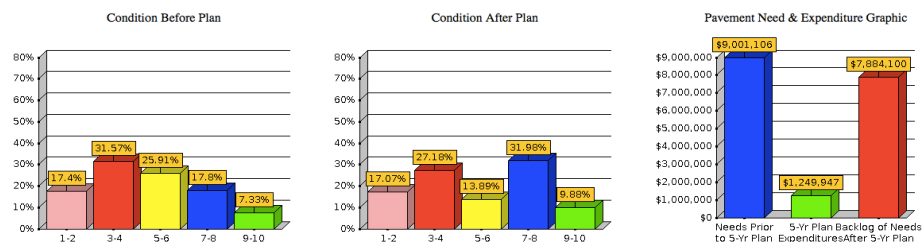
☐ Average Rating by Functional Class

☒ Create New Five Year Budget Plan

Year	1	2	3	4	5
Budget	0	0	0	0	0

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5- year projection of condition frequency



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Recommended 5-year project list

Year:

1

2

3

4

5

Budget:

80000

80000

80000

80000

80000

Expenditures:

53113

79487

106817

8731

150959

Stored Forecasts

Name and Description:

Reload Saved

Save This Forecast

Application Functions

Sort by Year:

1

2

3

4

5

Backlog

Map by Year

Map by Project Type

Print/Download Spreadsheet











BURNSIDE - 1 to 12 of 58

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On Route	At Route	Toward Route	Pavement Sections							Details					Local ID	PMPC	Edit Options
 Maule Coulee Rd	STH 93 / STH 121	Sather Hill Rd	Seg# At	End	Surf	Rtg	Width	Built	Year:	1	2	3	4	5		LCL	 Edit
			1 0	9557	70	6	18	2007	Action(F):	6							
									WISLR Cost:	47040							
									User Cost:	0							
 Wolfe Rd	Prokop Ln	CTH Q / Jimmy Ln	Seg# At	End	Surf	Rtg	Width	Built	Year:	1	2	3	4	5		LCL	 Edit
			1 0	6072	55	7	20	2010	Action(F):	7							
									WISLR Cost:	6071							
									User Cost:	0							
 Doris Guza Rd	CTH XX / Doris Guza Rd	STH 93	Seg# At	End	Surf	Rtg	Width	Built	Year:	1	2	3	4	5		LCL	 Edit
			1 2640	14890	70	5	24	2012	Action(F):	5							
									WISLR Cost:	79487							
									User Cost:	0							
 Maule Coulee Rd	Sather Hill Rd	Gierok Rd / Maule Coulee Rd	Seg# At	End	Surf	Rtg	Width	Built	Year:	1	2	3	4	5		LCL	 Edit
			1 0	1637	70	5	18	2007	Action(F):	5							
									WISLR Cost:	8066							
									User Cost:	0							
 Swede Valley Rd	CTH Q	STH 93 / STH 121	Seg# At	End	Surf	Rtg	Width	Built	Year:	1	2	3	4	5		LCL	 Edit
			1 0	10666	55	5	20	2008	Action(F):	5							
									WISLR Cost:	58089							

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Output can be downloaded to a spreadsheet

Home

Insert

Page Layout

Formulas

Data

Review

View

AutoSave

File

Edit

View

Window

Help

CIP - WISLR Plan Output Spreadsheet 80K FINAL

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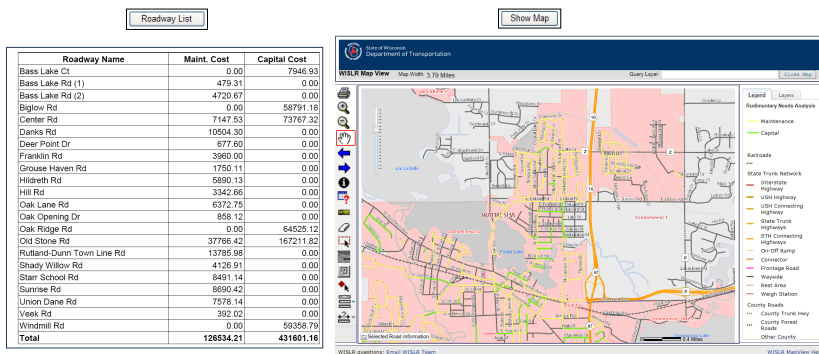
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Using WISLR Pavement Analysis Tools

- Results can be viewed and printed as a list or displayed on a map



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Using the WISLR 5-year Budget Tool

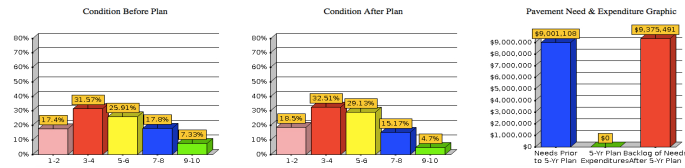
- Run a “Do Nothing” Budget (1\$ for each of the 5 years)
- Run a “Reduced” Budget (Say 25% less than expected)
- Run an “Increased” Budget (Bigger but not outrageous)
- Run your “Normal” Budget (Already planned or expected)
 - Evaluate these alternatives
- Decide on a “Preliminary Proposed” Budget
 - Edit the proposed streets for the first 2 years
 - Evaluate how reasonable the streets are in remaining years
 - Adjust streets as necessary and develop your budget justification
- Consider using the importance feature to account for local priorities

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5-year plan impacts of each scenario

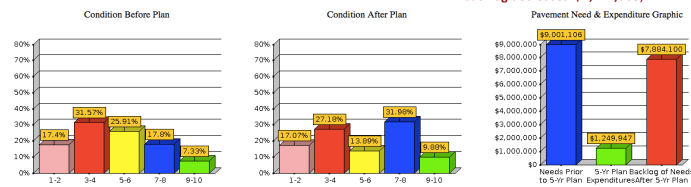


Do nothing 5-year plan (1-2, 3-4, 5-6 increase; 7-8, 9-10 decrease; **backlog increases \$374,283**)



Reduced \$250,000 / year

(1-2 no change, 3-4, 4-6 decrease; 7-8, 9-10 increase; **backlog decreases \$1,117,008**)

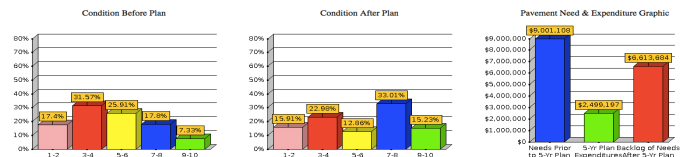


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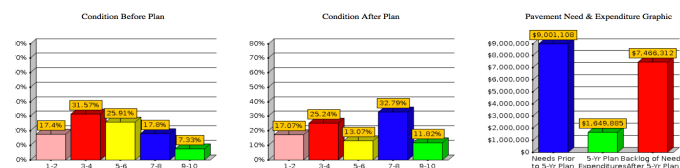
5-year plan impacts of each scenario



Increased \$500,000/year (1-2 slight drop; 3-4, 5-6, decrease; 7-8, 9-10 increase; **backlog decreases \$2,387,424**)



Normal \$330,000/year (1-2 very slight drop; 3-4, 5-6, decrease; 7-8, 9-10 increase; **backlog decreases \$1,534,796**)

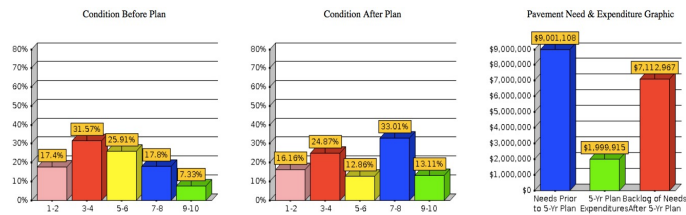


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Propose a budget of \$400,000



1,2,3,4,5,6 all decrease; 7,8,9,10 double; **backlog decreases \$1,889,441**

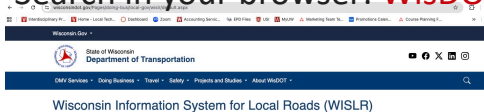


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WISLR Access



Search in your browser: **WisDOT WISLR**



First time WISLR users:

1. Establish a Web Access Management System (WAMS) ID and password: Go to on.wisconsin.gov and click on the Self-Registration link and password.
2. Navigate to WISLR: Enter your ID and password, then answer some questions. WisDOT will send you an email that establishes and co establish your ID and password. Please allow a few days to receive your WISLR privileges.

Contact:

WISLRinfo@dot.wi.gov
(608) 266-2865



User ID:
Password:

Login

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WISLR Help



For questions on local road certification, pavement ratings, or general WISLR questions, contact the WISLR Helpline or email WisDOT.

Helpline (608) 266-2865

Leave a message including:

1. Name
2. County / Municipality
3. Phone Number where you can be reached
4. Brief description of concern/question

Email WISLRinfo@dot.wi.gov

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