



Annual Report
Maintenance, Traffic, and Operations Conditions
on Wisconsin's State Highways
in 2003

Issued
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**Chart 4 (County Feature Scores) will be available online at the below Website for all districts. If you are in a county or district, Chart 4 for your district only has been attached to your report.*

The charts in this report, as well as additional reports, will be available on the Reports tab of the Compass Web page in an interactive format that allows you to view all districts. That page is available through the dotnet (http://dotnet/dtid_bho/extranet/compass/index.htm) and the extranet (https://trust.dot.state.wi.us/extmtgtwy/dtid_bho/extranet/compass/). If you haven't accessed the extranet before, please email the Compass program manager at alison.lebwohl@dot.state.wi.us and she will send directions on how to do that.

Introduction

Welcome to Compass' second annual report on highway operations conditions.

Thanks to the hard work of the Ratings Team and others, including an analysis and reporting team from UW Madison, we've made a lot of progress in the 12 months since the last report was issued. Below are some highlights. Please see Appendix C for the full list of Ratings Team members.

New this year: information on pavements, costs, deficiencies, and trends.

This year's reports provide cost, condition, deficiency, and trend information on state highway pavements, shoulders, selected traffic and safety features, drainage, and roadsides. You'll notice that additions to the report include scores for pavement conditions, costs and deficiency measures, and preliminary trend data.

Companion reports will add target conditions and scores for winter.

Companion reports to be issued later this year will provide information on target conditions for these elements of the state highways, as well as condition scores for winter operations. With the companion reports, this year's Compass reports will provide information on 82% of highway operations costs. This is a dramatic increase over last year's reports, which covered only 27%.

We're on schedule to take this program to the legislature in 2005.

This report is being issued to operations managers and WisDOT decision-makers. In the future, high-level reports based on the enclosed data will also be used to improve communication with the legislature. Other states with similar programs report that it has taken them three to five years to provide targets and pictures to their legislatures.

Your feedback is critical.

It is our hope that you find this year's reports relevant and helpful. Please review them, then fill out and return the attached questionnaire. Last year's feedback was very helpful in designing this year's reports. A national research project on information design for transportation data (proposed by Compass and funded by AASHTO) is due to be completed in the next 12 months, and should offer some helpful models and resources for improving report design. We look forward to combining these resources with your suggestions to bring you improved reports in future years.

Feature scores are comparable to other states' scores.

Last year, you told us that scores were too uniform to make decisions. Members of the Compass Standards Team revised the scoring criteria in order to show more variability and to make our scores comparable to Washington State's where possible. We chose Washington because it is one of the lead states in maintenance quality assurance programs. We then re-ran last year's data so you could compare apples to apples when looking at trend data. In this report, last year's and this year's data are scored on the same scale. Please throw away last year's report and replace it with this one.

It would be premature to draw any significant conclusions from two years of data.

It takes more than two years to start seeing a trend. Remember, too, that these ratings cover state highways, not local roads and do not yet include some 20% of highway operations costs, including traffic operations, electrical, and most of district and central office staffing.

Other state DOT's have successfully navigated tight budgets using programs like Compass.

Compass is WisDOT's quality assurance and asset management program for highway operations. It is designed to provide us with better information and communications tools to describe the current maintenance conditions of our state highways, the desired maintenance conditions, and what it would cost to get from here to there. It is based on similar, successful programs in Florida, California, and Washington.

As these states have learned, in times of tight budgets, Compass offers us critical tools to demonstrate what money spent in maintenance buys. It also helps us allocate the dollars we do have effectively across different activities and features.

Currently, there are several dozen programs like Compass nationally; managers of these programs will be gathering in October 2004, in Madison, to trade best practices and establish a national research agenda. Wisconsin is one of four lead states in this effort, and is chairing the conference, which is taking place

under the sponsorship of FHWA, the MRUTC and state DOTs. Findings from this conference will be incorporated into the 2005 program.

Charts and tables go from the centerline out: pavement, traffic, shoulders, drainage, roadsides.

Reports are organized in sections from the big picture to the small: Wisconsin, Districts, Counties. Within those sections, charts and tables are organized by element from the centerline out: pavement, traffic, shoulders, drainage, roadsides. Within each element, features are organized alphabetically. There may be a few exceptions to this, where the reporting software (Excel) did not allow us to customize the chart in this way. A full list of elements and features can be found in Appendix B.

Feature scores go from 100 (high) to 0 (low).

These scores reflect maintenance conditions. A description of the thresholds for moving from one score to another can be found in Appendix A. The thresholds for individual features can be found in Appendix B. These thresholds are selected and reviewed by members of the Compass Standards Teams.

Pavement scores are based on information from virtually every mile of pavement.

Pavement scores are based on information from the pavement van, which inventories the distresses on 1/10 of every cardinal mile in the state highway system (1/10 of every cardinal and non-cardinal mile on divided highways) every two years. Maintenance logic from the pavement maintenance management system (PMMS) is the dominant determinant of Compass score, with the pavement distress index (PDI) factor playing a secondary role. See Appendix D for details.

Field review scores are based on a meaningful sample of randomly selected 1/10-mile segments.

Where feature scores are not reported for a district or a county, it is because there was not enough of that feature observed in this year's random sample for us to draw any conclusions. These scores are a snapshot of highway conditions during the time the Ratings Team was out there, from August 20 to October 20, 2003. Condition information for signs includes only the presence and visibility of those signs; it is not an indication of reflectivity. This information will be gathered from SIMS, the WisDOT sign database, and will be included in future years.

Both deficiency and cost measures are new this year.

Compass scores reflect both the extent and severity of a deficiency. Where deficiency measures are provided, they may measure only extent; so two districts with the same deficiency measures may have different Compass scores, reflecting different severities. Cost measures use the expert judgment of the Compass Standards Team to allocate actual dollars spent across Compass features. Pavement does not include cost information, since pavement maintenance costs are closely tied to improvement expenditures, though the dollar tradeoffs have not yet been quantified. In future years, we would like to continue refining these measures, for example, to provide them in per unit costs, e.g., per acre of roadside, per culvert.

2003 Wisconsin Feature Scores Pavement

Each feature receives a score from 0 (low) to 100 (high), which reflects maintenance conditions. The data to calculate these scores comes from all miles in the WisDOT pavement inventory. The number at the top of the bars is the feature score. For definitions of feature scores, see Appendix A.

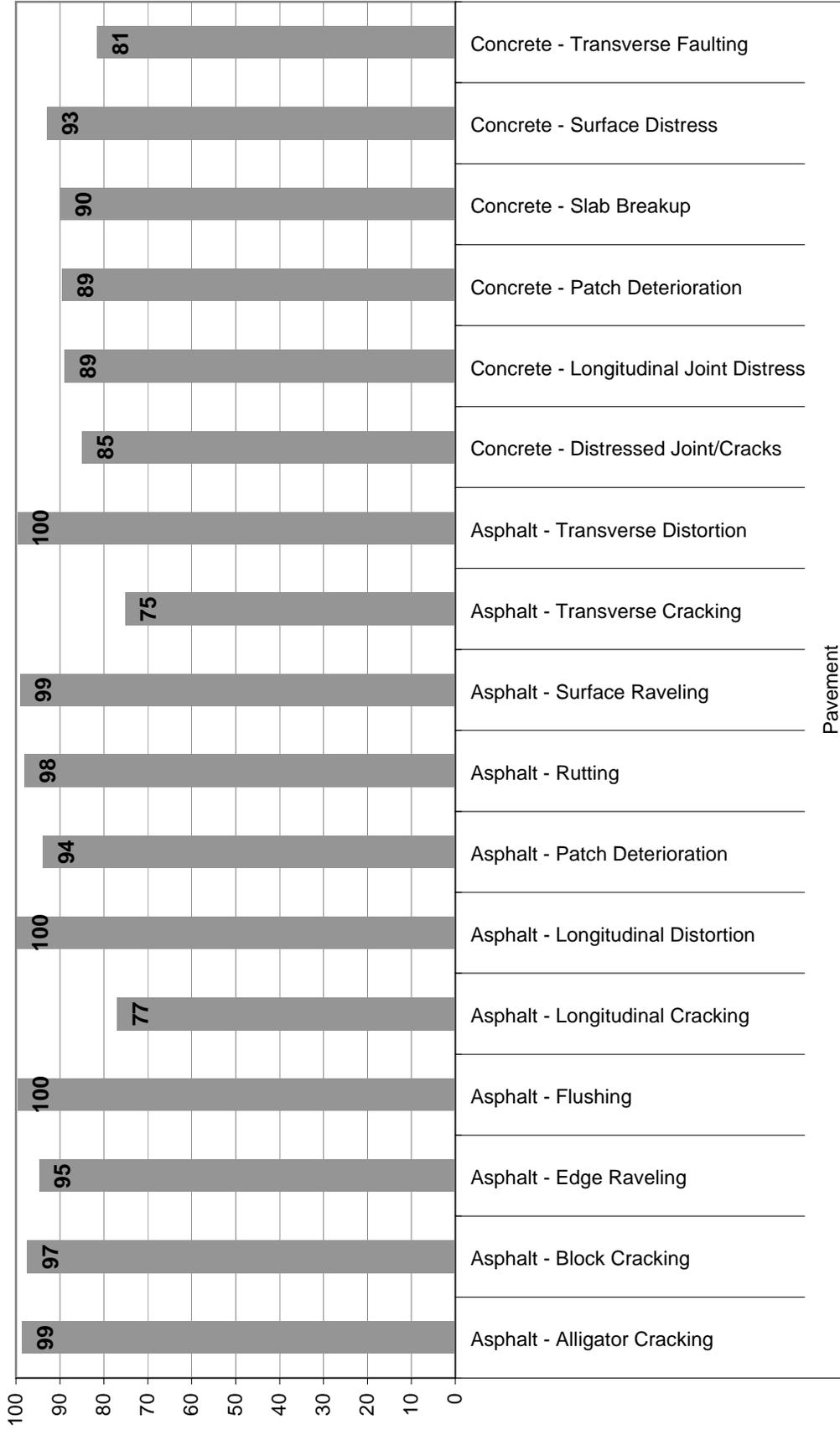
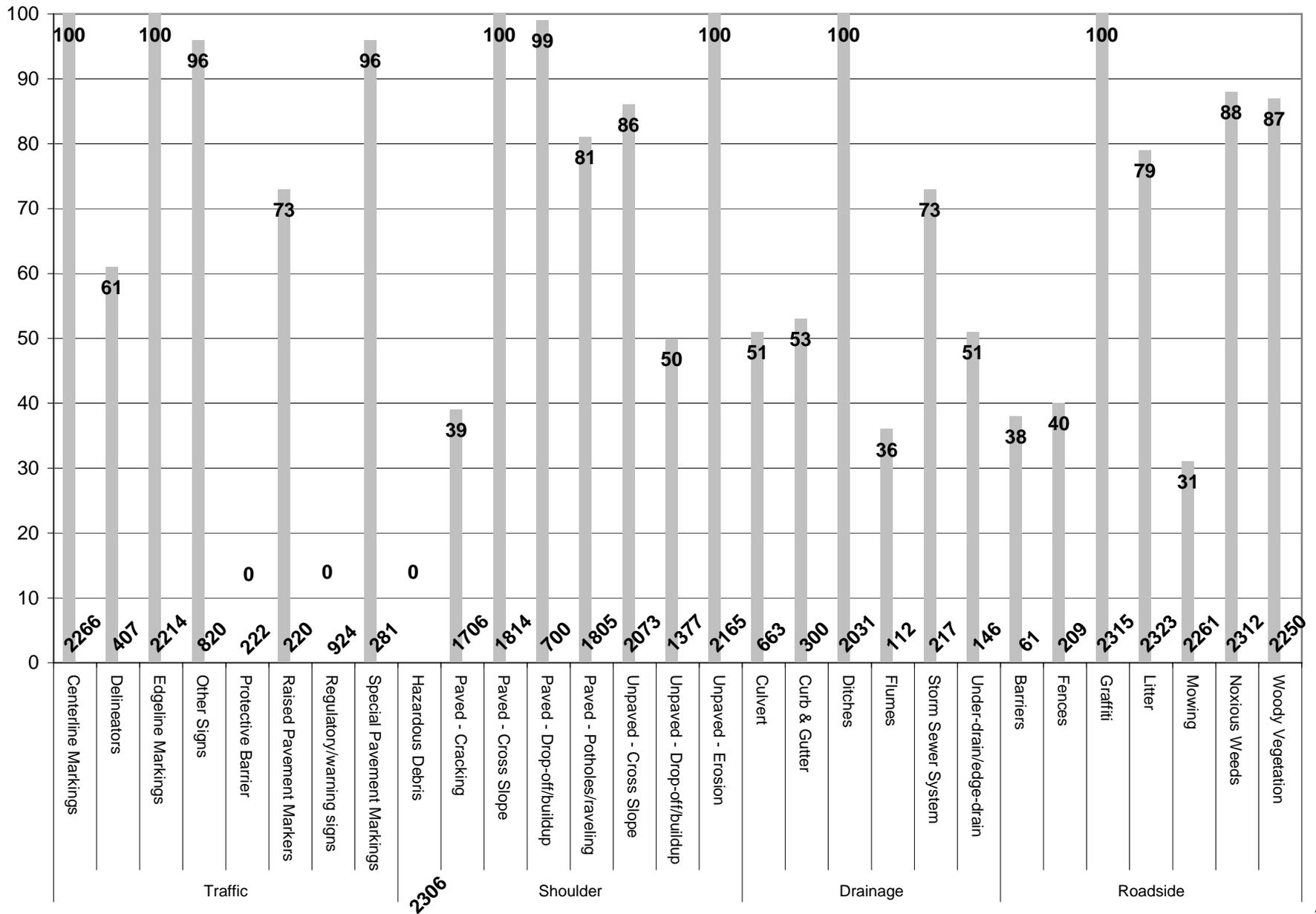


Chart 1
Traffic, Shoulder, Drainage, Roadside

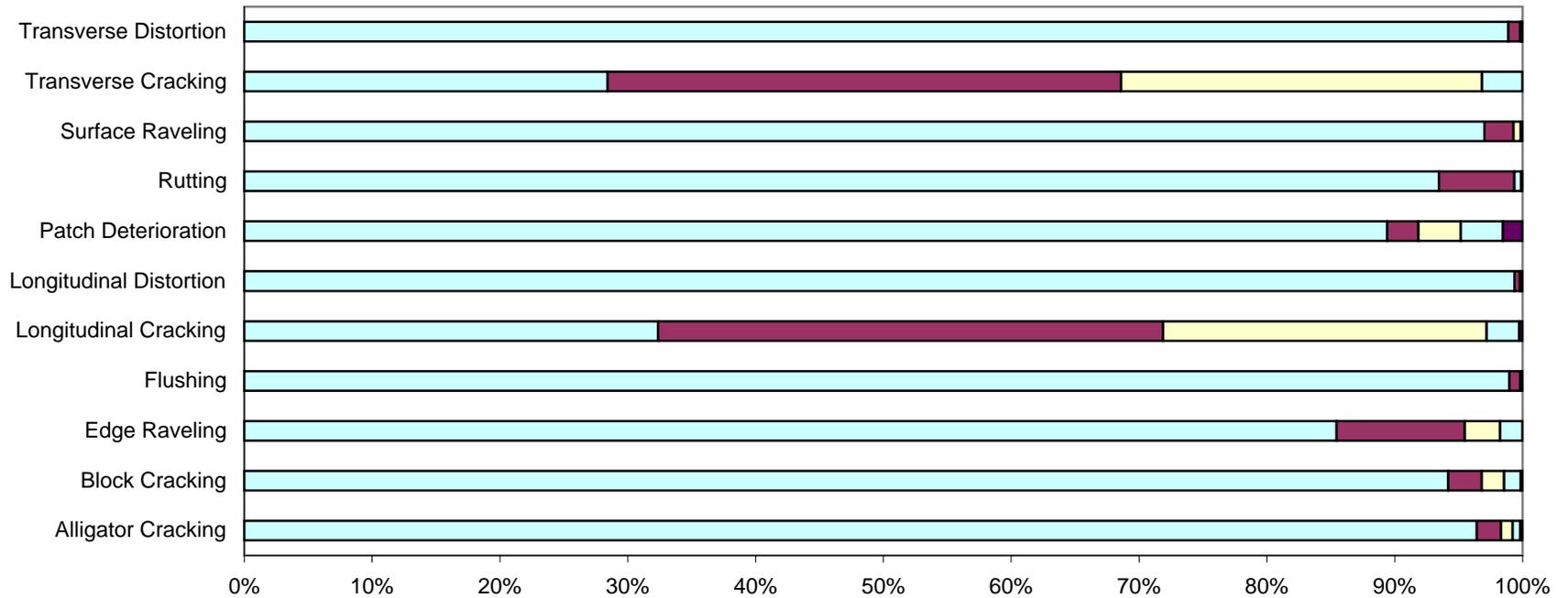
2003 Wisconsin Feature Scores Traffic, Shoulder, Drainage, Roadside

Each feature receives a score from 0 (low) to 100 (high), which reflects maintenance conditions. The number at the top of the bars is the feature score. The number at the bottom of the bars is the number of times that the feature was observed in this year's random sample of state highway segments. For definitions of feature scores, see Appendix A.



2003 Wisconsin Asphalt Pavement Conditions

From **left (best) to right (worst)**, this chart shows the percent of the centerline miles with features or distresses in "best" to "worst" condition.
From **top (worst) to bottom (best)**, the table below shows the number of centerline miles in worst to best condition.



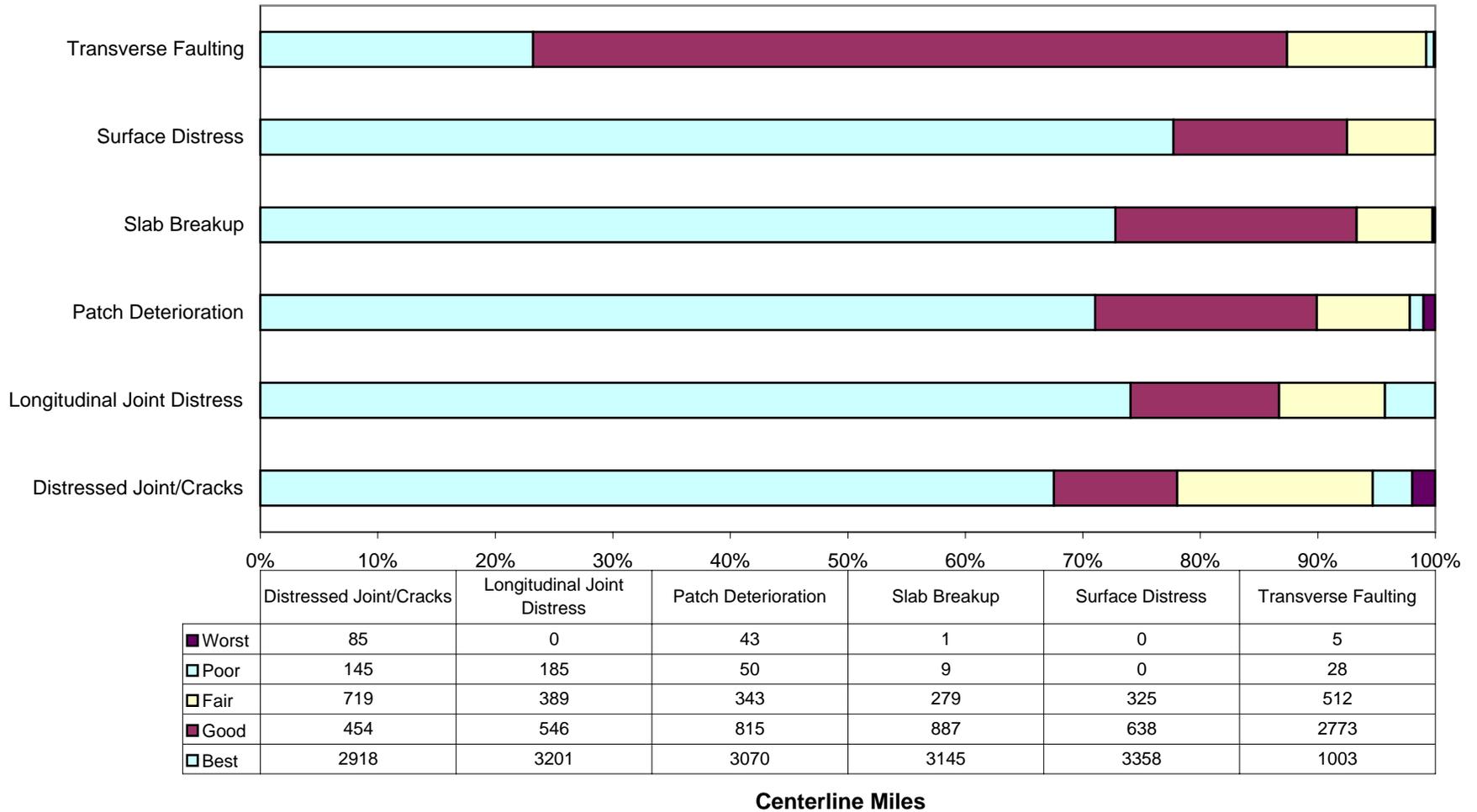
	Alligator Cracking	Block Cracking	Edge Raveling	Flushing	Longitudinal Cracking	Longitudinal Distortion	Patch Deterioration	Rutting	Surface Raveling	Transverse Cracking	Transverse Distortion
■ Worst	17	15	0	0	26	0	161	9	0	0	0
□ Poor	65	135	184	16	269	11	348	57	15	333	5
□ Fair	96	185	290	0	2660	10	347	0	60	2969	13
■ Good	199	277	1055	93	4152	46	257	622	239	4222	99
□ Best	10133	9898	8981	10401	3403	10443	9397	9822	10196	2986	10393

Centerline Miles

Note: Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section

2003 Wisconsin Concrete Pavement Conditions

From **left (best) to right (worst)**, this chart shows the percent of the centerline miles with features or distresses in "best" to "worst" condition.
From **top (worst) to bottom (best)**, the table below shows the number of centerline miles in worst to best condition.

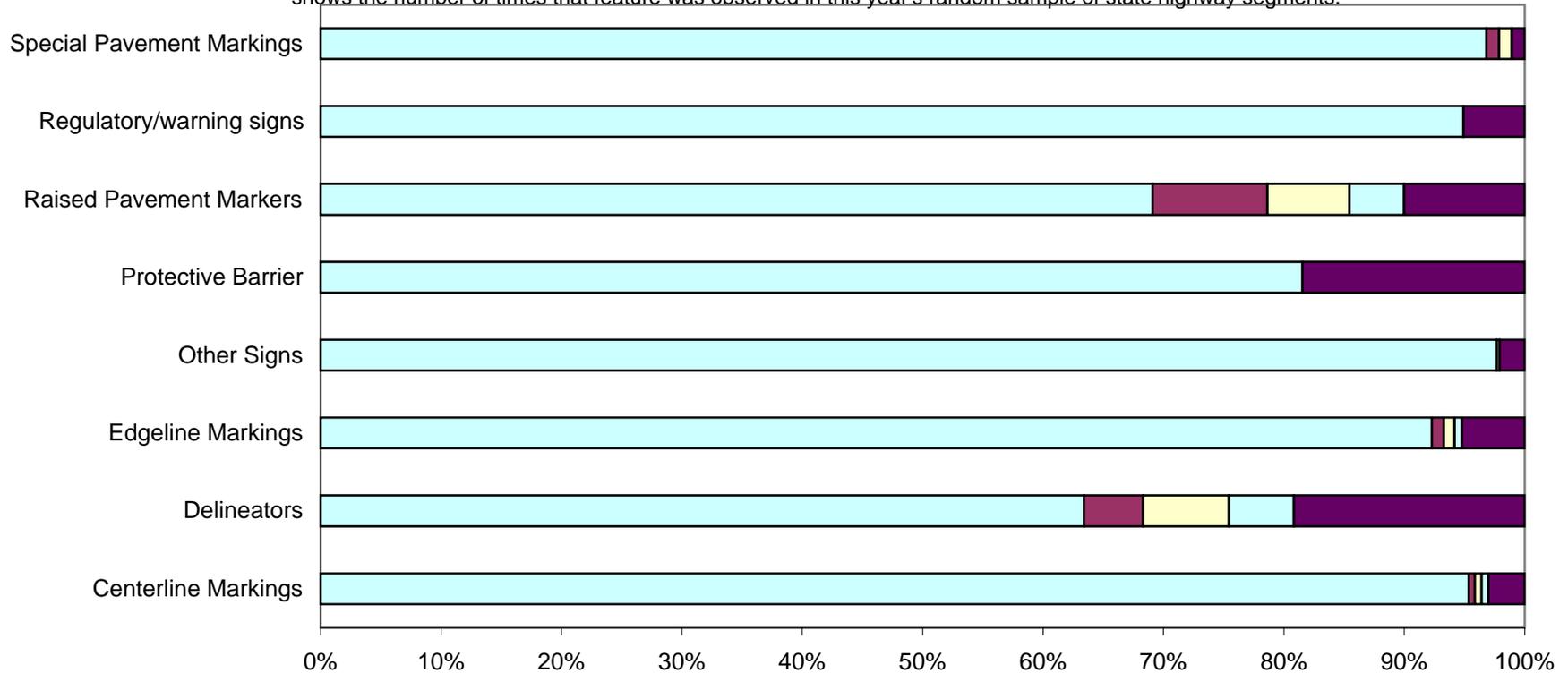


Note: Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section

Chart 2
Traffic

2003 Wisconsin Traffic Conditions

From **left (best) to right (worst)**, this chart shows the percent of features in "best" to "worst" condition. From **top (worst) to bottom (best)**, the table below shows the number of times that feature was observed in this year's random sample of state highway segments.



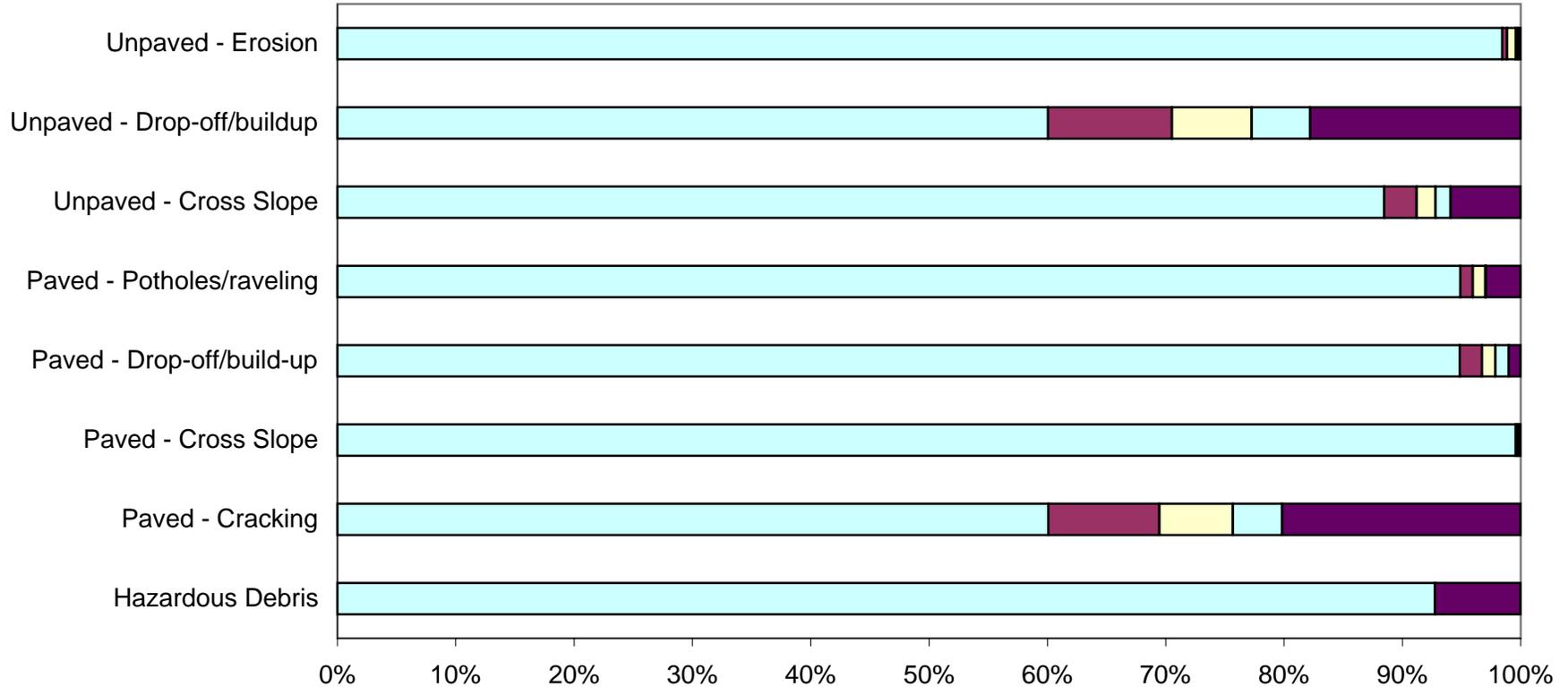
	Centerline Markings	Delineators	Edgeline Markings	Other Signs	Protective Barrier	Raised Pavement Markers	Regulatory/warning signs	Special Pavement Markings
Worst	68	78	115	17	41	22	47	3
Poor	13	22	14	0	0	10	0	0
Fair	13	29	20	2	0	15	0	3
Good	11	20	22	0	0	21	0	3
Best	2161	258	2043	801	181	152	877	272

Number of Observations

Chart 2
Shoulder

2003 Wisconsin Shoulder Conditions

From **left(best) to right(worst)**, this chart shows the percent of features in "best" to "worst" condition. From **top(worst) to bottom(best)**, the table below shows the number of times that feature was observed in this year's random sample of state highway segments.



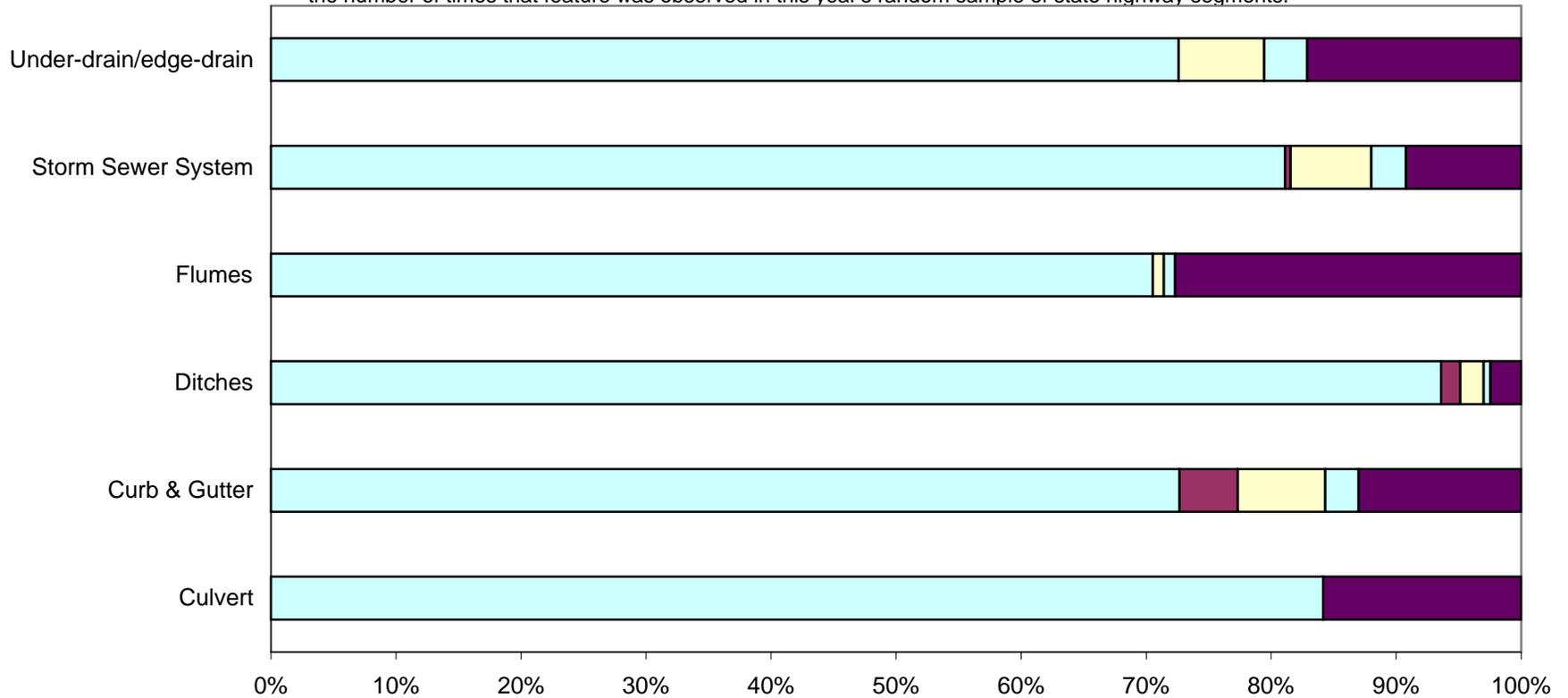
	Hazardous Debris	Paved - Cracking	Paved - Cross Slope	Paved - Drop-off/build-up	Paved - Potholes/raveling	Unpaved - Cross Slope	Unpaved - Drop-off/buildup	Unpaved - Erosion
■ Worst	167	344	2	7	53	123	245	4
□ Poor	0	71	0	8	1	26	68	5
■ Good	0	106	3	8	19	33	93	16
■ Fair	0	160	3	13	19	57	144	9
□ Best	2139	1025	1806	664	1713	1834	827	2131

Number of Observations

Chart 2
Drainage

2003 Wisconsin Drainage Conditions

From **left(best) to right(worst)**, this chart shows the percent of features in "best" to "worst" condition. From **top(worst) to bottom(best)**, the table below shows the number of times that feature was observed in this year's random sample of state highway segments.



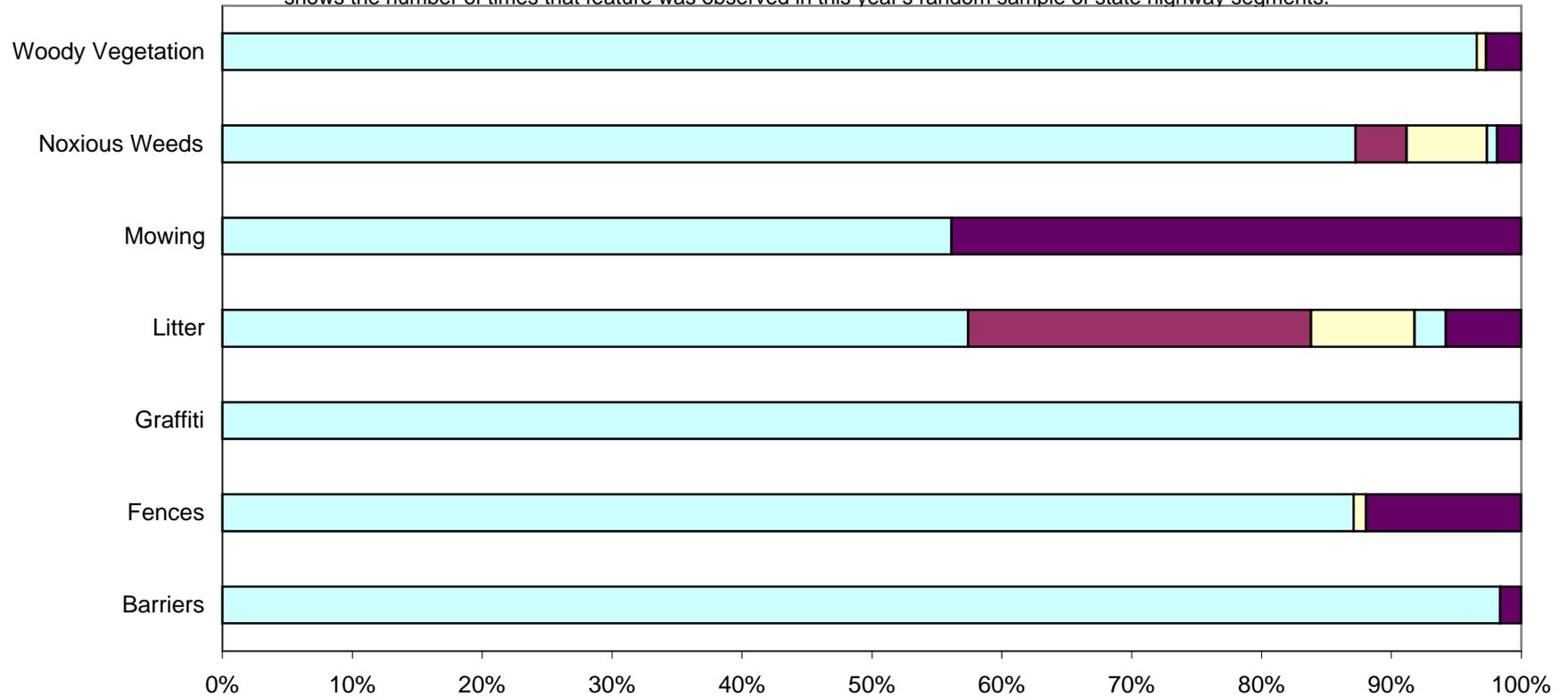
	Culvert	Curb & Gutter	Ditches	Flumes	Storm Sewer System	Under-drain/edge-drain
■ Worst	105	39	50	31	20	25
■ Poor	0	8	11	1	6	5
■ Fair	0	21	38	1	14	10
■ Good	0	14	31	0	1	0
■ Best	558	218	1901	79	176	106

Number of Observations

Chart 2
Roadside

2003 Wisconsin Roadside Conditions

From **left (best) to right (worst)**, this chart shows the percent of features in "best" to "worst" condition. From **top (worst) to bottom (best)**, the table below shows the number of times that feature was observed in this year's random sample of state highway segments.



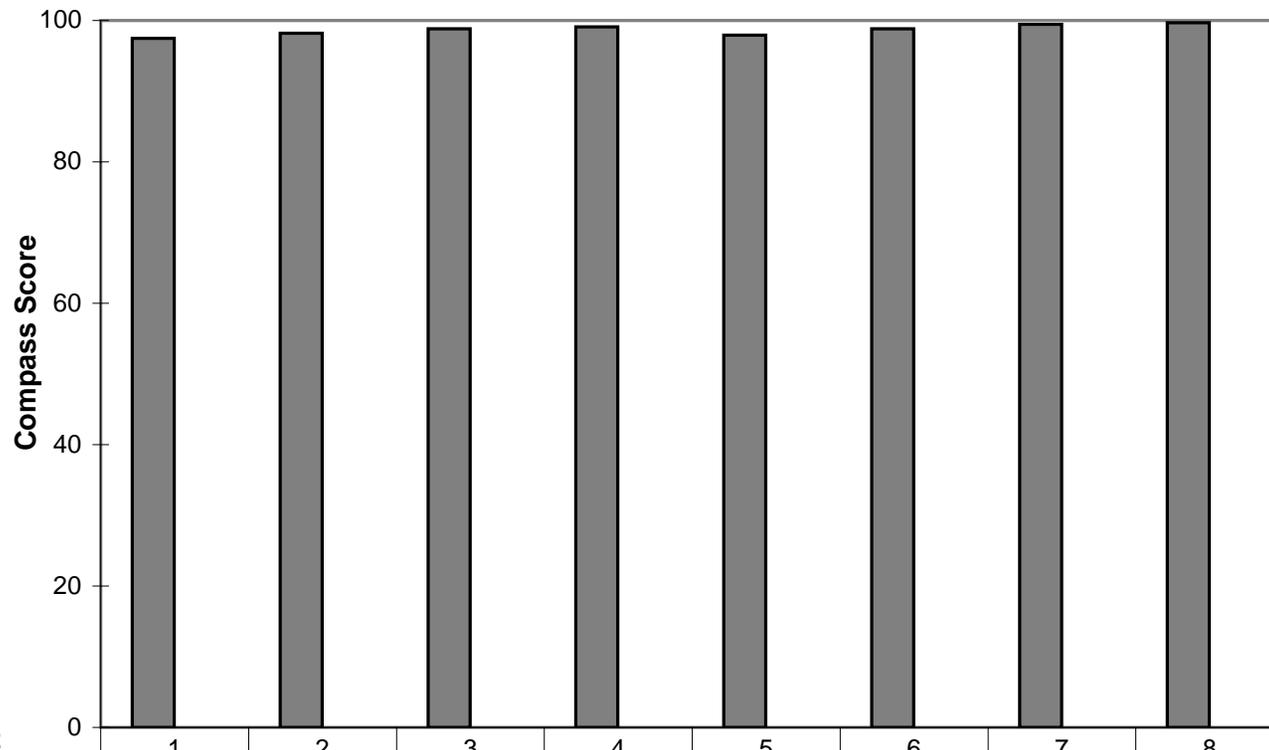
	Barriers	Fences	Graffiti	Litter	Mowing	Noxious Weeds	Woody Vegetation
■ Worst	1	25	0	135	992	43	61
■ Poor	0	0	0	56	0	18	0
■ Fair	0	2	0	185	0	143	16
■ Good	0	0	2	613	0	91	0
■ Best	60	182	2313	1334	1269	2017	2173

Number of Observations

Chart 3
Concrete Pavement

Alligator Cracking - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.



District	1	2	3	4	5	6	7	8
Compass Score	97	98	99	99	98	99	99	100
% CL miles deficient	7%	4%	3%	3%	4%	2%	2%	1%

Chart 3
Concrete Pavement

Block Cracking - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

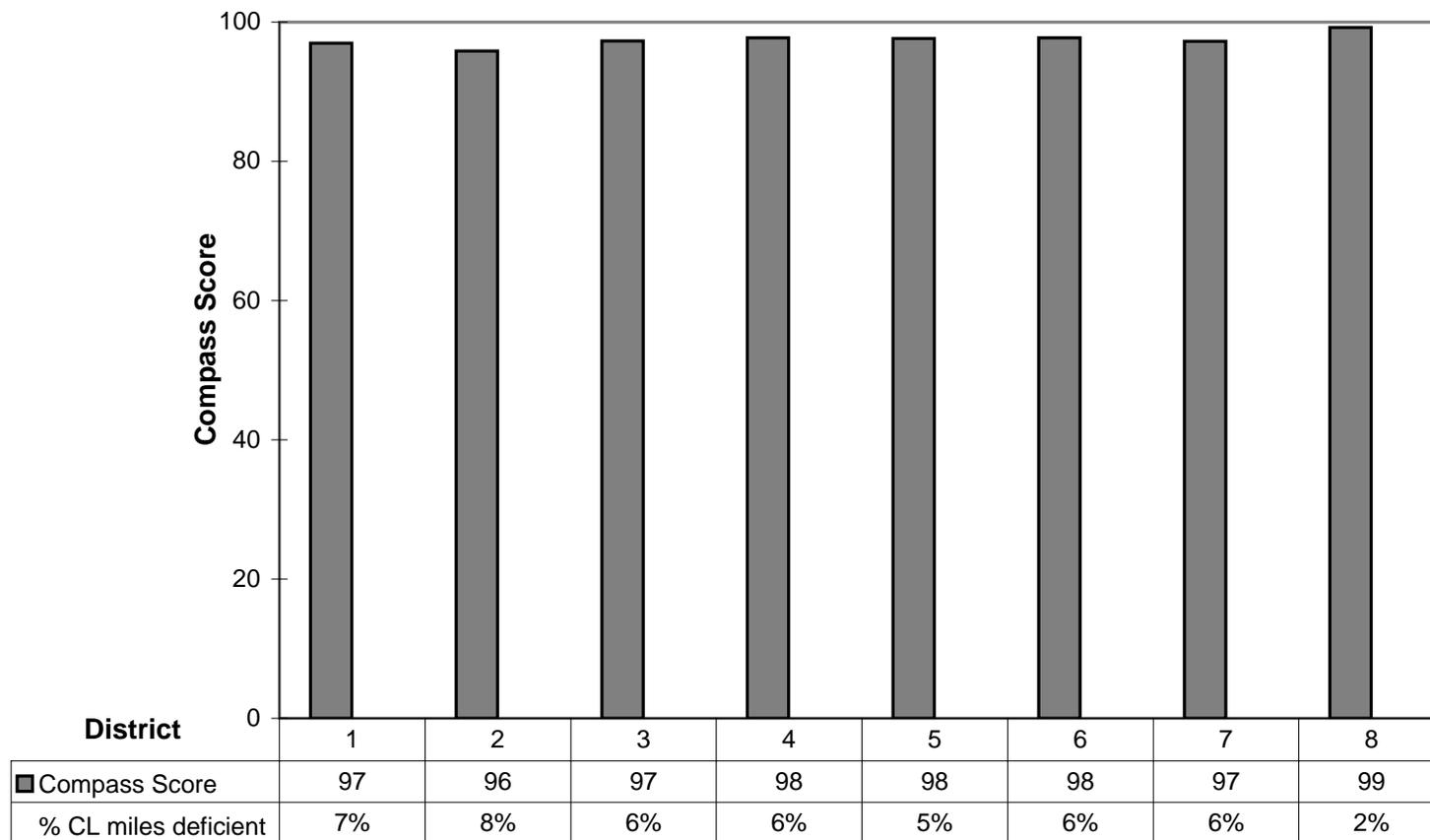
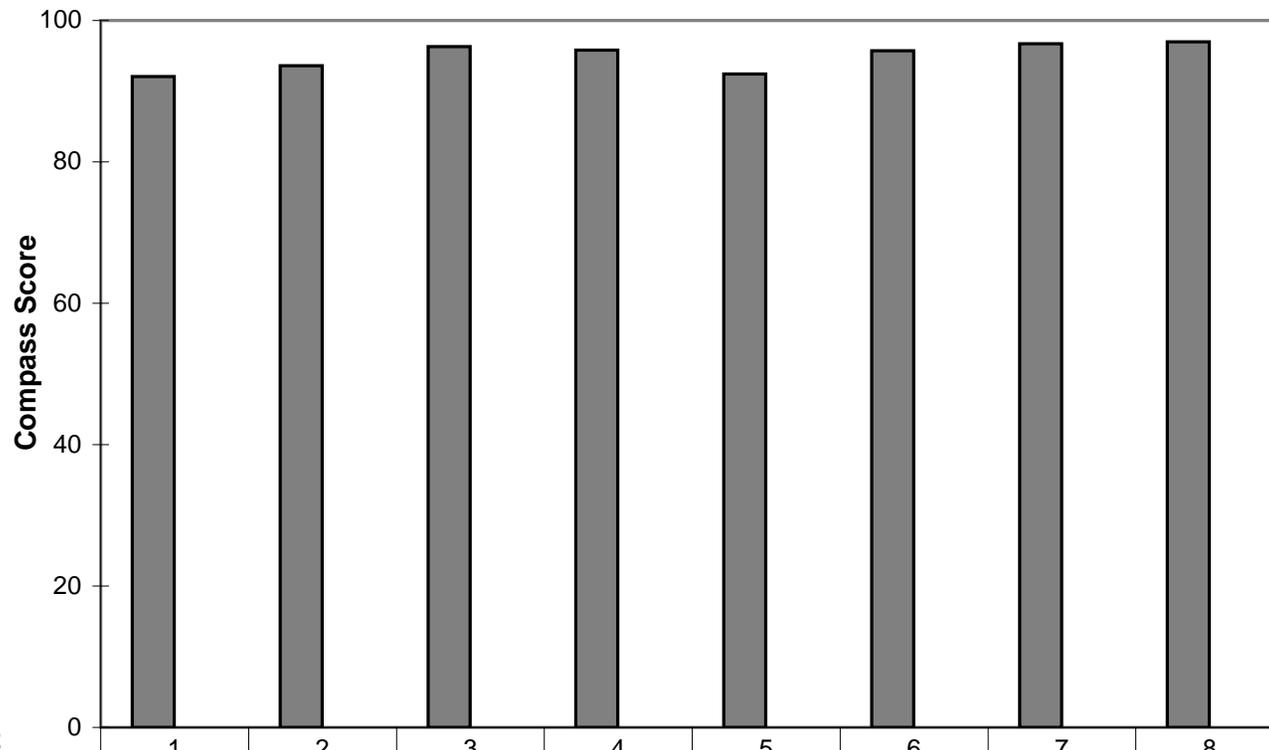


Chart 3
Concrete Pavement

Edge Raveling - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

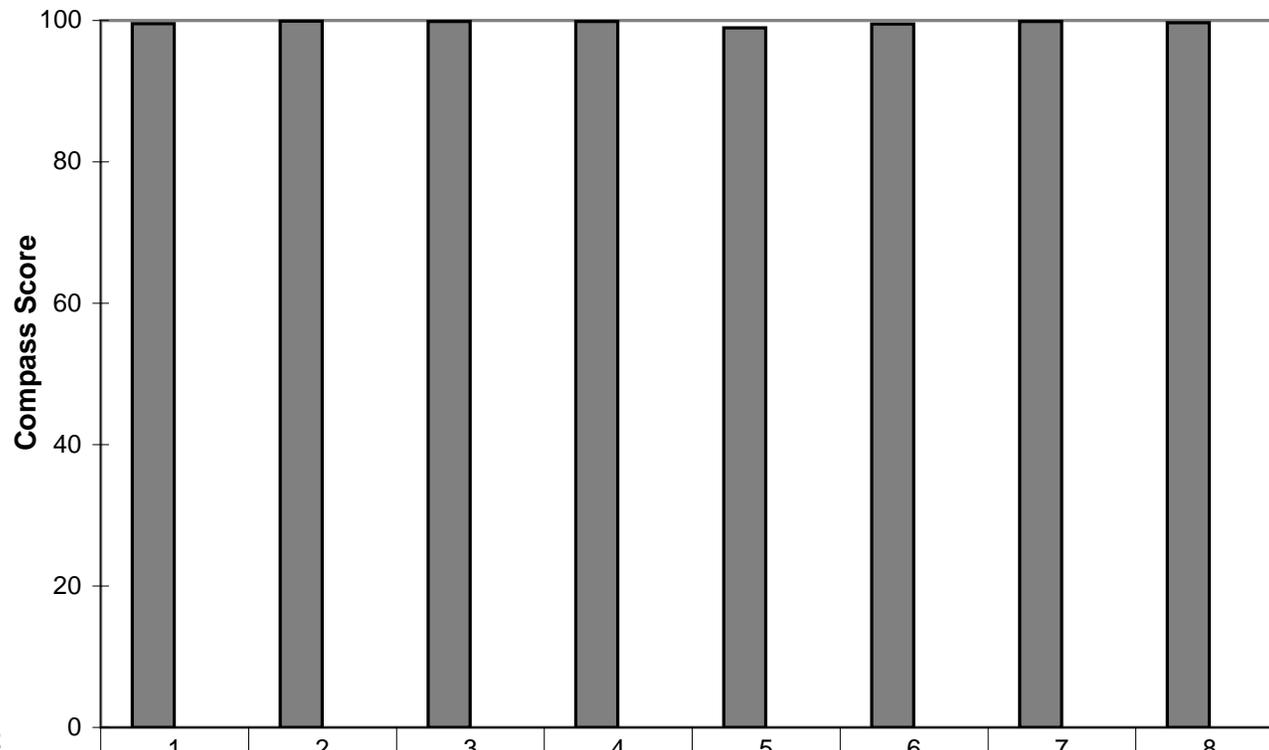


District	1	2	3	4	5	6	7	8
Compass Score	92	94	96	96	92	96	97	97
% CL miles deficient	19%	21%	13%	13%	17%	9%	12%	7%

Chart 3
Concrete Pavement

Flushing - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

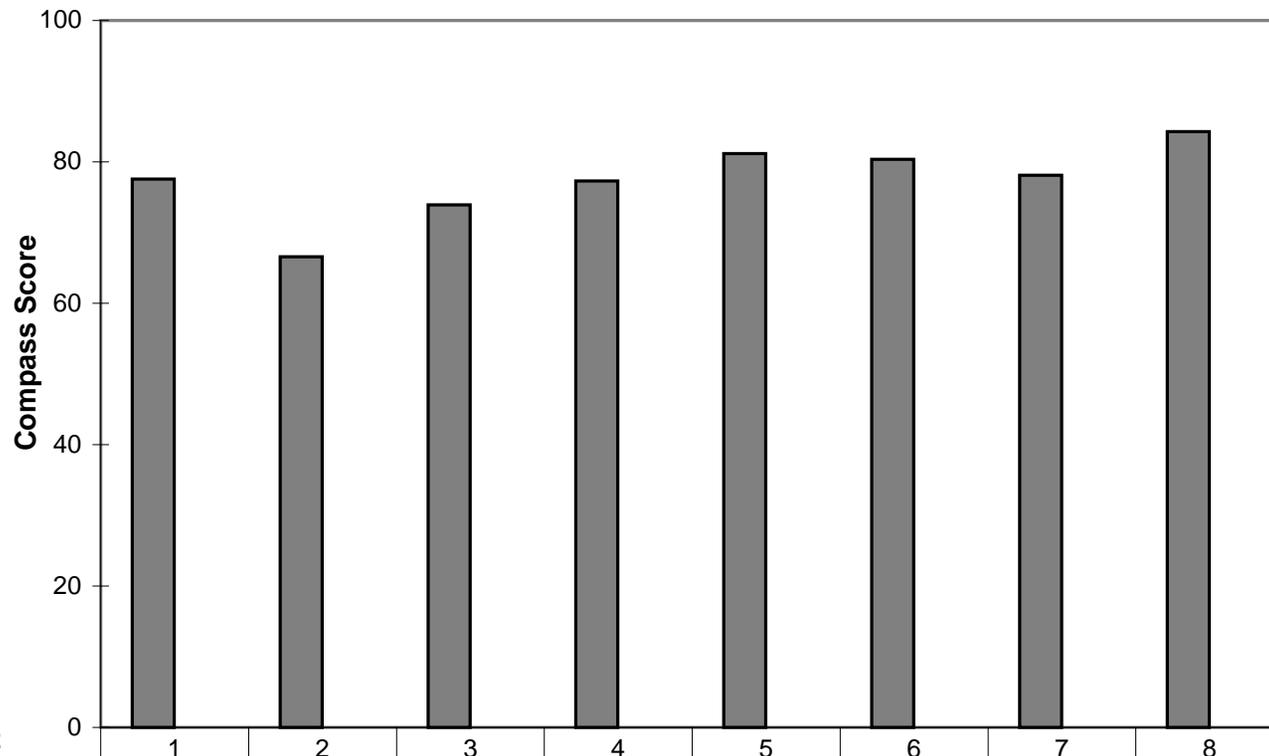


District	1	2	3	4	5	6	7	8
Compass Score	100	100	100	100	99	100	100	100
% CL miles deficient	1%	0%	0%	0%	3%	1%	1%	1%

Chart 3
Concrete Pavement

Longitudinal Cracking - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

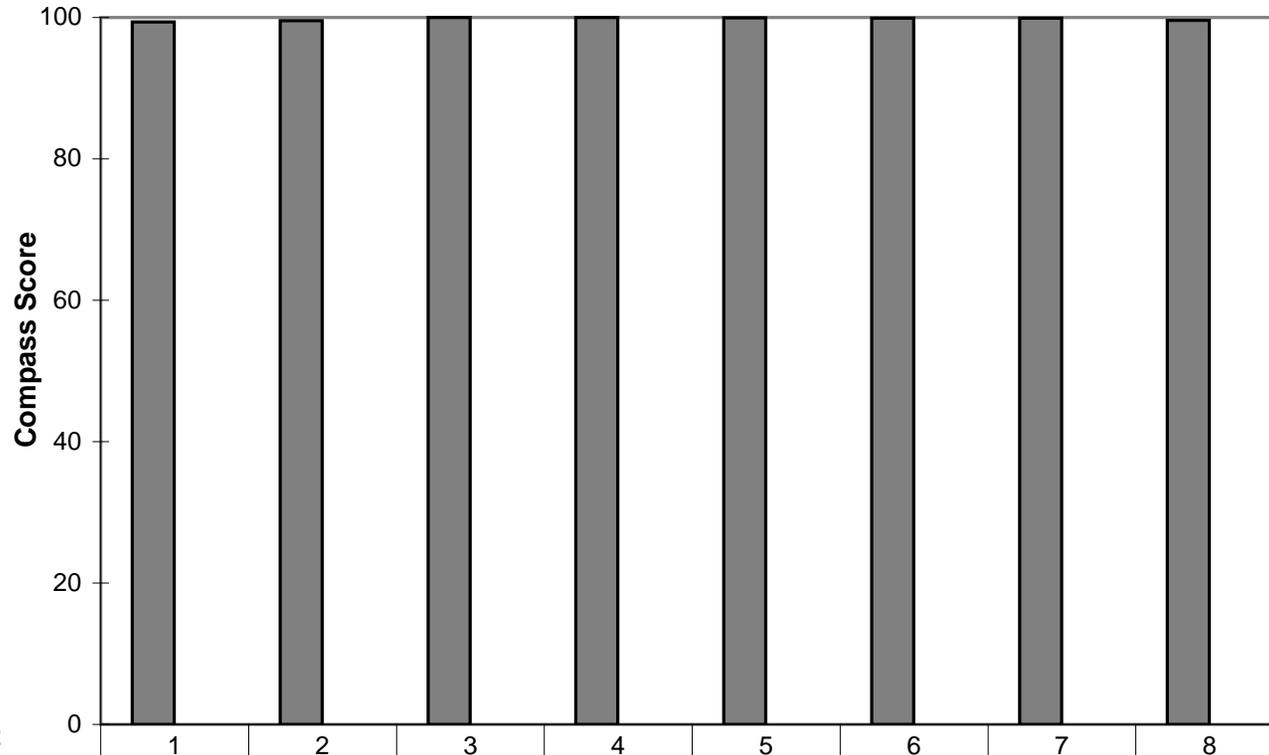


District	1	2	3	4	5	6	7	8
Compass Score	78	67	74	77	81	80	78	84
% CL miles deficient	63%	84%	68%	74%	60%	56%	69%	61%

Chart 3
Concrete Pavement

Longitudinal Distortion - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

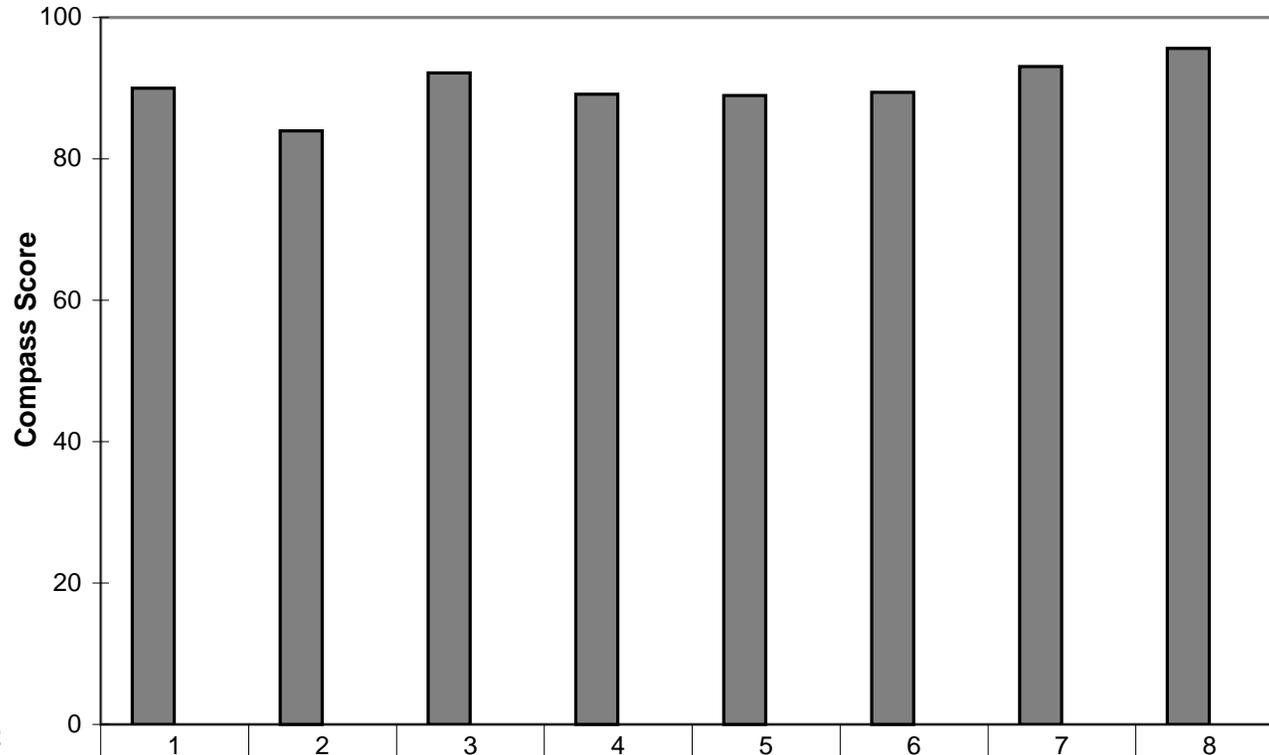


District	1	2	3	4	5	6	7	8
■ Compass Score	99	100	100	100	100	100	100	100
% CL miles deficient	2%	1%	0%	0%	0%	0%	0%	1%

Chart 3
Concrete Pavement

Patch Deterioration (PCC) - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

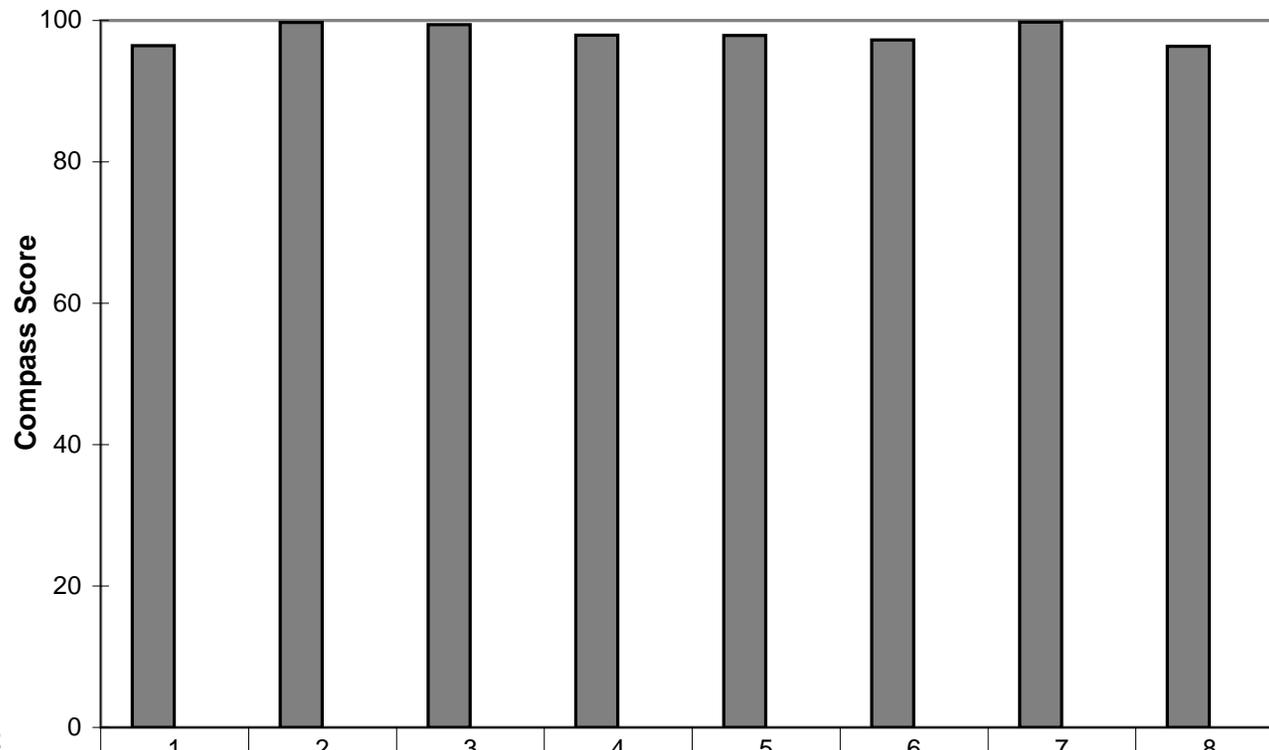


District	1	2	3	4	5	6	7	8
Compass Score	90	84	92	89	89	89	93	96
% CL miles deficient	27%	38%	25%	29%	32%	30%	20%	14%

Chart 3
Concrete Pavement

Rutting - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.



District	1	2	3	4	5	6	7	8
Compass Score	96	100	99	98	98	97	100	96
% CL miles deficient	12%	1%	2%	6%	8%	9%	1%	13%

Chart 3
Concrete Pavement

Surface Raveling - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

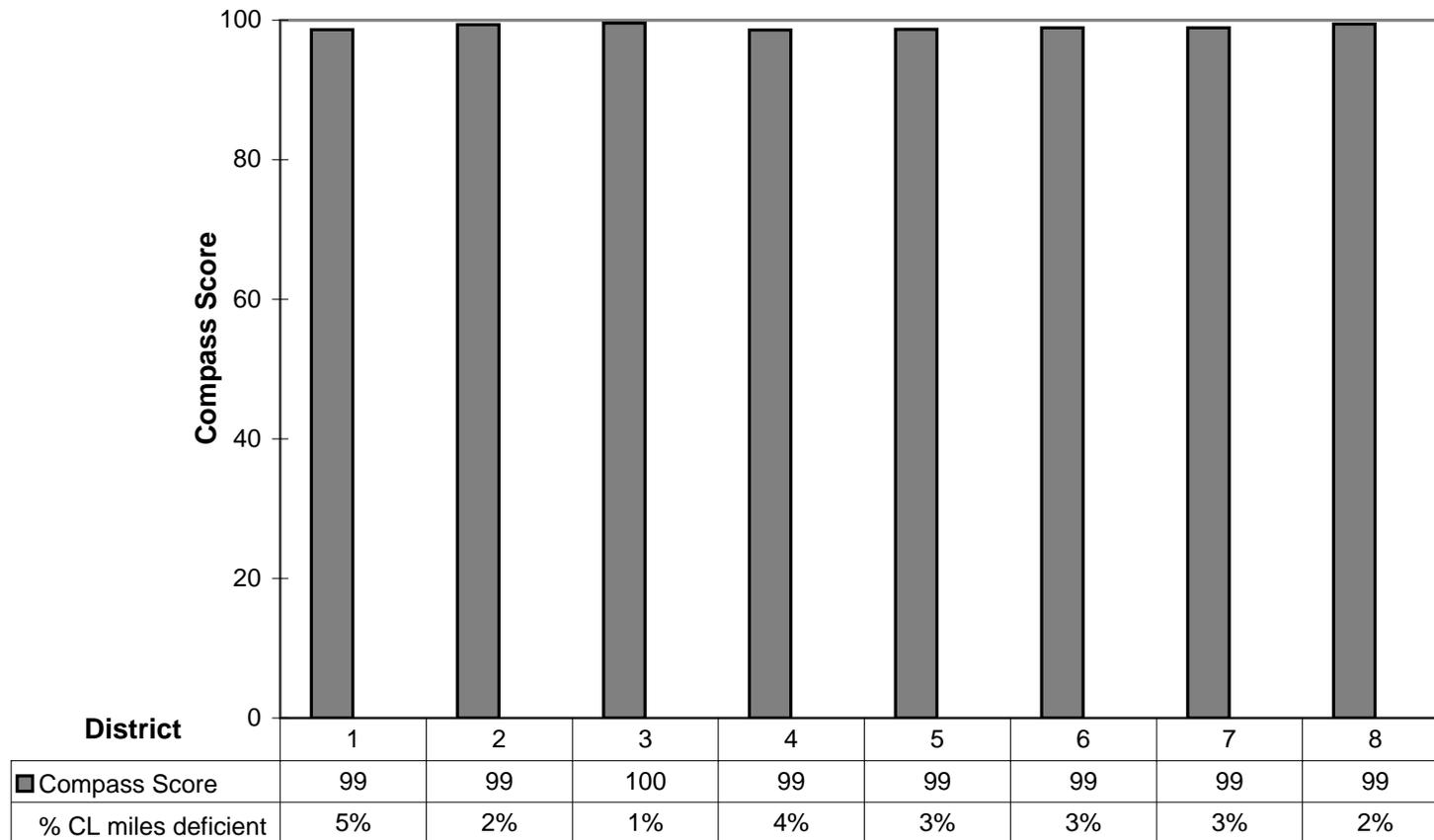
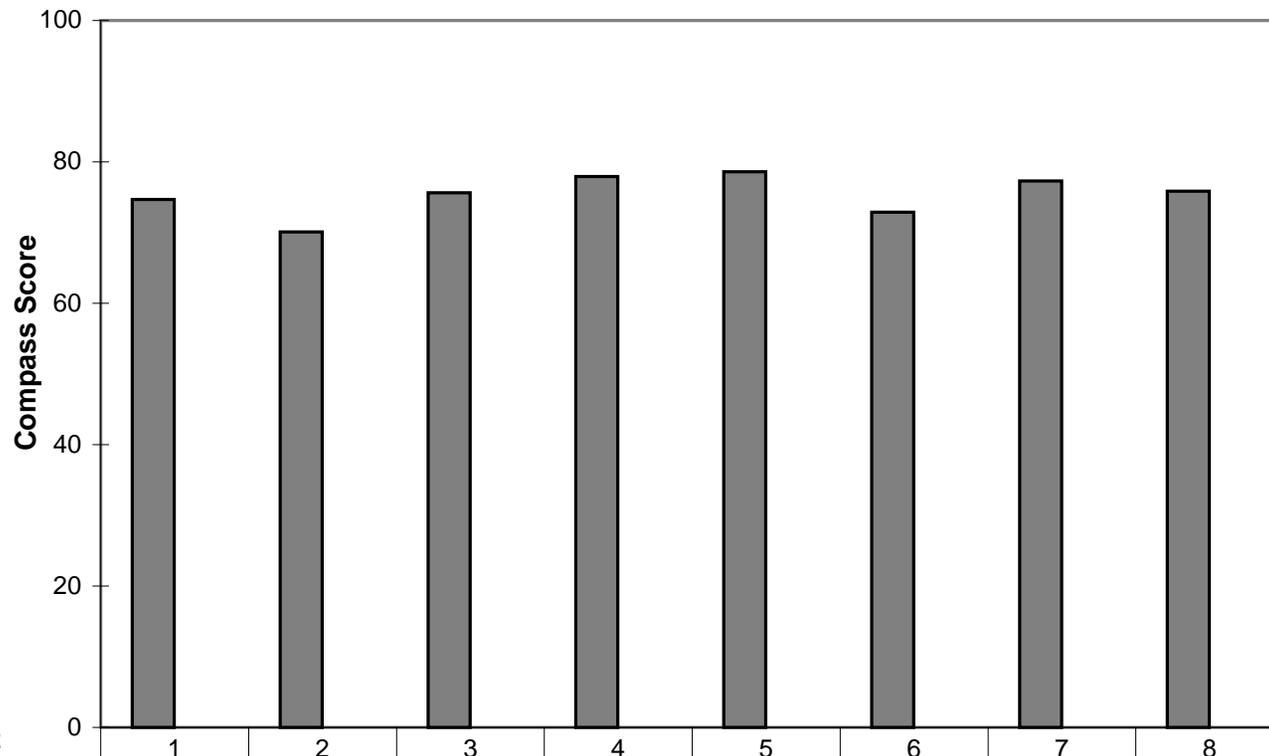


Chart 3
Concrete Pavement

Transverse Cracking - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

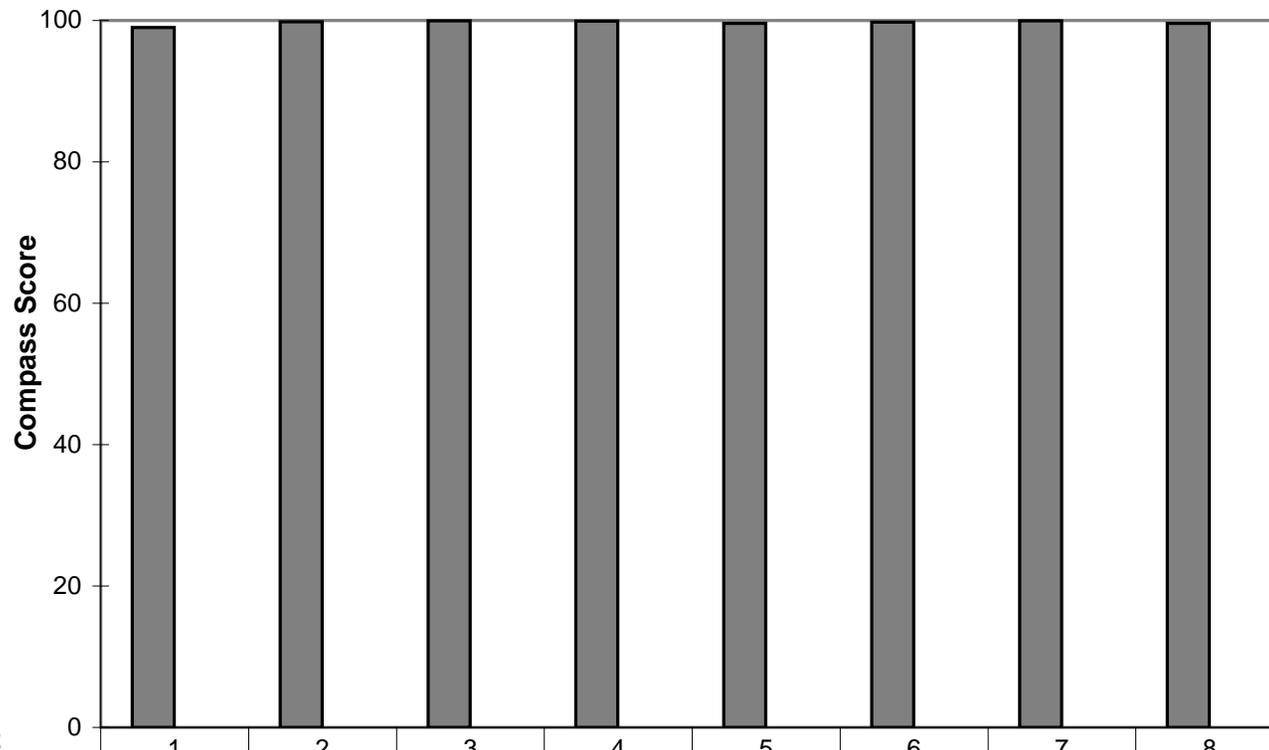


District	1	2	3	4	5	6	7	8
Compass Score	75	70	76	78	79	73	77	76
% CL miles deficient	66%	84%	73%	75%	59%	66%	76%	74%

Chart 3
Concrete Pavement

Transverse Distortion - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

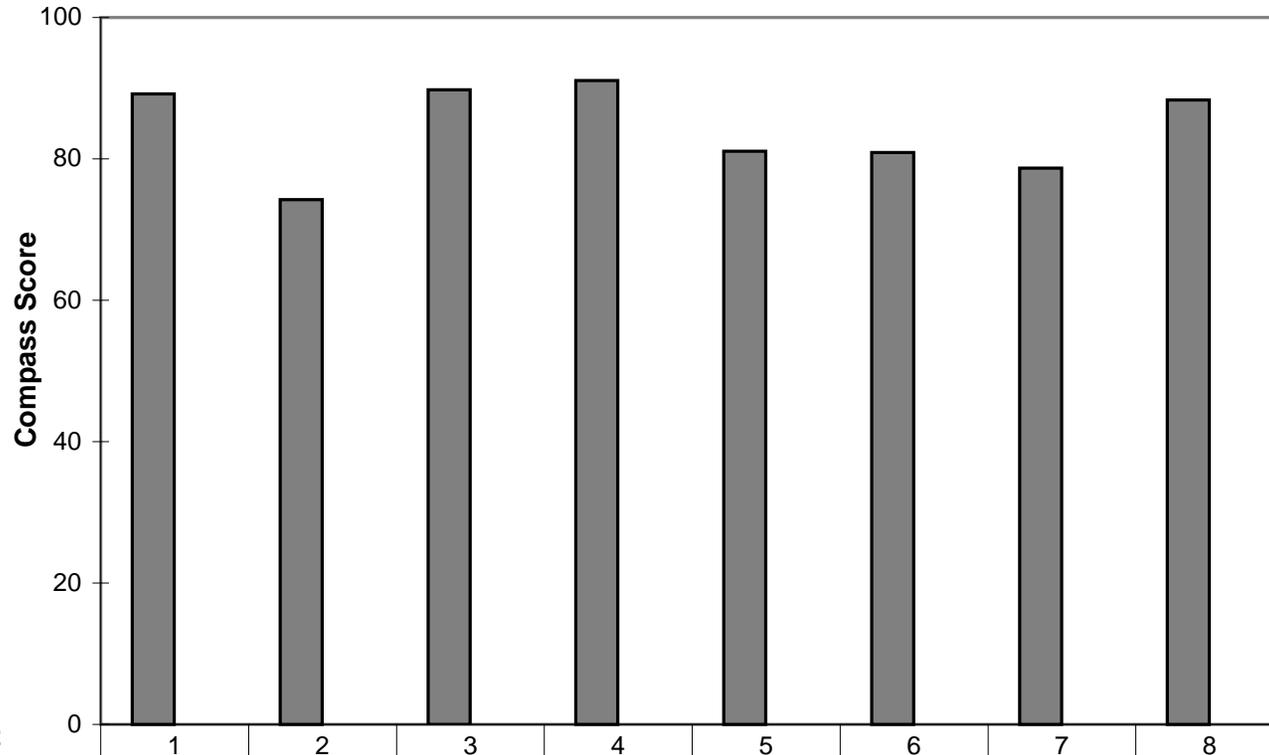


District	1	2	3	4	5	6	7	8
■ Compass Score	99	100	100	100	100	100	100	100
% CL miles deficient	3%	0%	0%	0%	1%	1%	0%	1%

Chart 3
Concrete Pavement

Distressed Joint/Cracks - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

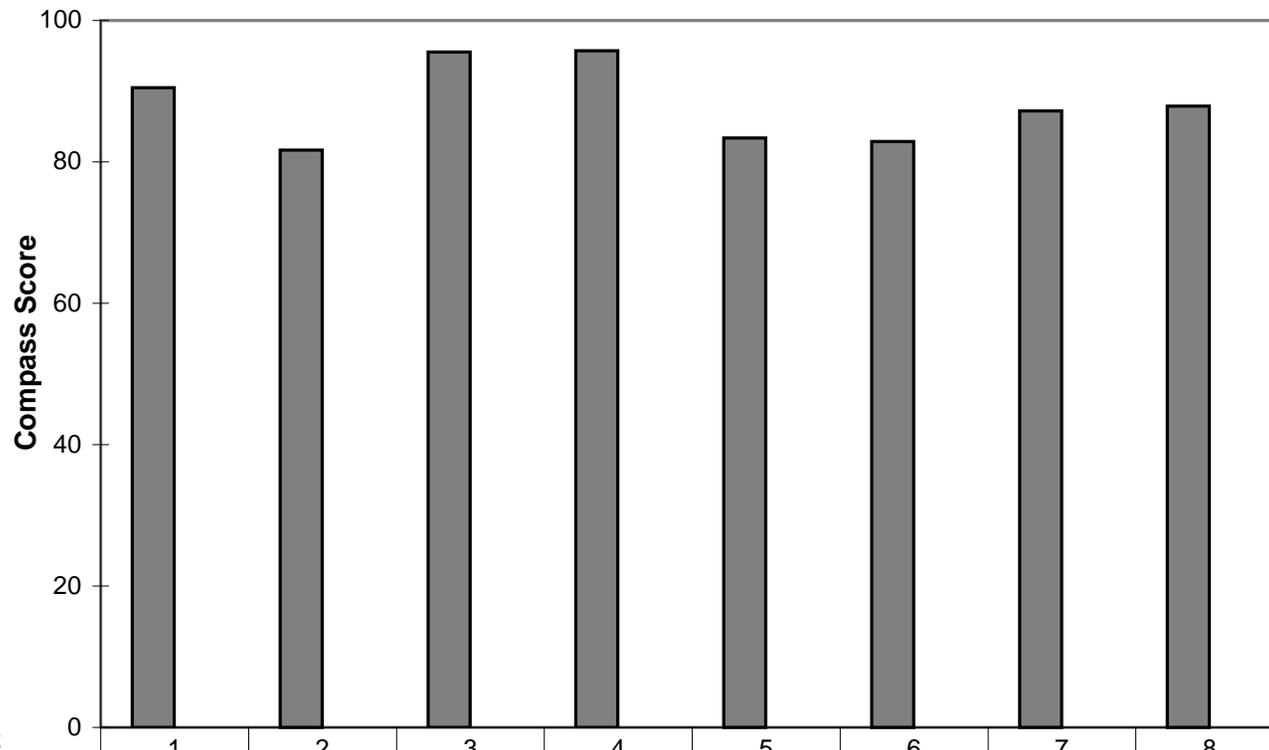


District	1	2	3	4	5	6	7	8
Compass Score	89	74	90	91	81	81	79	88
% CL miles deficient	23%	49%	23%	24%	43%	40%	50%	27%

Chart 3
Concrete Pavement

Longitudinal Joint Distress - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

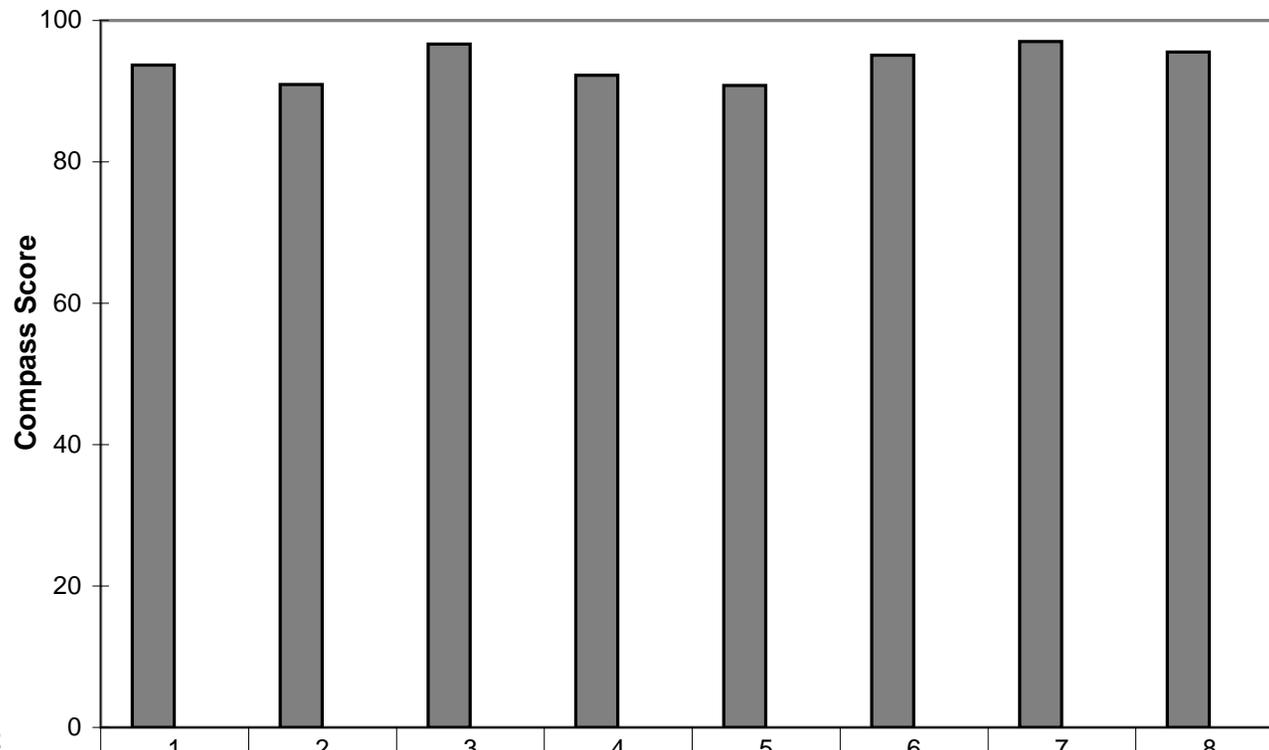


District	1	2	3	4	5	6	7	8
Compass Score	91	82	96	96	83	83	87	88
% CL miles deficient	21%	39%	13%	12%	41%	39%	29%	31%

Chart 3
Concrete Pavement

Patch Deterioration (AC) - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

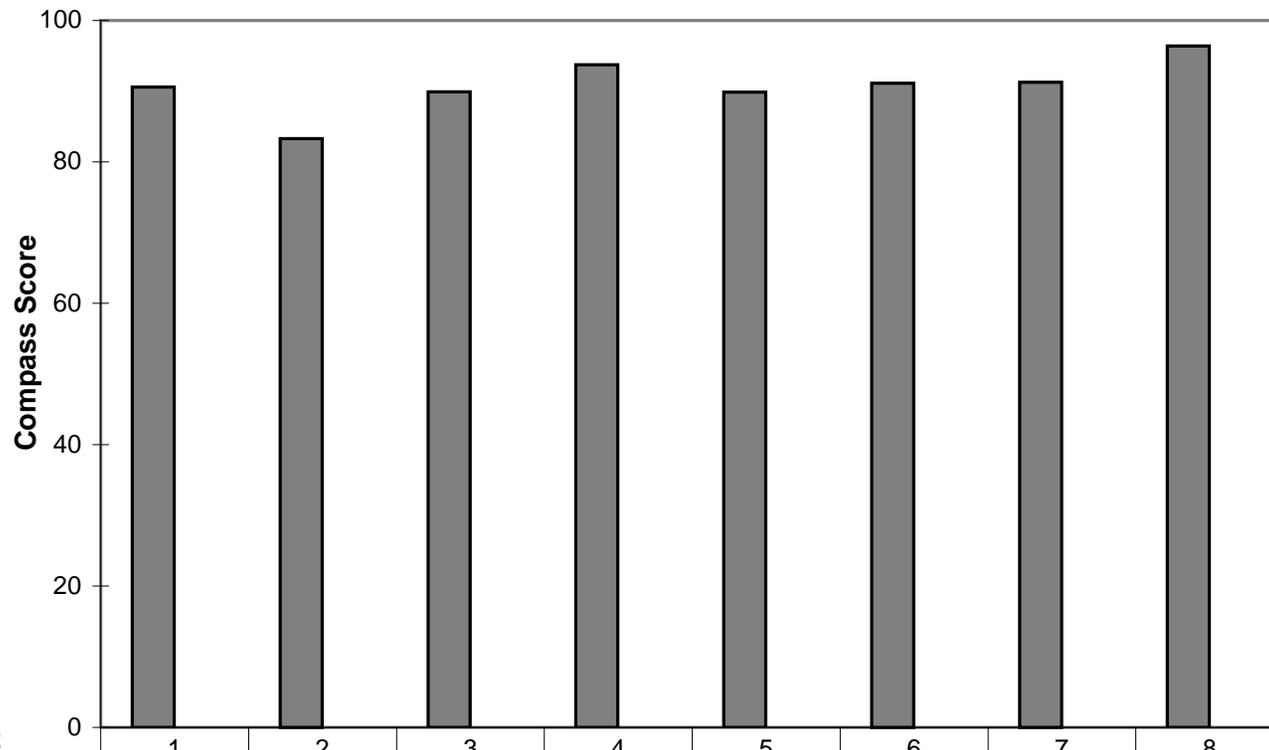


District	1	2	3	4	5	6	7	8
Compass Score	94	91	97	92	91	95	97	96
% CL miles deficient	10%	16%	6%	15%	13%	8%	7%	7%

Chart 3
Concrete Pavement

Slab Breakup - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.



District	1	2	3	4	5	6	7	8
Compass Score	91	83	90	94	90	91	91	96
% CL miles deficient	46%	62%	39%	38%	51%	51%	57%	30%

Chart 3
Concrete Pavement

Surface Distress - 2003 District Conditions

Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.

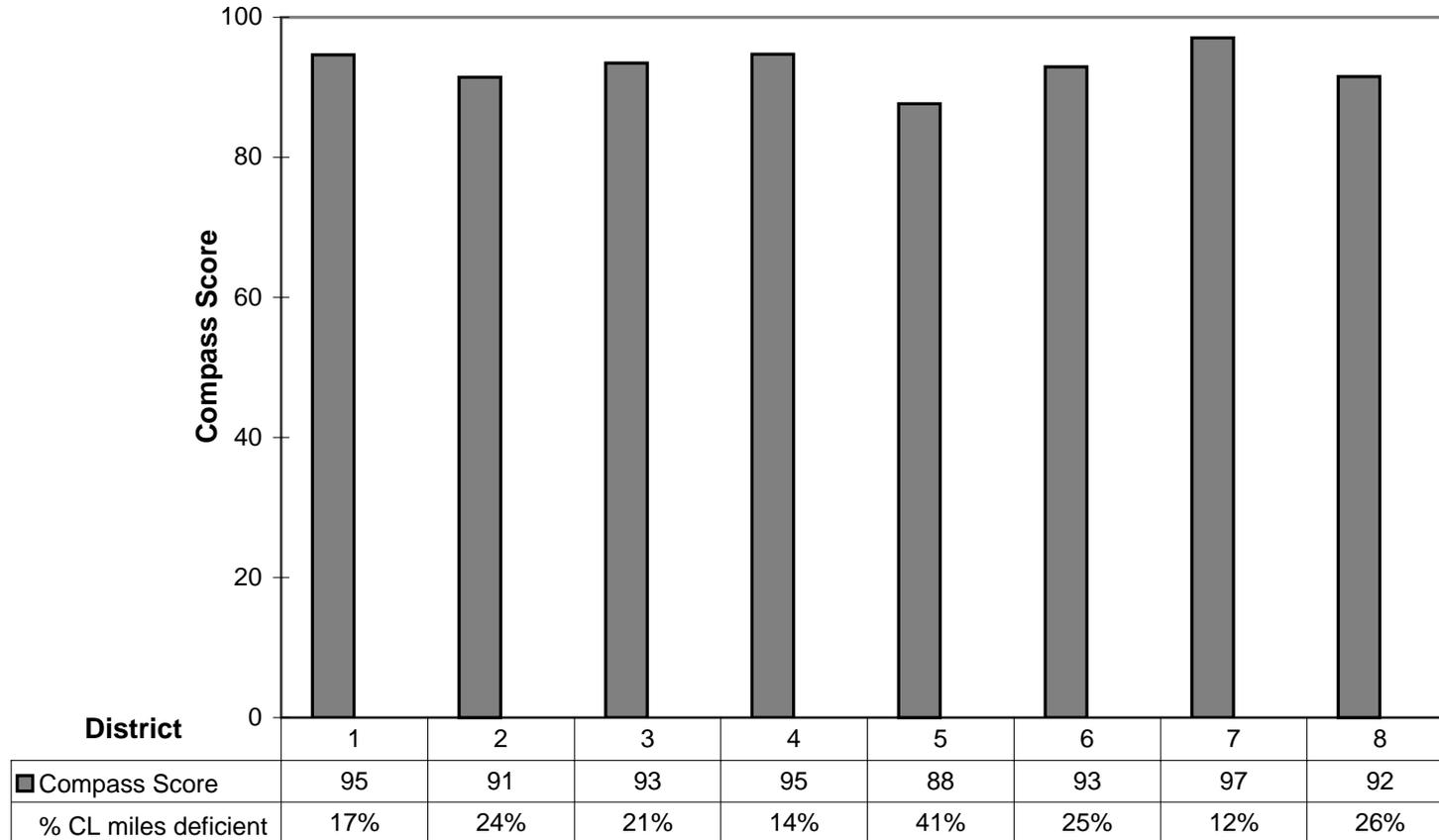
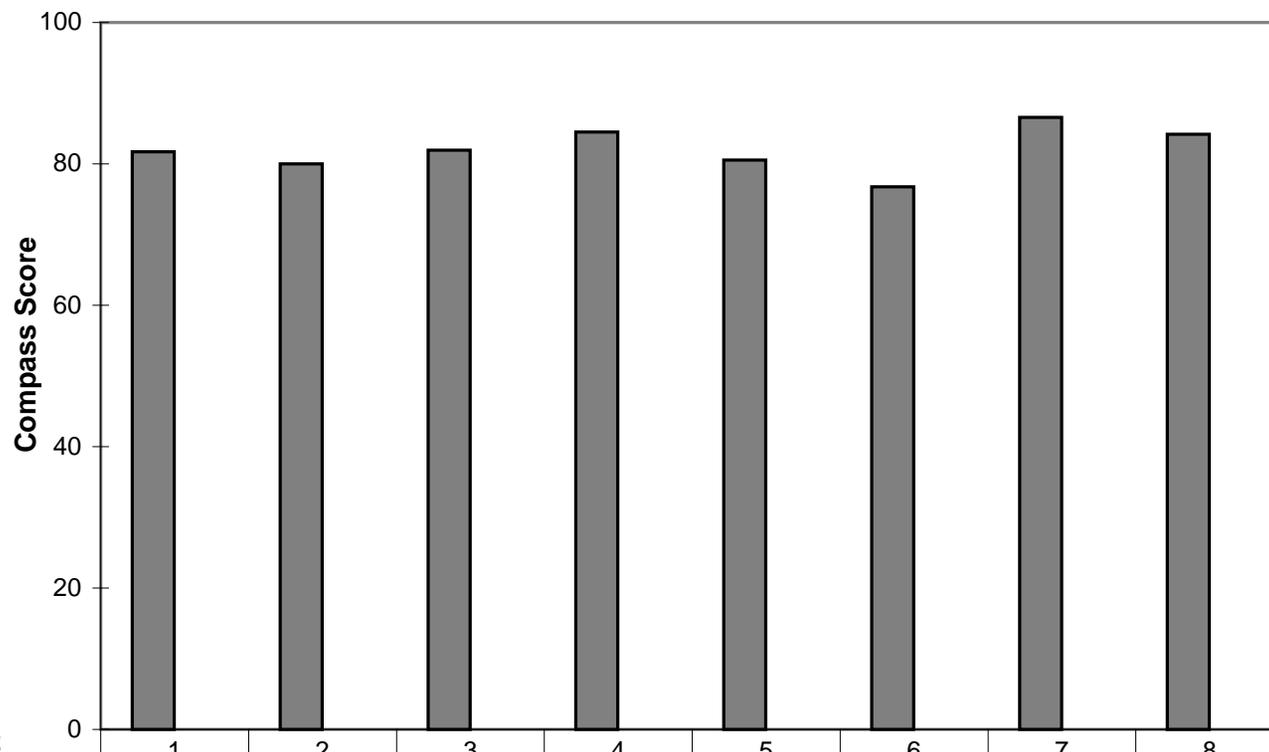


Chart 3
Concrete Pavement

Transverse Faulting - 2003 District Conditions

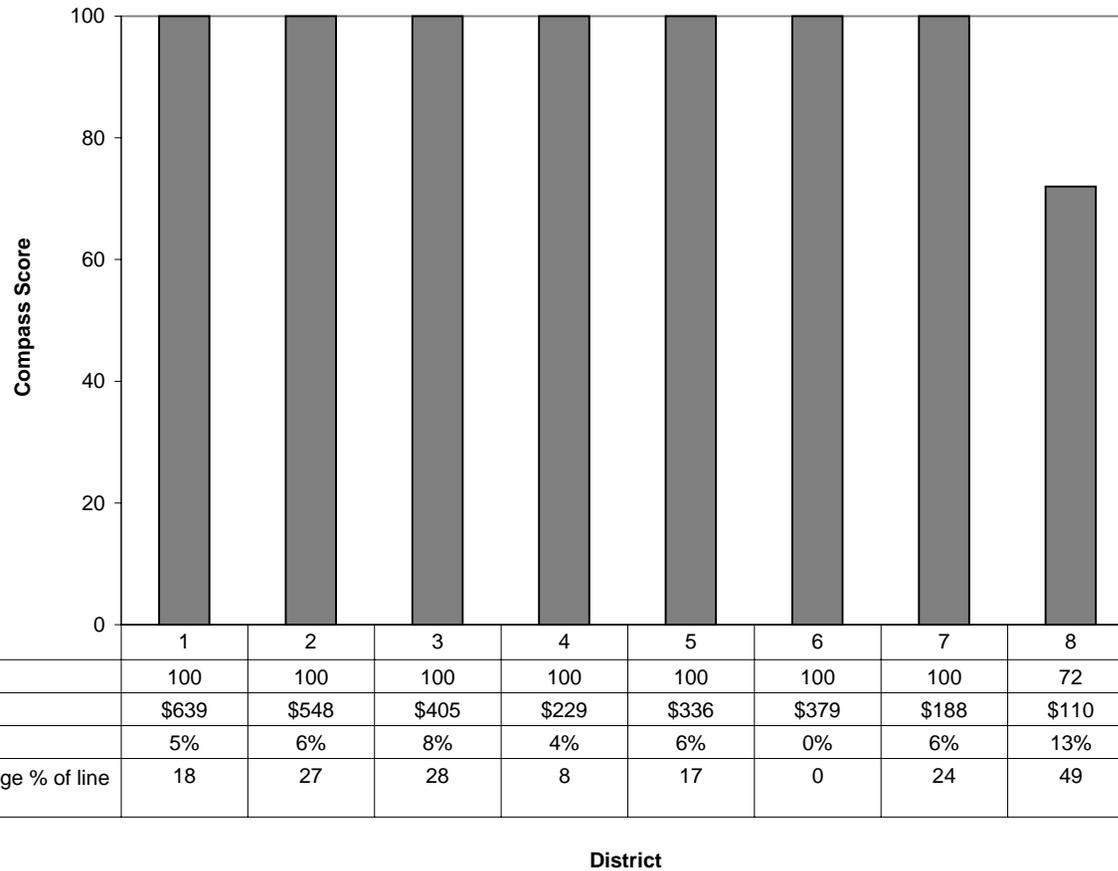
Bars show the Compass score for this feature or distress across each of the 8 transportation districts. Feature definitions agree with those in the WisDOT PDI survey manual (see Appendix B for feature definitions). Scores range from 0 (low) to 100 (high). In the table below, % CL miles deficient provides the percent of centerline miles in that district with this distress. Since Compass score incorporates both extent and severity, two districts with the same % CL miles deficient may have different Compass scores. Mileage is an estimate based on 1 mile nominal length of each WisDOT pavement inventory section.



District	1	2	3	4	5	6	7	8
Compass Score	82	80	82	85	81	77	87	84
% CL miles deficient	77%	79%	82%	77%	69%	82%	65%	64%

Centerline Markings -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

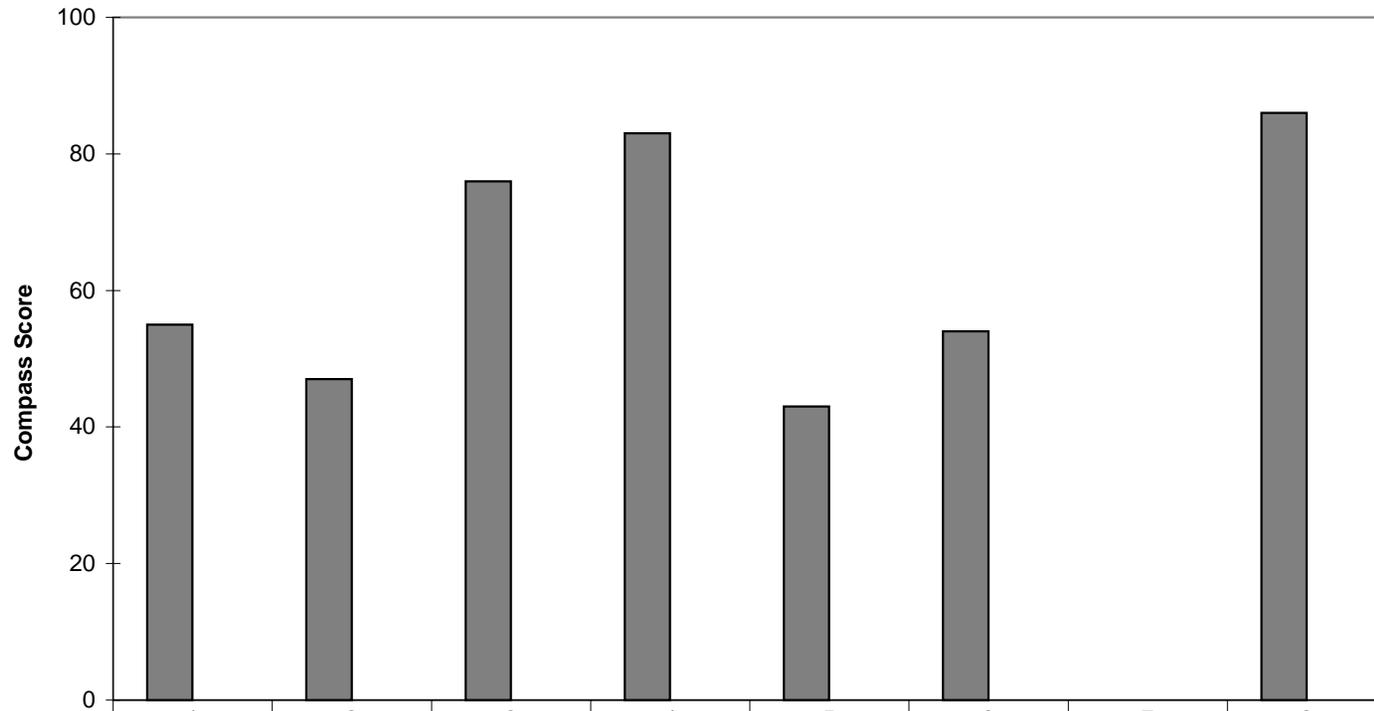


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Delineators -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



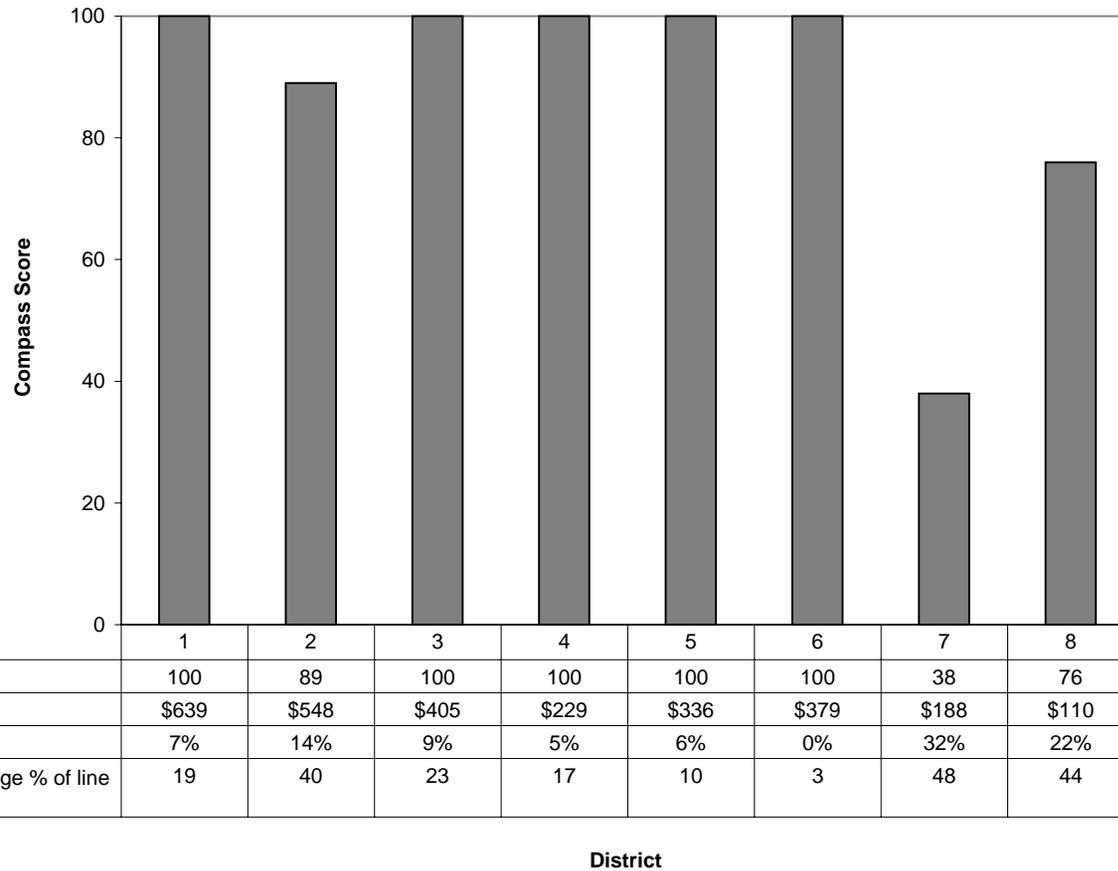
	1	2	3	4	5	6	7	8
■ Compass Score	55	47	76	83	43	54		86
Spent in FY03 (1000) *	\$40	\$38	\$27	\$7	\$17	\$19	\$3	\$3
% Deficient	45%	52%	33%	19%	45%	42%		8%

District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Edgeline Markings -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

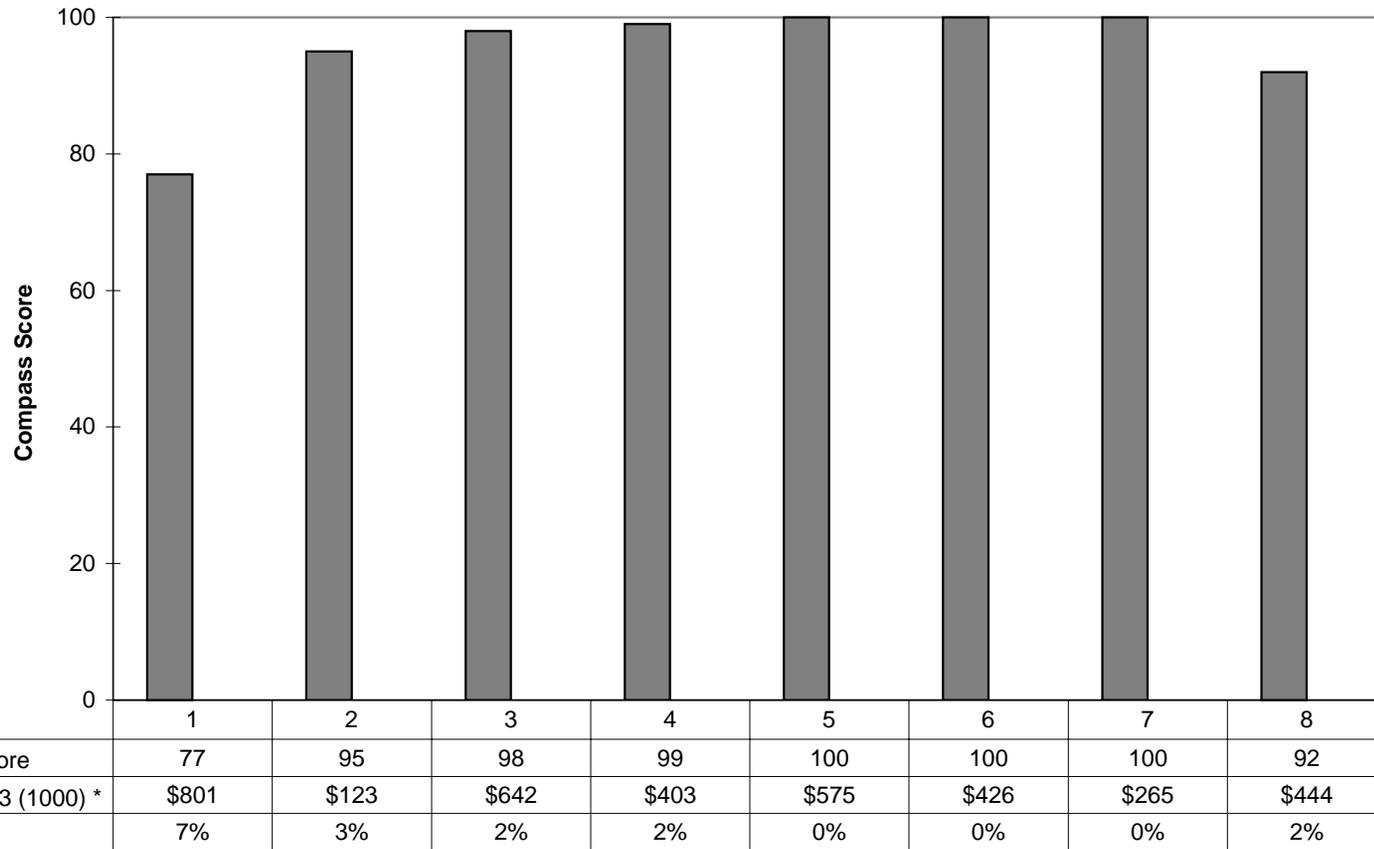


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Other Signs -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

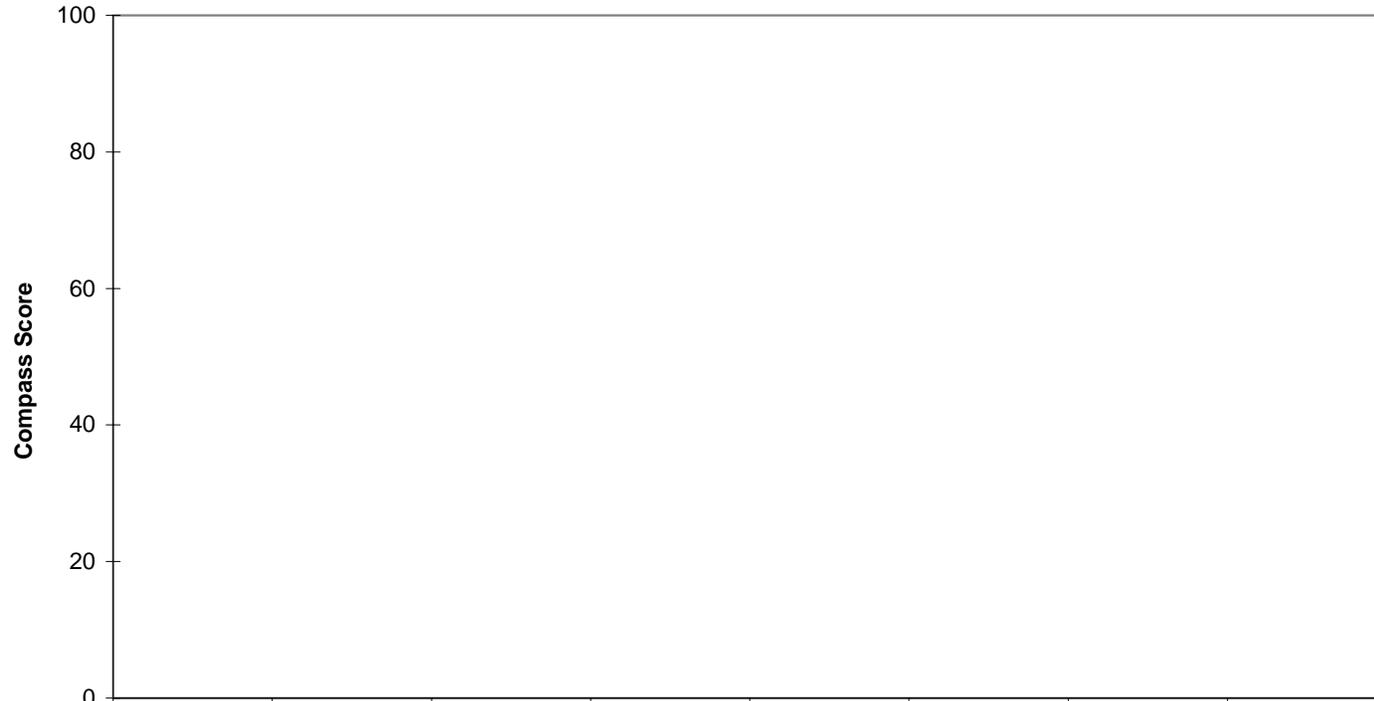


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Protective Barrier -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



	1	2	3	4	5	6	7	8
■ Compass Score	0	0	0		0	0		
Spent in FY03 (1000) *	\$297	\$287	\$180	\$47	\$131	\$140	\$18	\$15
% Deficient	6%	35%	10%		30%	6%		

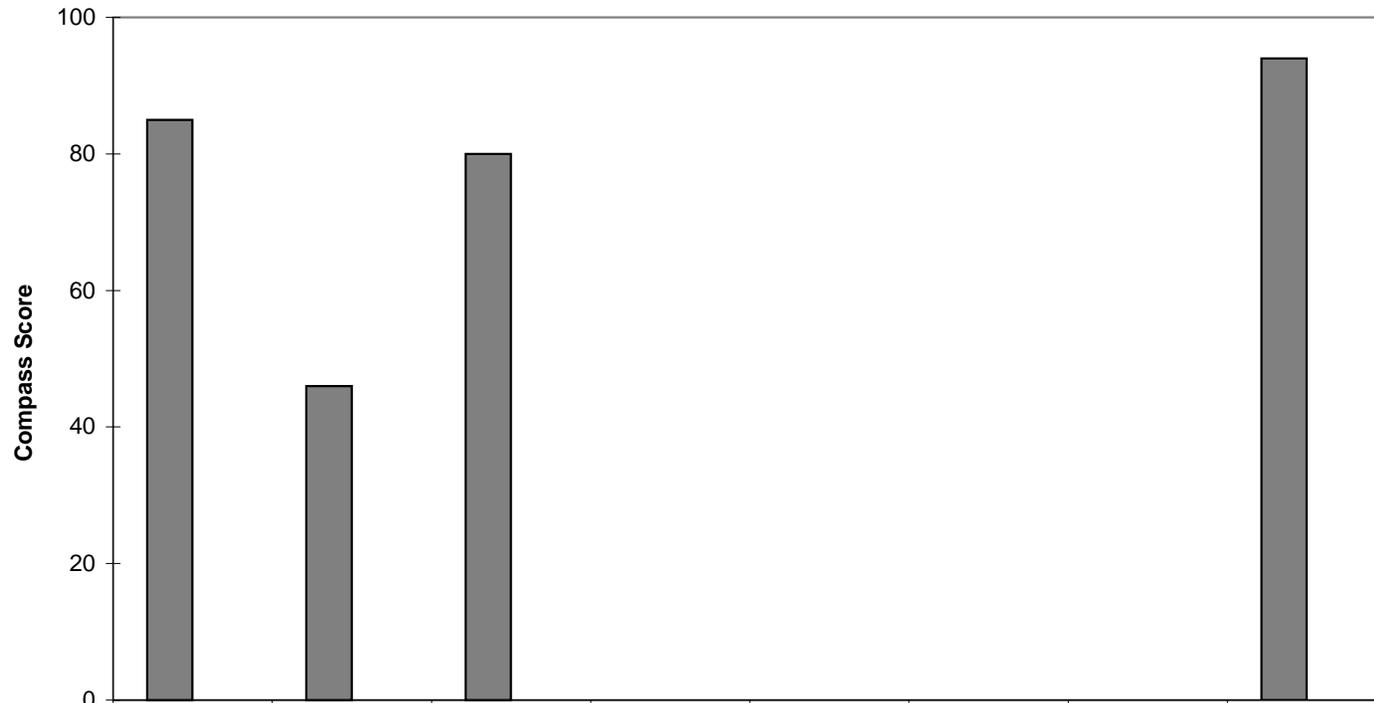
District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Raised Pavement Markers -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



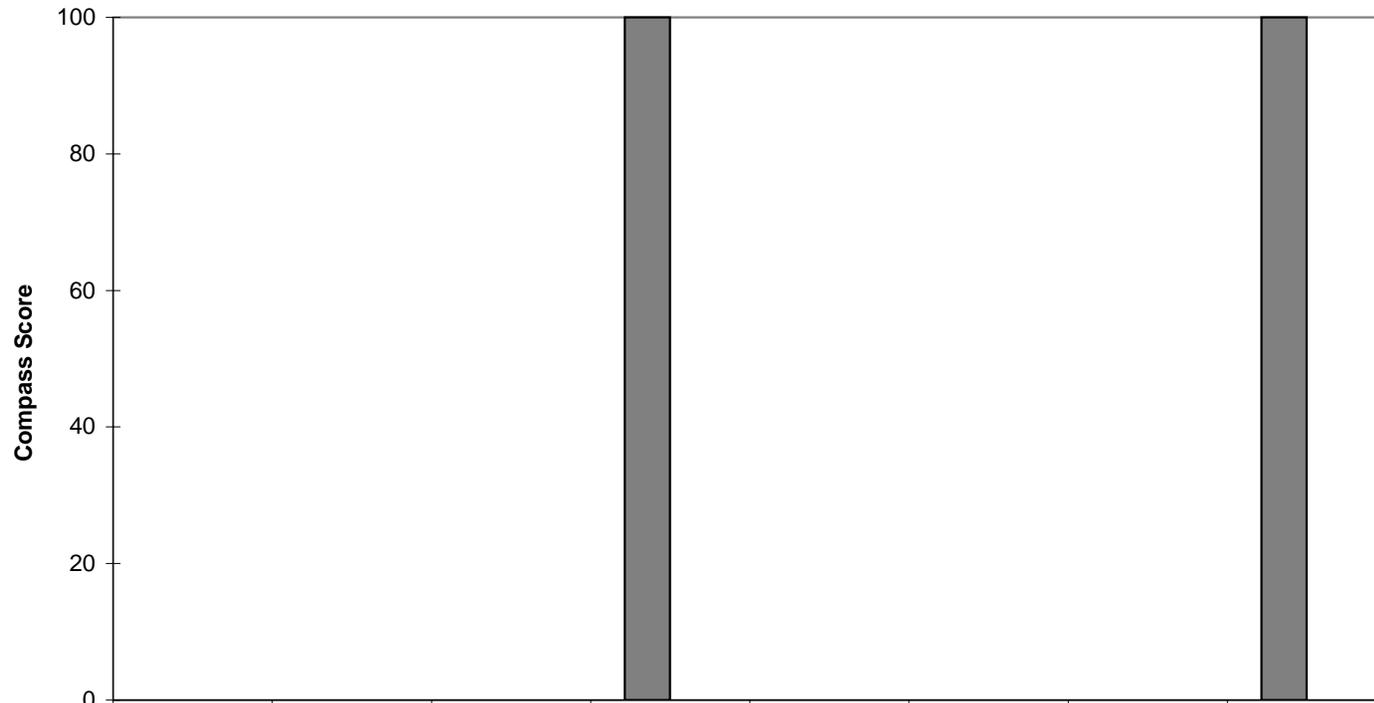
	1	2	3	4	5	6	7	8
■ Compass Score	85	46	80					94
Spent in FY03 (1000) *	\$71	\$61	\$45	\$25	\$37	\$42	\$21	\$12
% Deficient	19%	72%	20%					21%

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Regulatory/warning signs -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



	1	2	3	4	5	6	7	8
■ Compass Score	0	0	0	100	0	0	0	100
Spent in FY03 (1000) *	\$89	\$14	\$71	\$45	\$64	\$47	\$29	\$49
% Deficient	5%	3%	4%	0%	27%	1%	1%	0%

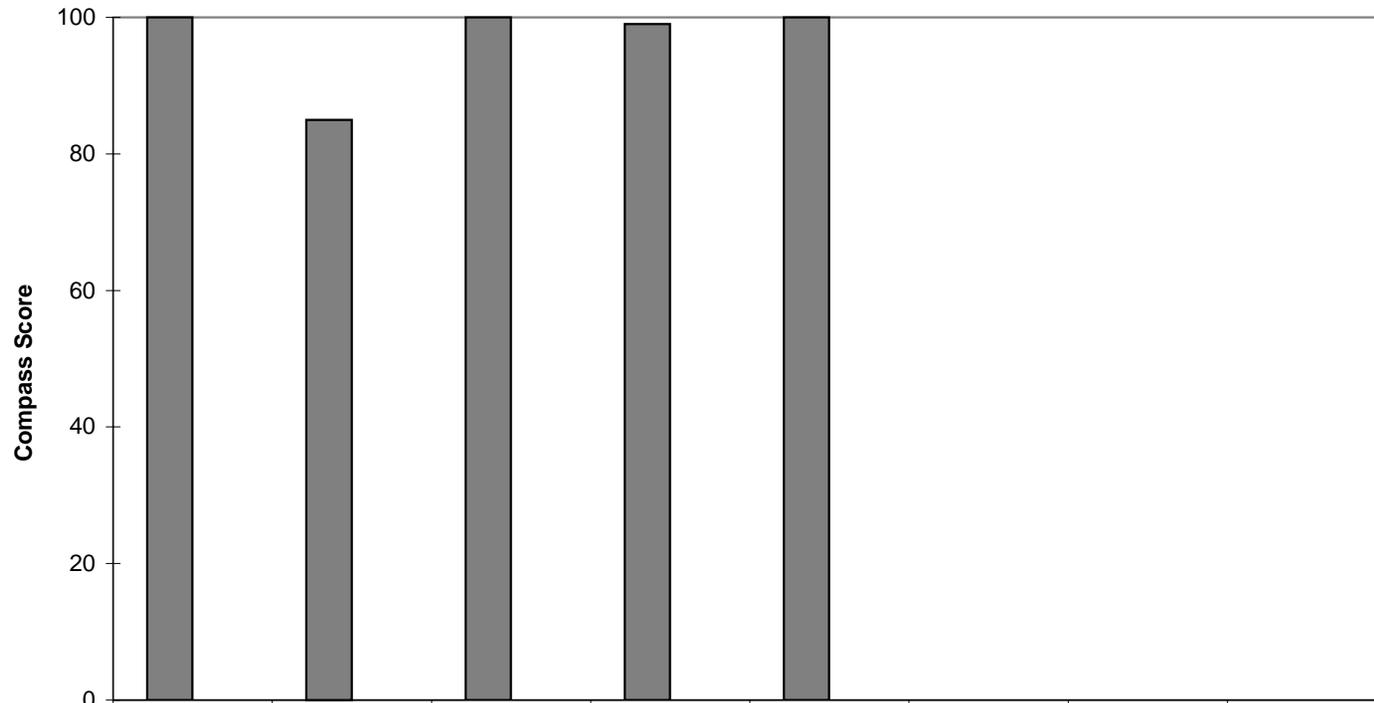
District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Special Pavement Markings -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

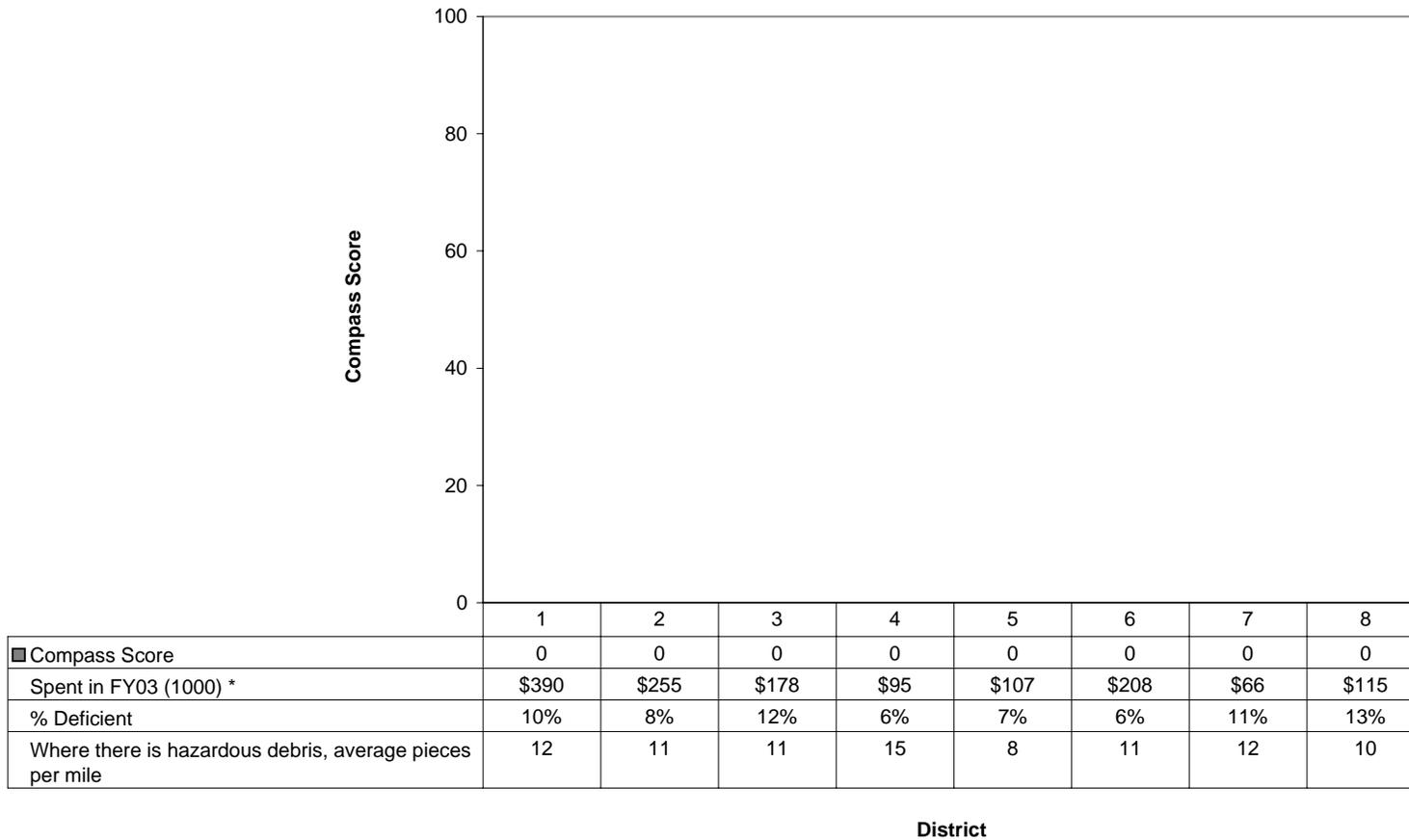


	1	2	3	4	5	6	7	8
■ Compass Score	100	85	100	99	100			
Spent in FY03 (1000) *	\$71	\$61	\$45	\$25	\$37	\$42	\$21	\$12
% Deficient	15%	15%	18%	22%	24%			

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Hazardous Debris -- 2003 District Feature Costs and Conditions

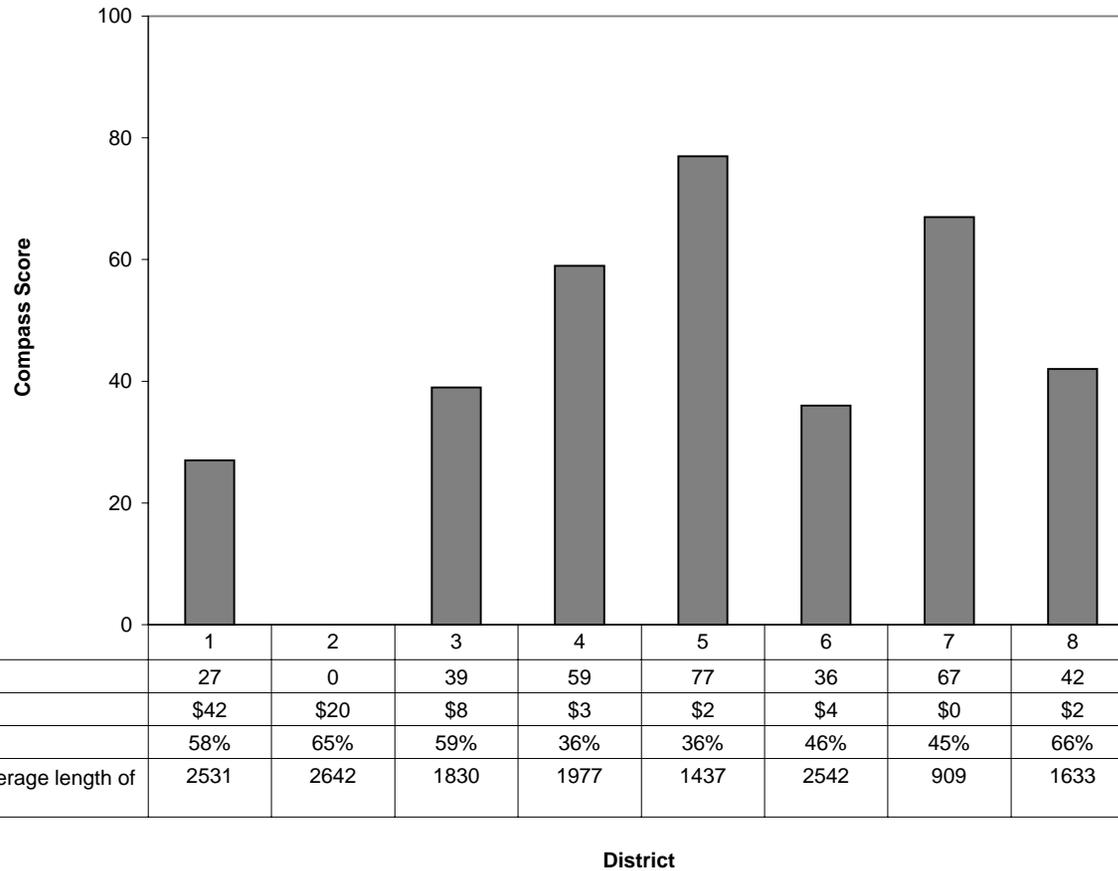
Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Paved - Cracking -- 2003 District Feature Costs and Conditions

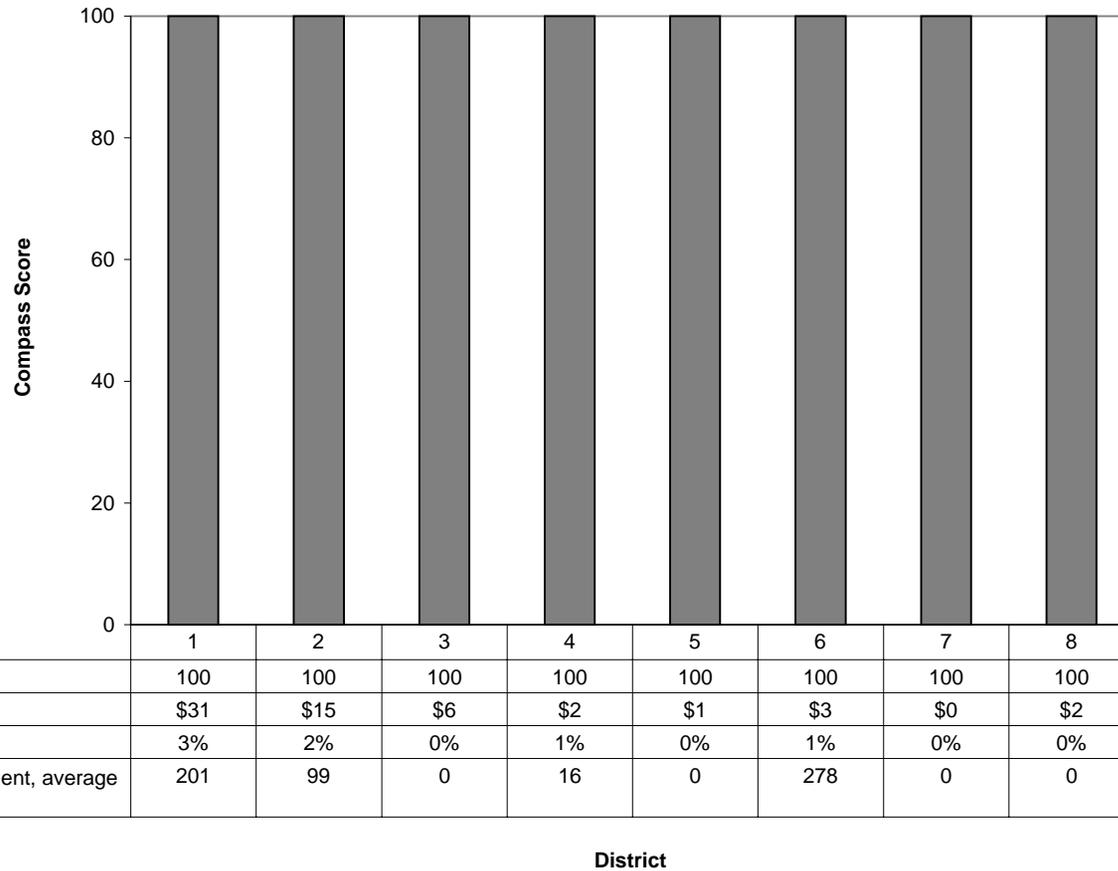
Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Paved - Cross Slope -- 2003 District Feature Costs and Conditions

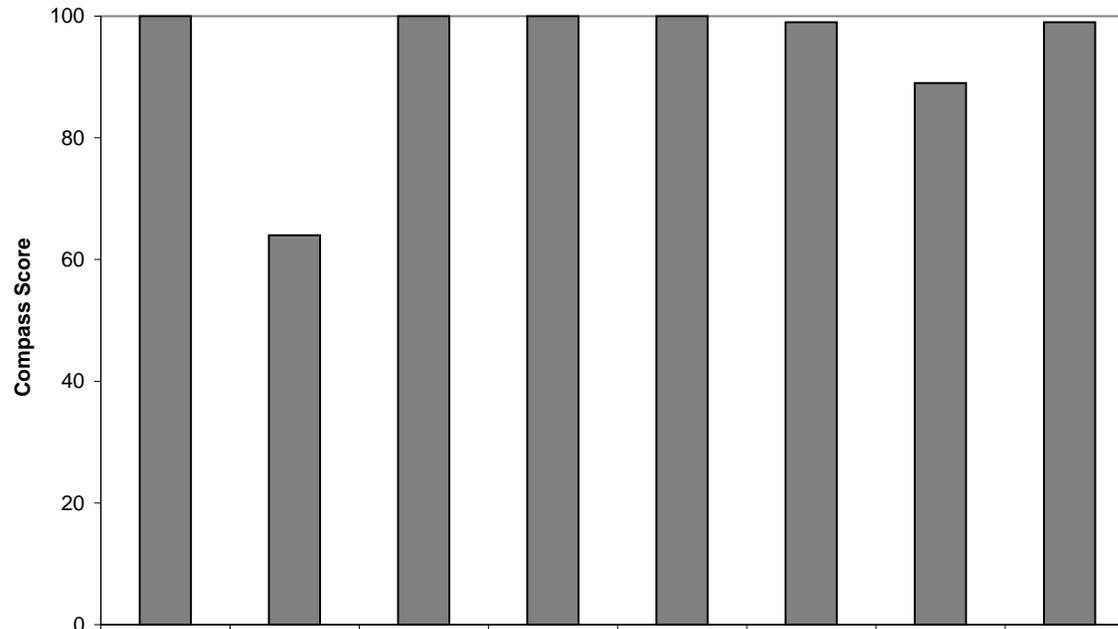
Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Paved - Drop-off/buildup -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



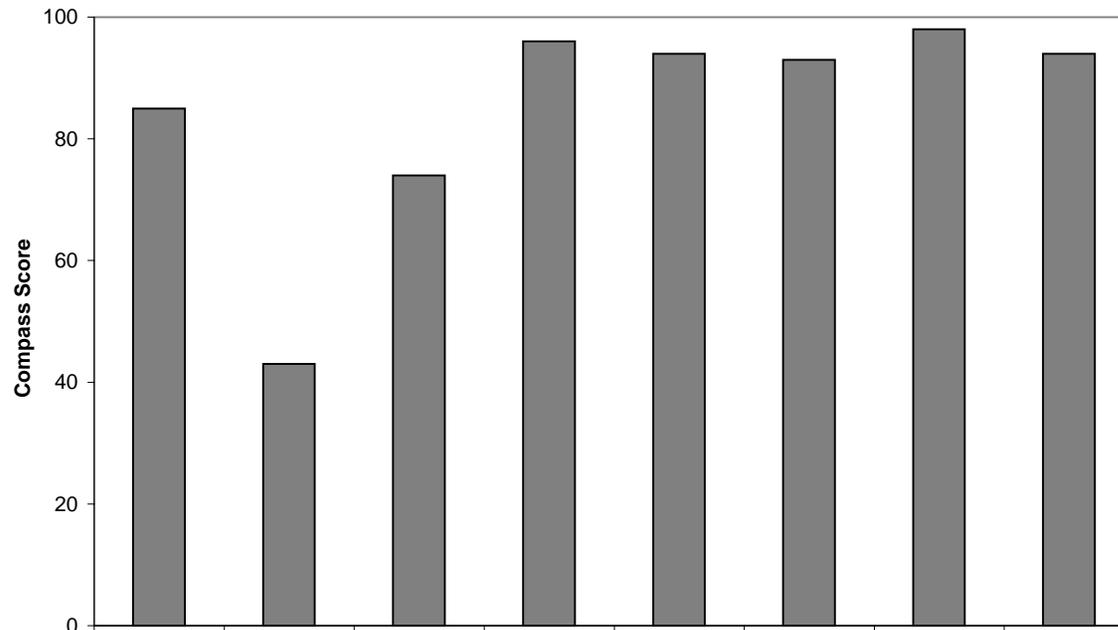
	1	2	3	4	5	6	7	8
Compass Score	100	64	100	100	100	99	89	99
Spent in FY03 (1000) *	\$73	\$35	\$15	\$6	\$3	\$8	\$0	\$3
% Deficient	4%	40%	21%	20%	2%	6%	10%	17%
Where paved drop-off/ build-up is deficient, average linear feet of deficiency per mile	676	1160	449	559	35	1260	582	358

District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Paved - Potholes/raveling -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



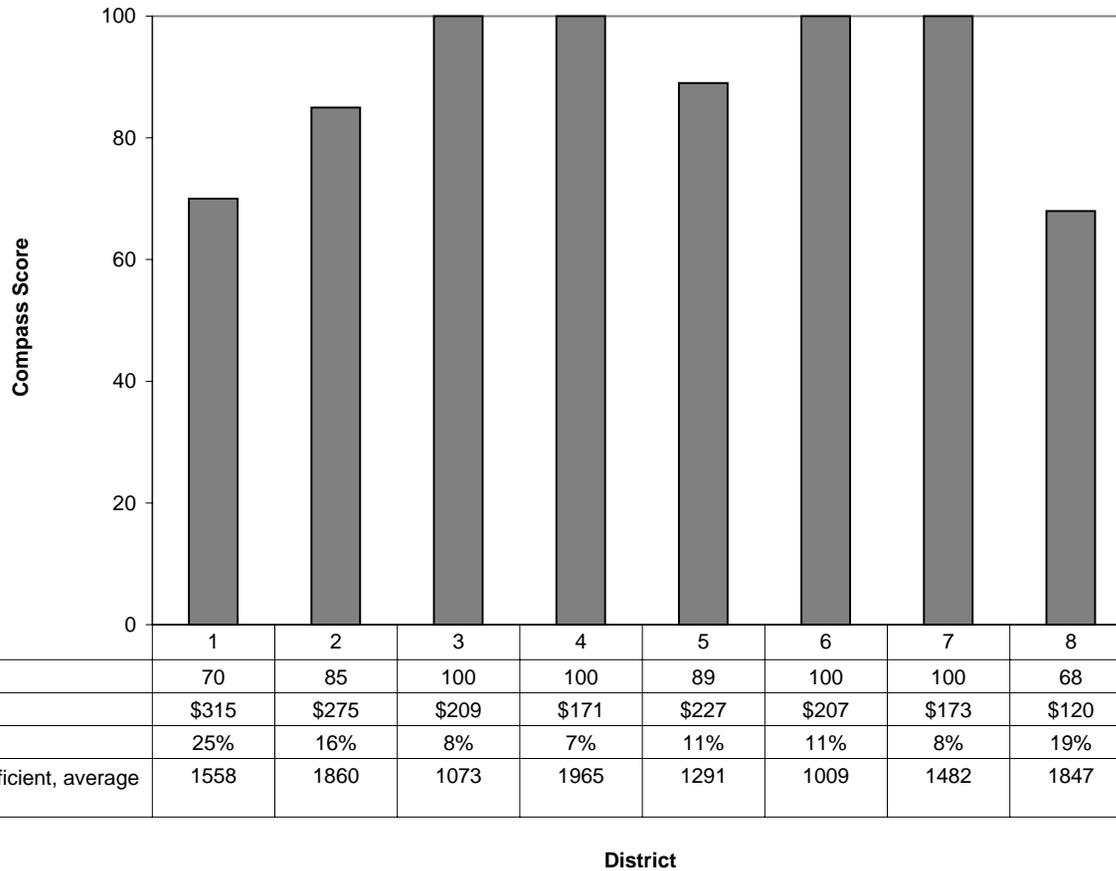
	1	2	3	4	5	6	7	8
■ Compass Score	85	43	74	96	94	93	98	94
Spent in FY03 (1000) *	\$66	\$31	\$13	\$5	\$3	\$7	\$0	\$3
% Deficient	6%	17%	8%	1%	7%	8%	3%	3%
Where shoulders have potholes/ raveling, average square feet of deficiency per mile.	523	416	343	126	47	177	58	152

District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Unpaved - Cross Slope -- 2003 District Feature Costs and Conditions

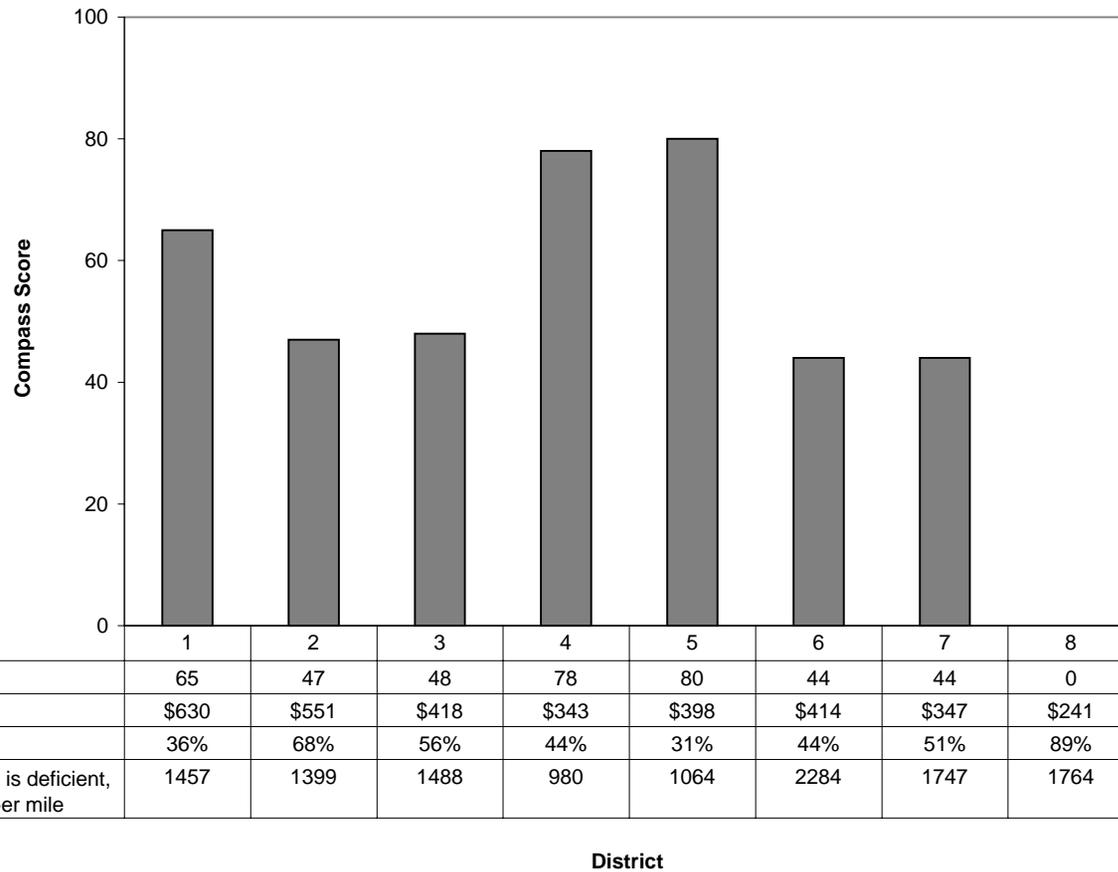
Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Unpaved - Drop-off/buildup -- 2003 District Feature Costs and Conditions

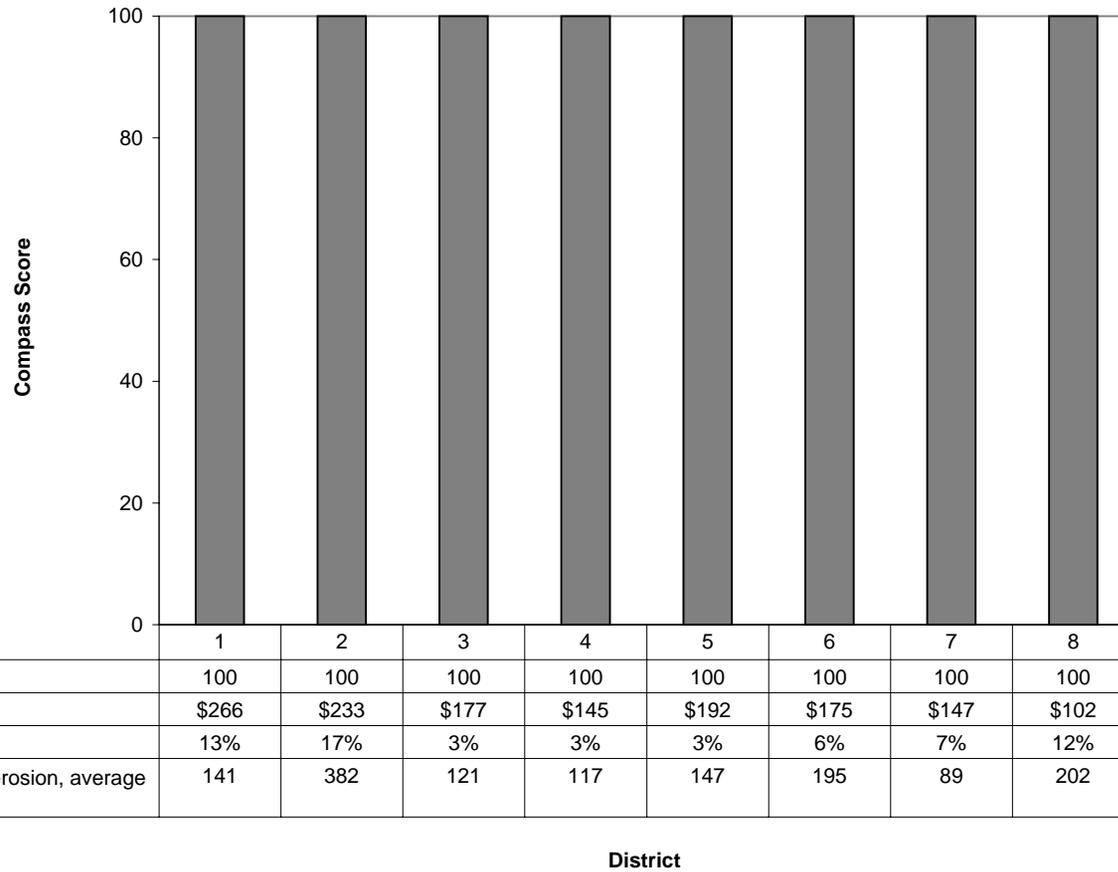
Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Unpaved - Erosion -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

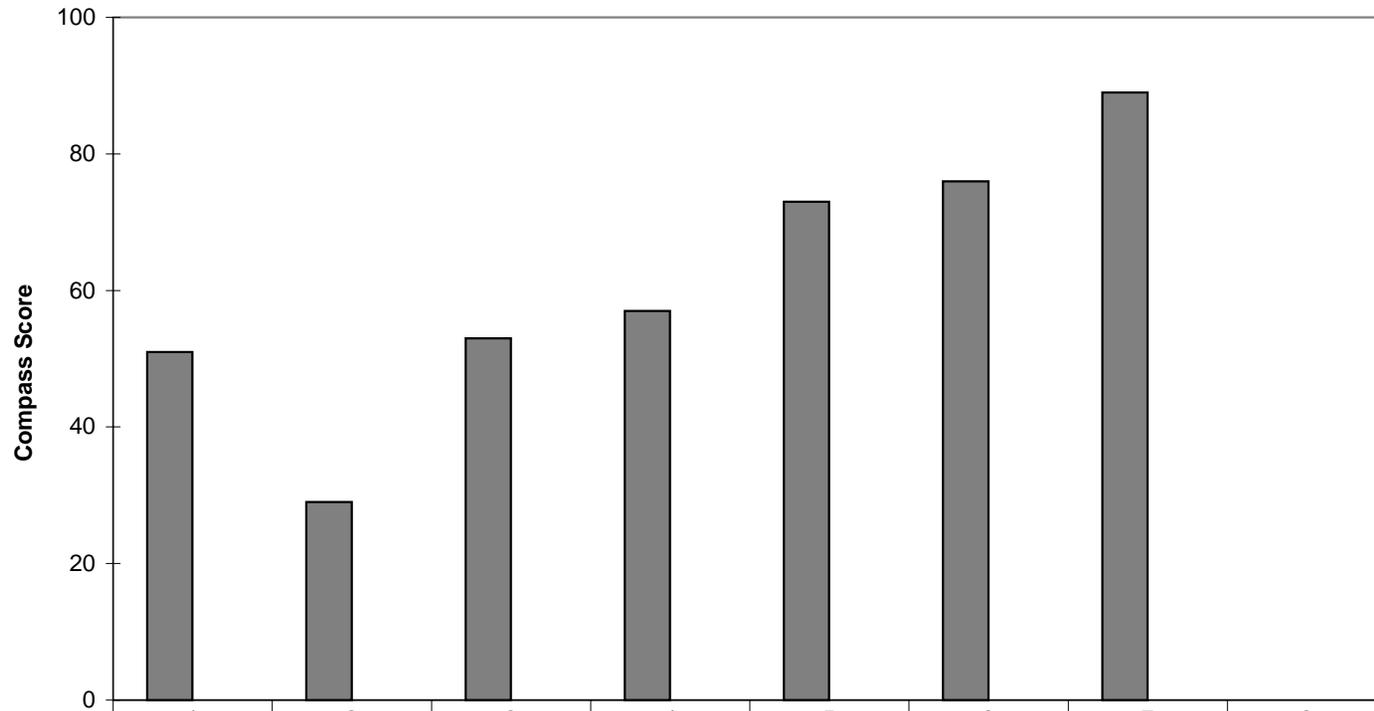


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Culvert -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



Compass Score	51	29	53	57	73	76	89	0
Spent in FY03 (1000) *	\$149	\$506	\$136	\$207	\$55	\$240	\$77	\$138
% Deficient	16%	19%	17%	15%	10%	10%	9%	31%

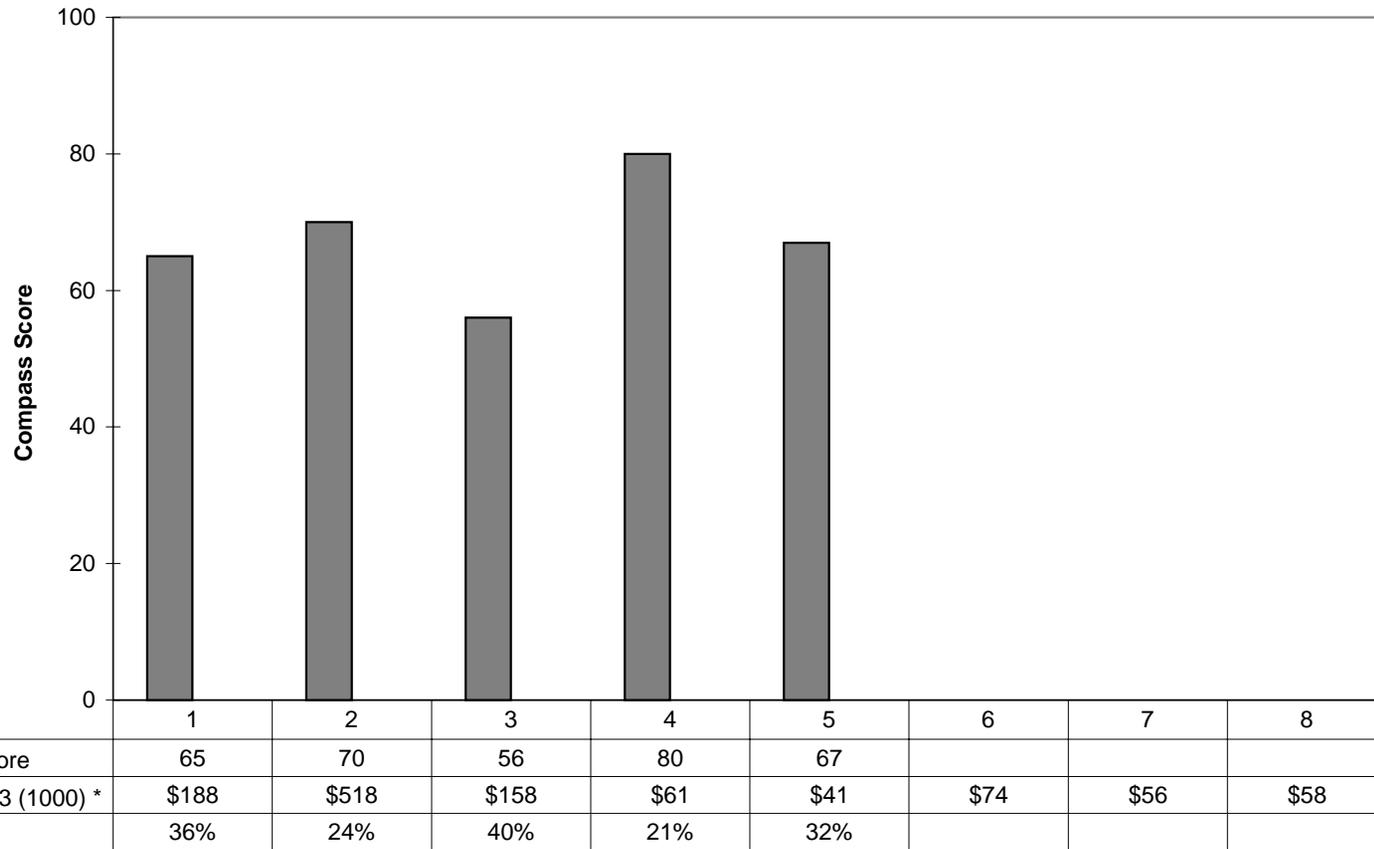
District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Curb & Gutter -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

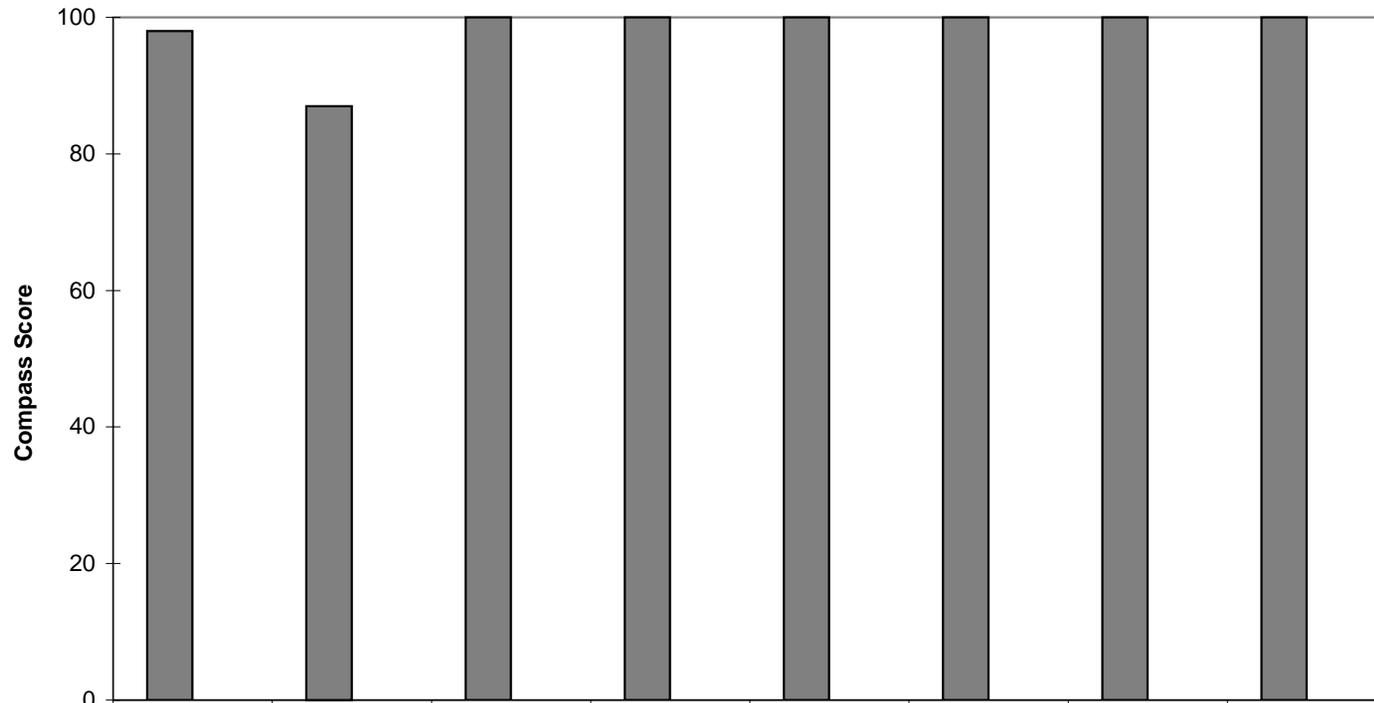


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Ditches -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



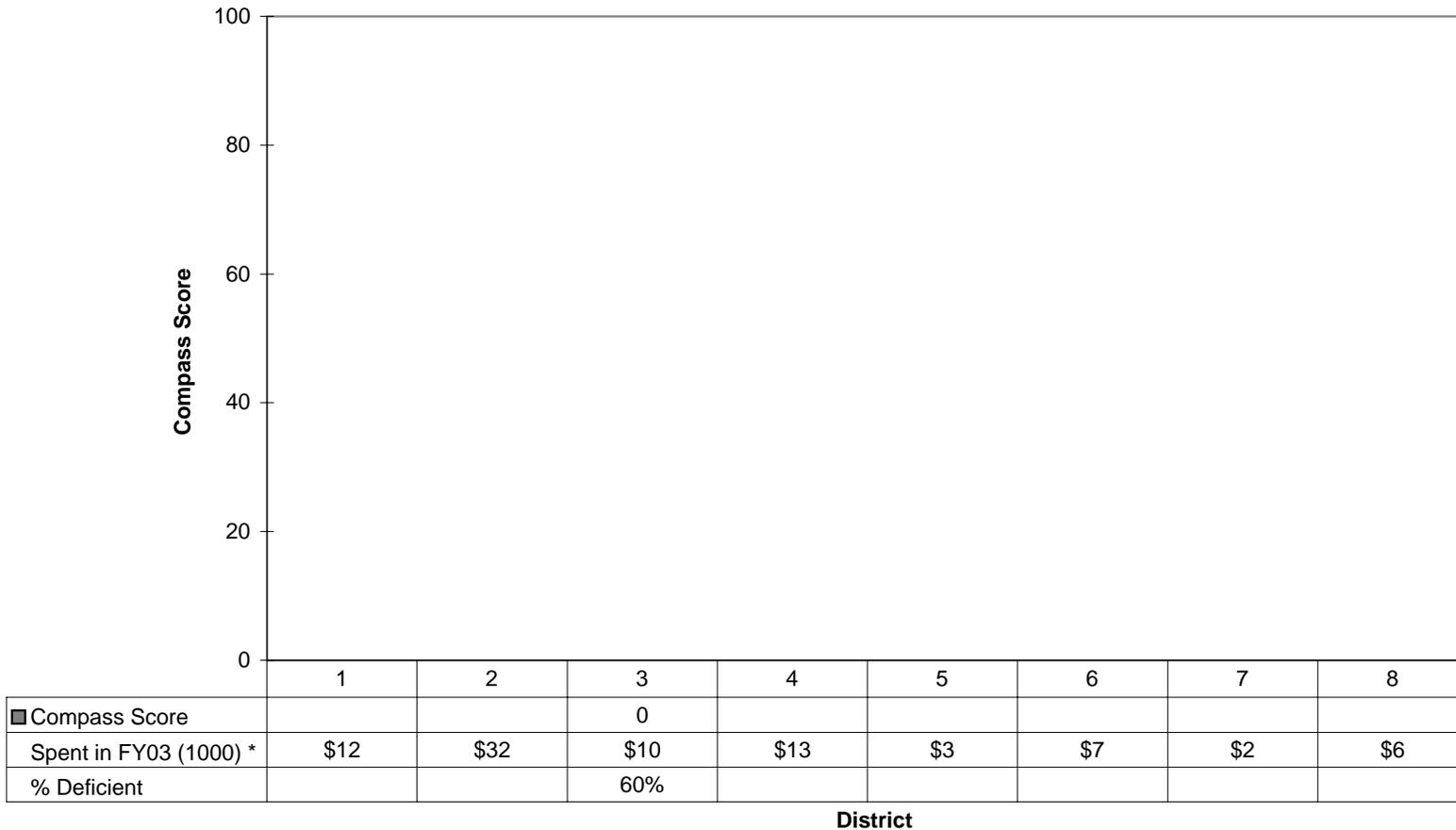
	1	2	3	4	5	6	7	8
■ Compass Score	98	87	100	100	100	100	100	100
Spent in FY03 (1000) *	\$502	\$537	\$228	\$229	\$399	\$274	\$141	\$269
% Deficient	11%	30%	12%	2%	11%	2%	5%	18%

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Flumes -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

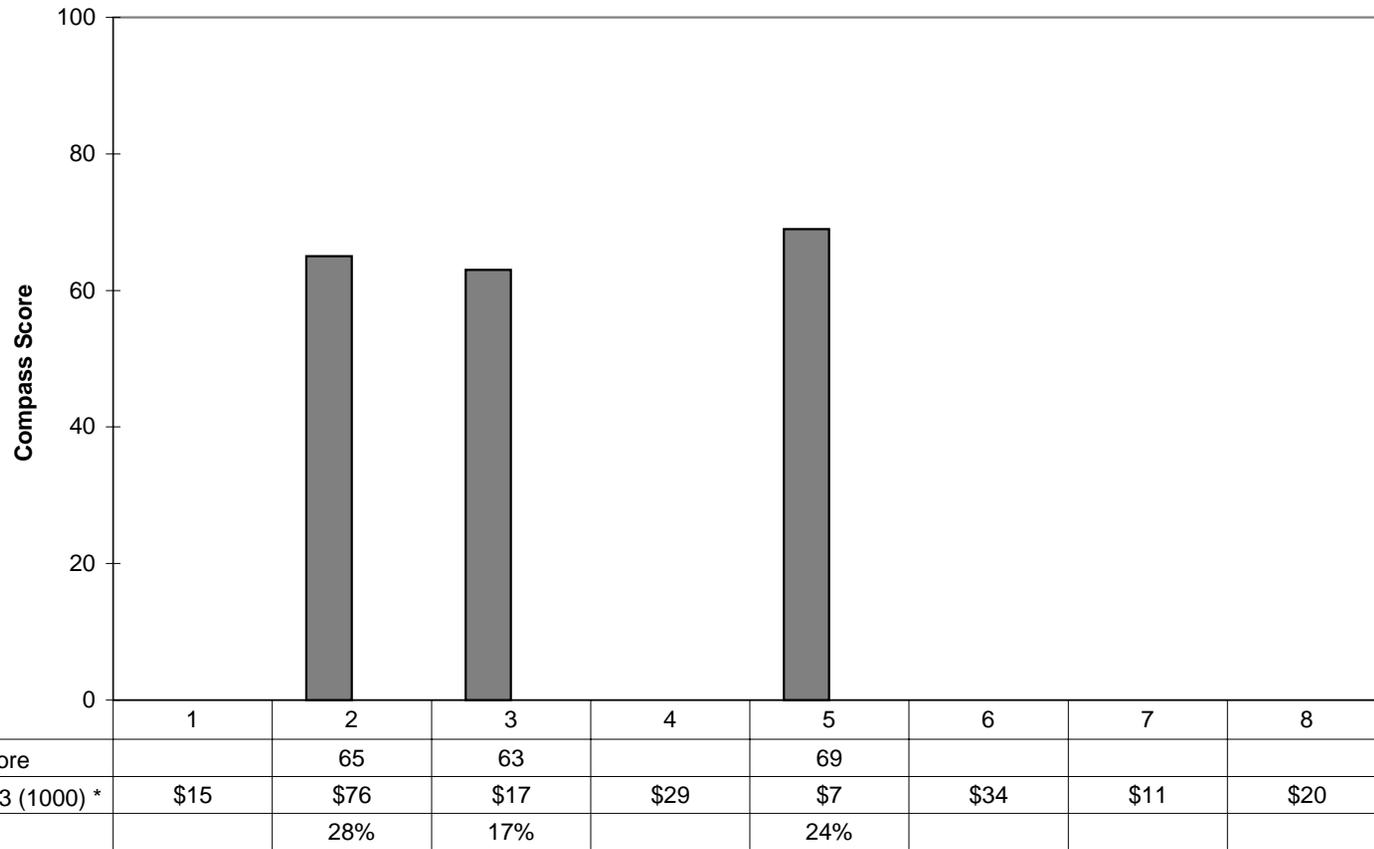


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Storm Sewer System -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

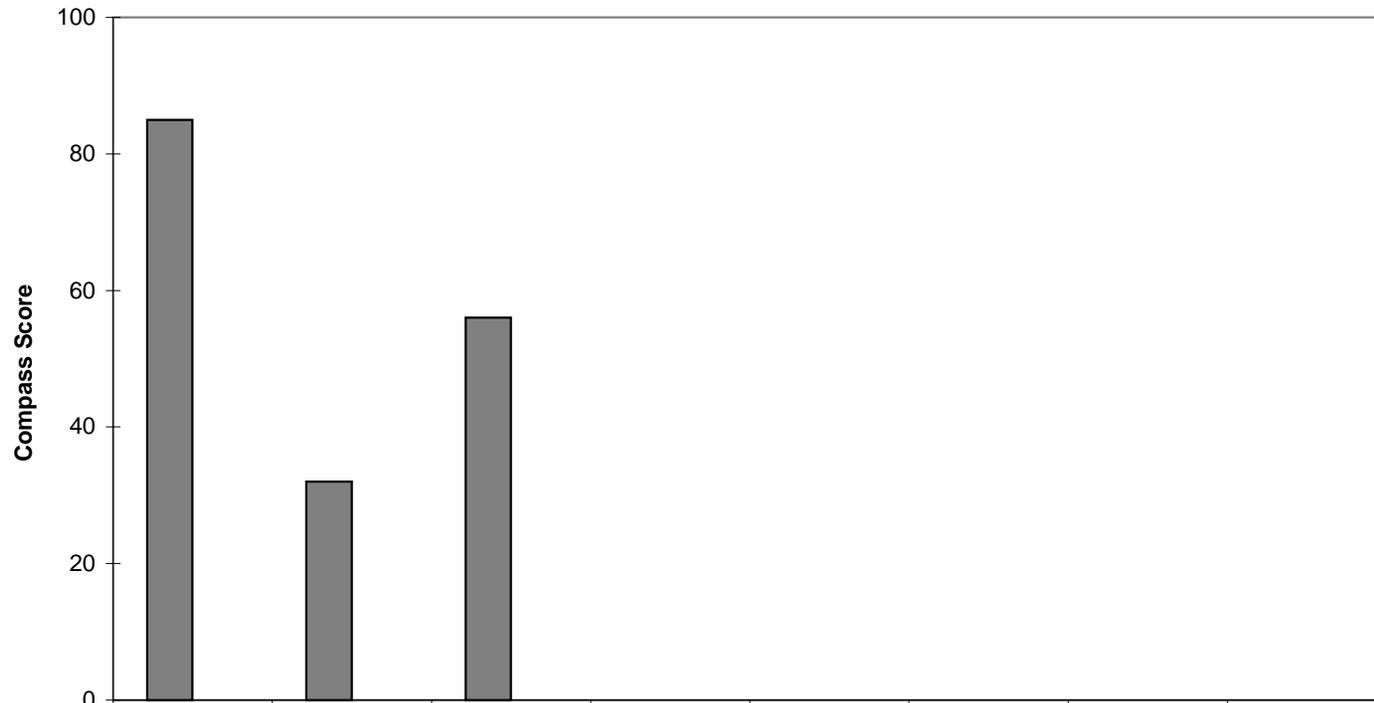


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Under-drain/edge-drain -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



■ Compass Score	85	32	56					
Spent in FY03 (1000) *	\$22	\$37	\$15	\$25	\$4	\$17	\$3	\$14
% Deficient	19%	38%	36%					

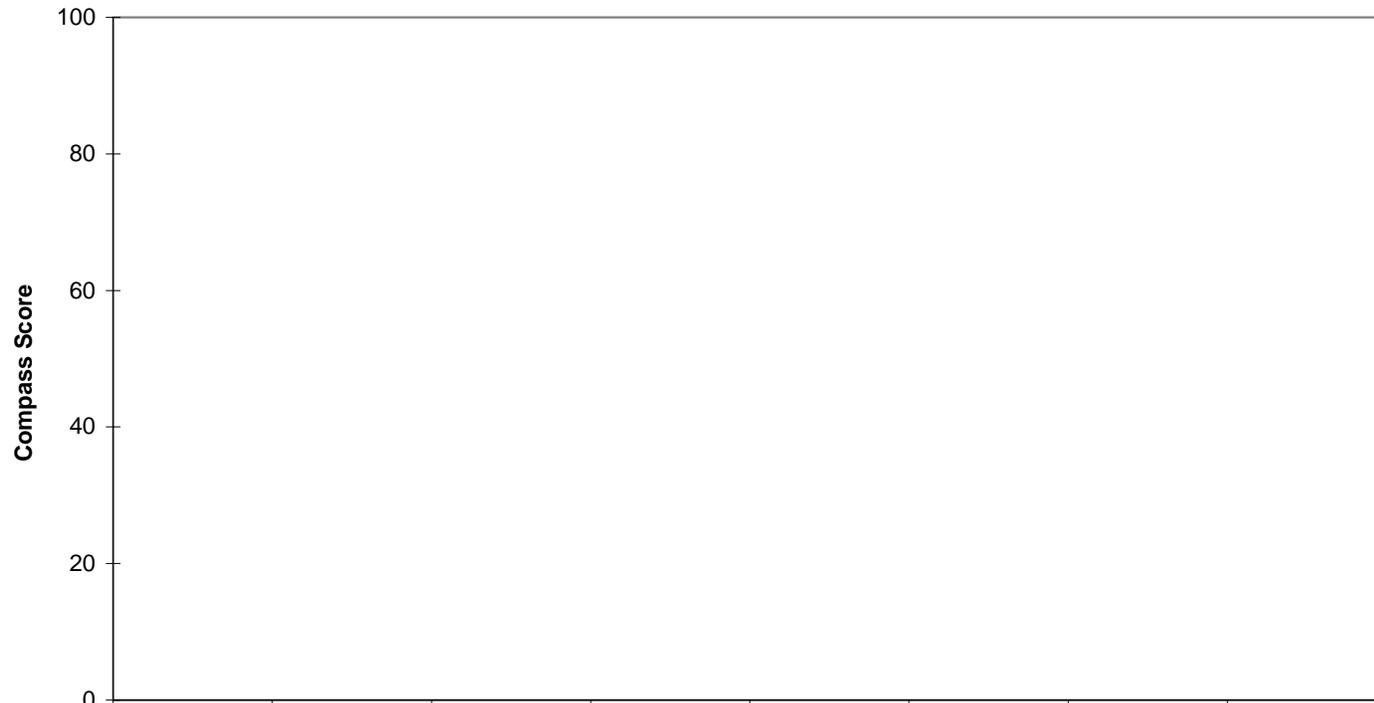
District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Barriers -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



	1	2	3	4	5	6	7	8
■ Compass Score								
Spent in FY03 (1000) *	\$16	\$17	\$2	\$0	\$1	\$2	\$1	\$0
% Deficient								

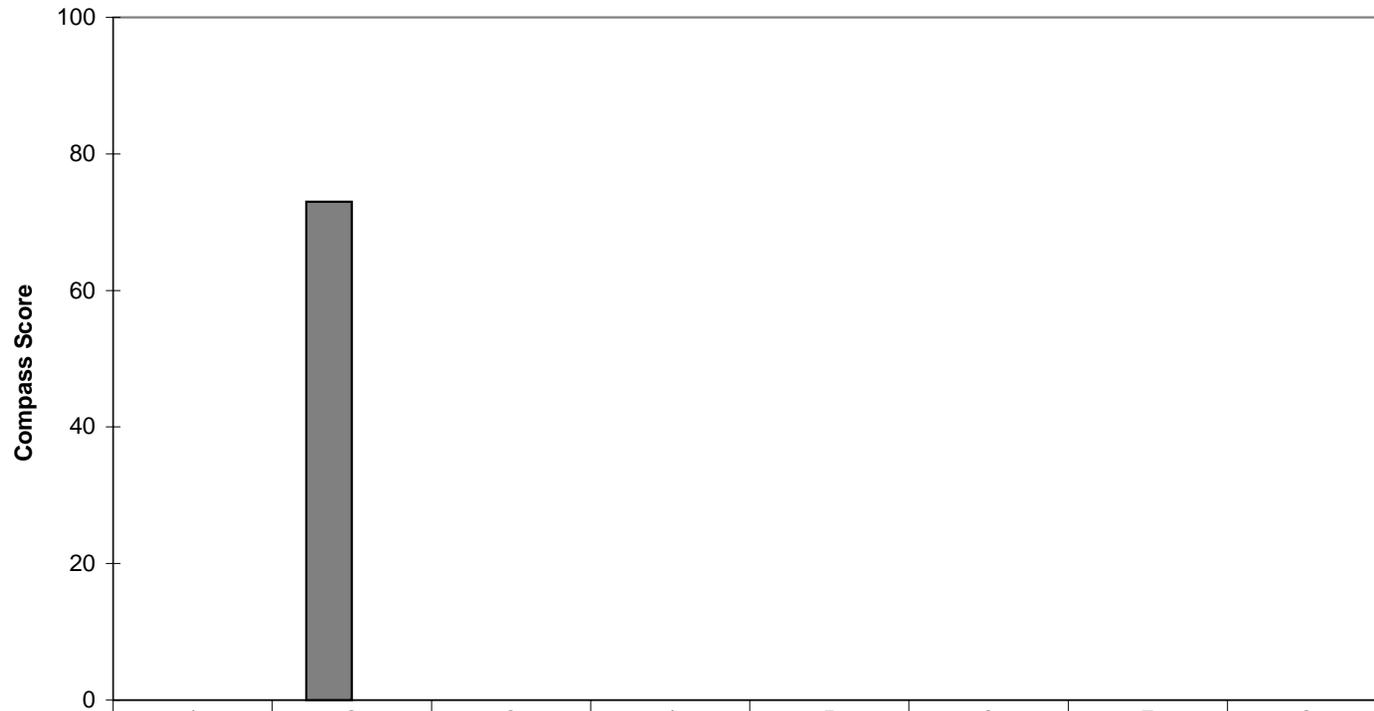
District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Fences -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



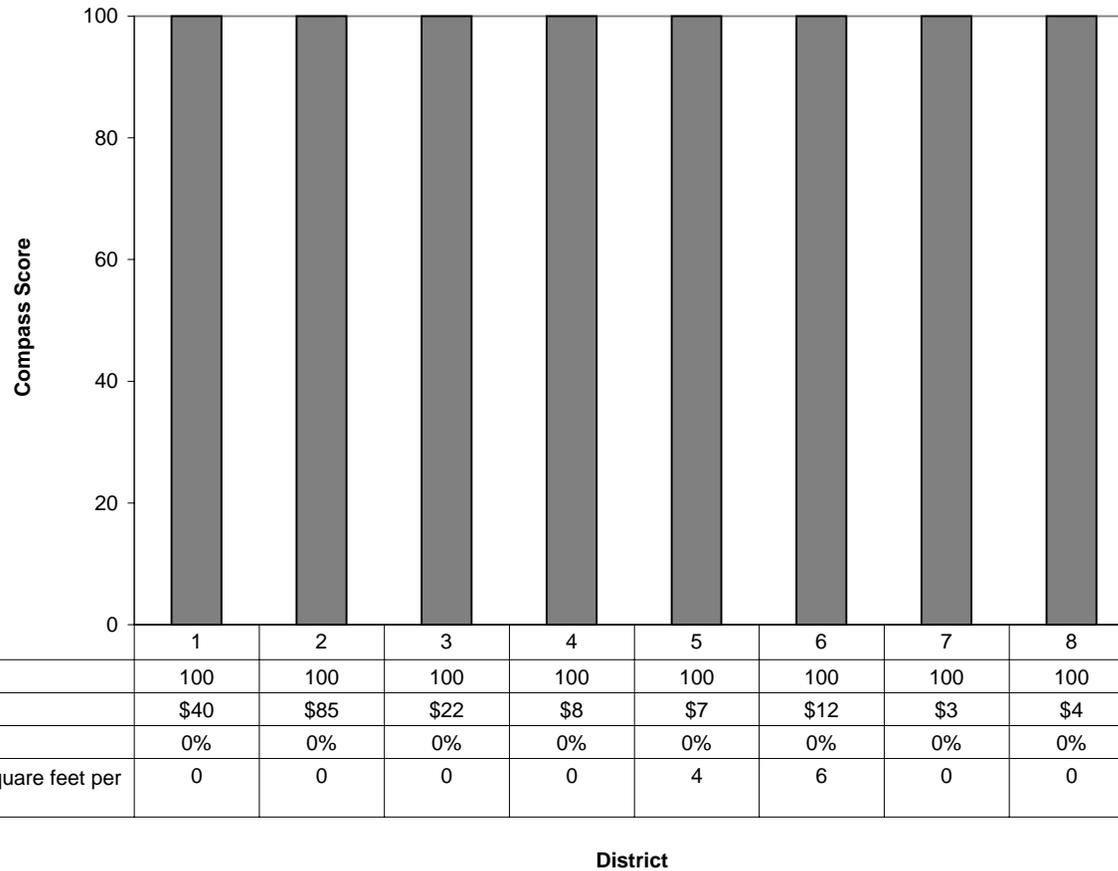
Compass Score	0	73						
Spent in FY03 (1000) *	\$20	\$19	\$10	\$3	\$5	\$8	\$1	\$1
% Deficient	26%	2%						

District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Graffiti -- 2003 District Feature Costs and Conditions

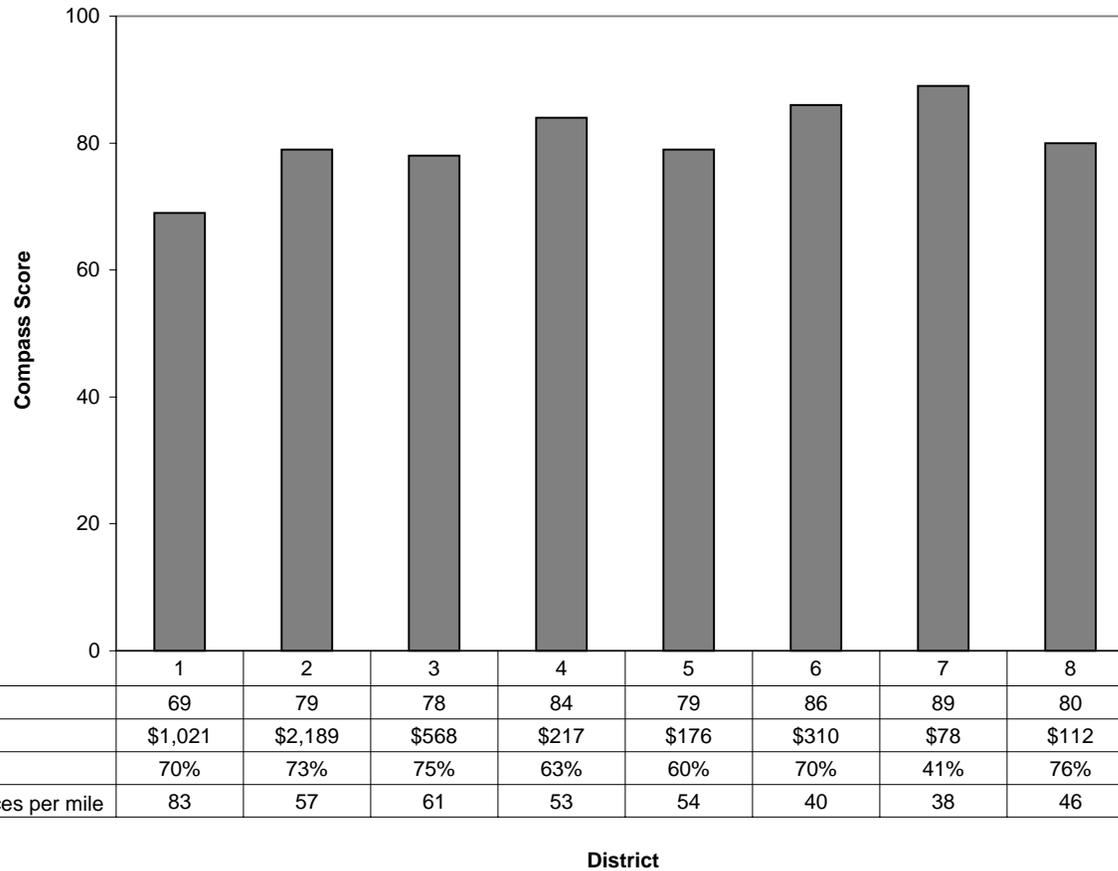
Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Litter -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

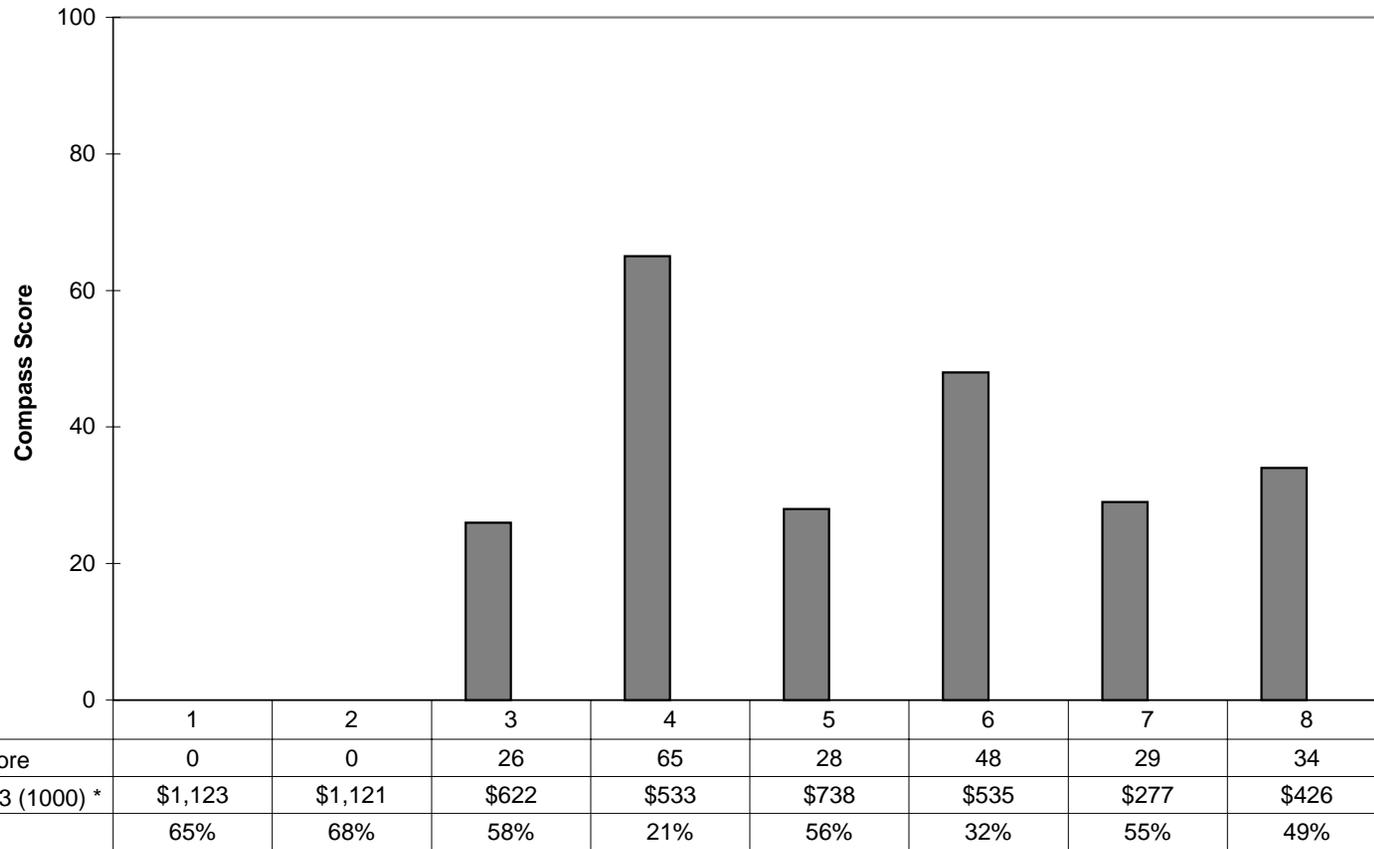


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Mowing -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.

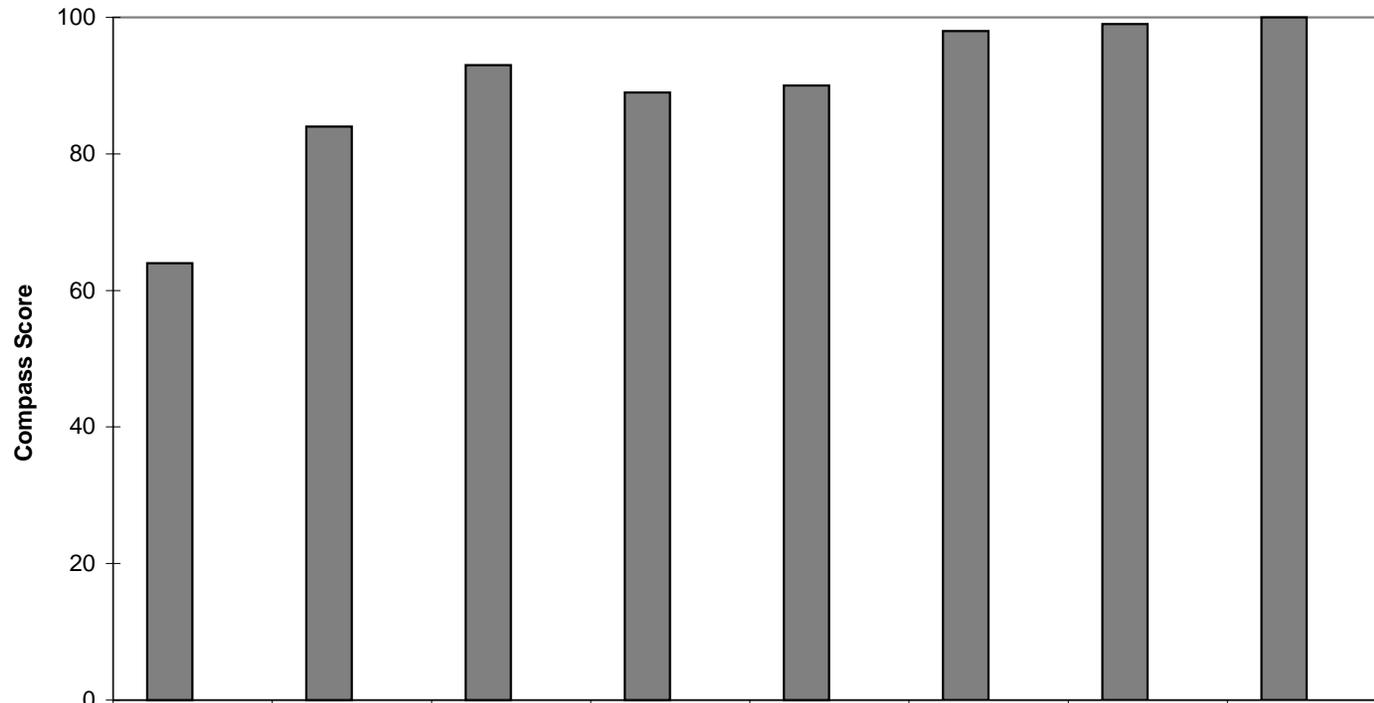


* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Noxious Weeds -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



	1	2	3	4	5	6	7	8
■ Compass Score	64	84	93	89	90	98	99	100
Spent in FY03 (1000) *	\$544	\$584	\$189	\$122	\$222	\$262	\$26	\$86
% Deficient	44%	28%	19%	19%	15%	4%	4%	0%

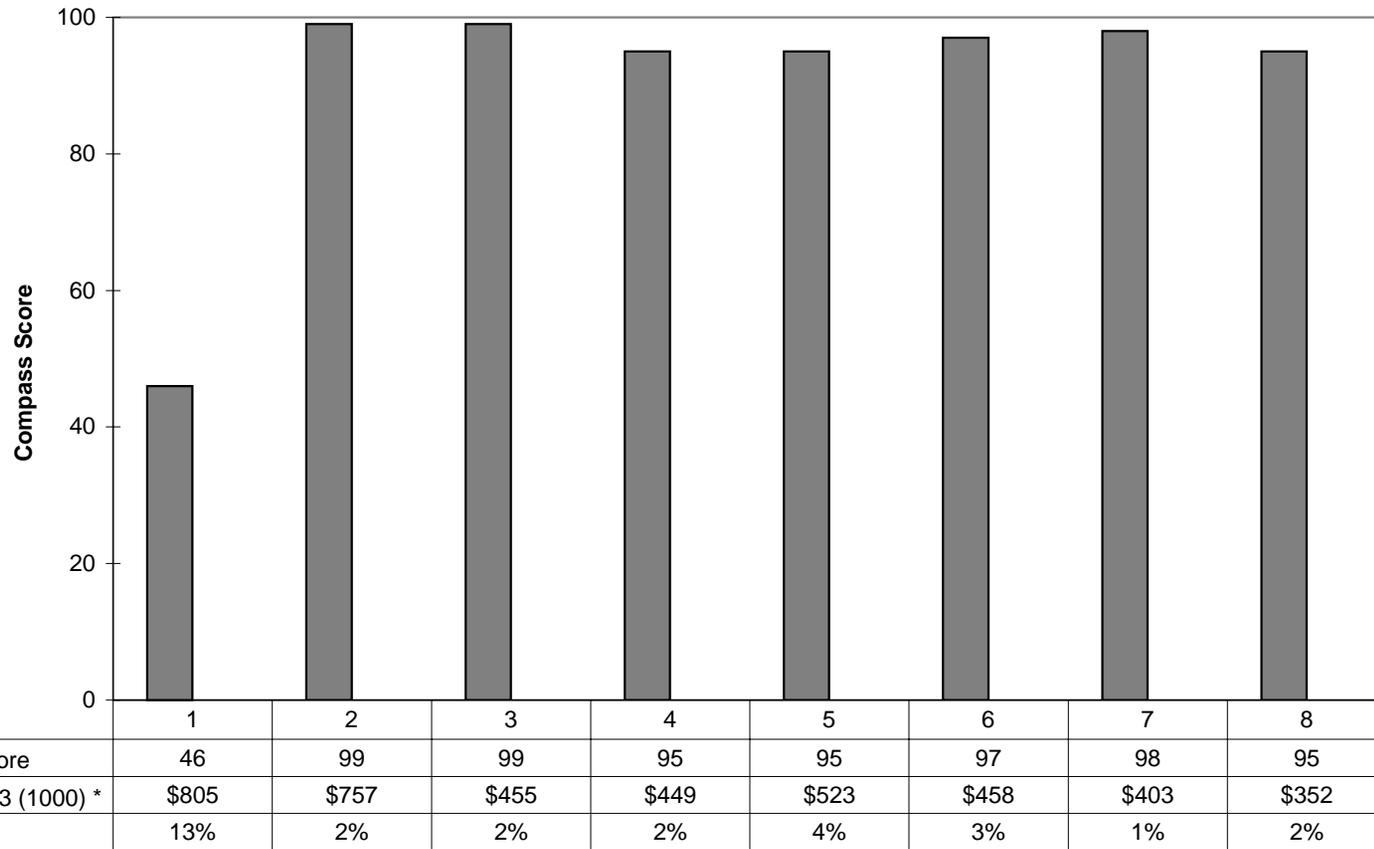
District

* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Chart 3

Woody Vegetation -- 2003 District Feature Costs and Conditions

Bars show the Compass score for this feature across each of the 8 transportation districts. Scores range from 0 (low) to 100 (high). In the table below, % deficient provides an estimate of the percentage of that feature in the district that falls below Compass standards. Where provided, severity of deficiency measure is explained below. Having the same % deficient does not mean that two districts will have the same Compass score. For certain districts, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores and deficiency measures for those features could not be calculated. See Appendix B for feature definitions.



* Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only maintenance expenditures.

Table 1
Asphalt Pavement

2003 District Feature Trends

This table shows changes in Compass scores across all 8 transportation districts from 2001 to 2003. A two-year comparison is used because WisDOT gathers information on its pavements on a two-year cycle.

Feature	Data	District							
		1	2	3	4	5	6	7	8
Alligator Cracking	2001	97	98	99	99	98	99	99	100
	2003	97	98	99	99	98	99	99	100
	%Change	0.2%	-0.2%	-0.5%	-0.3%	0.3%	0.2%	0.4%	0.0%
Block Cracking	2001	97	96	95	98	97	98	98	99
	2003	97	96	97	98	98	98	97	99
	%Change	0.2%	0.2%	2.3%	-0.3%	0.1%	0.0%	-0.9%	0.0%
Edge Raveling	2001	92	94	96	96	92	95	96	97
	2003	92	94	96	96	92	96	97	97
	%Change	0.5%	-0.7%	0.6%	0.3%	0.7%	0.8%	0.7%	0.3%
Flushing	2001	100	100	99	100	99	99	100	100
	2003	100	100	100	100	99	100	100	100
	%Change	0.0%	0.3%	0.8%	0.3%	0.4%	0.1%	0.2%	0.1%
Longitudinal Cracking	2001	76	76	82	81	79	77	82	82
	2003	78	67	74	77	81	80	78	84
	%Change	2.0%	-12.4%	-9.4%	-4.2%	2.2%	5.0%	-5.3%	2.3%
Longitudinal Distortion	2001	99	100	100	100	100	100	100	100
	2003	99	100	100	100	100	100	100	100
	%Change	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Patch Deterioration	2001	93	94	97	93	89	94	98	94
	2003	94	91	97	92	91	95	97	96
	%Change	0.3%	-3.7%	-0.6%	-1.0%	1.5%	1.5%	-0.7%	1.3%
Rutting	2001	96	98	98	96	97	96	98	96
	2003	96	100	99	98	98	97	100	96
	%Change	0.5%	1.2%	1.7%	1.9%	0.5%	0.8%	1.7%	0.4%
Surface Raveling	2001	99	98	100	99	99	99	99	99
	2003	99	99	100	99	99	99	99	99
	%Change	0.0%	1.2%	0.1%	-0.6%	0.1%	0.1%	0.1%	0.0%
Transverse Cracking	2001	73	70	78	77	77	70	73	74
	2003	75	70	76	78	79	73	77	76
	%Change	2.4%	-0.5%	-3.2%	1.7%	2.5%	4.9%	5.3%	2.4%
Transverse Distortion	2001	99	100	100	100	100	100	100	99
	2003	99	100	100	100	100	100	100	100
	%Change	0.0%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.4%

Table 1
Concrete Pavement

2003 District Feature Trends

This table shows changes in Compass scores across all 8 transportation districts from 2001 to 2003. A two-year comparison is used because WisDOT gathers information on its pavements on a two-year cycle.

Feature	Data	District							
		1	2	3	4	5	6	7	8
Distressed Joint/Cracks	2001	89	74	92	92	81	80	80	88
	2003	89	74	90	91	81	81	79	88
	%Change	0.5%	0.6%	-2.2%	-0.6%	0.0%	0.5%	-1.8%	0.0%
Longitudinal Joint Distress	2001	90	78	95	94	83	83	85	88
	2003	91	82	96	96	83	83	87	88
	%Change	0.5%	5.2%	0.9%	1.9%	-0.1%	0.5%	2.6%	0.0%
Patch Deterioration	2001	89	83	94	89	89	89	93	96
	2003	90	84	92	89	89	89	93	96
	%Change	0.7%	0.8%	-1.7%	-0.3%	0.0%	0.3%	0.4%	0.0%
Slab Breakup	2001	90	83	91	95	90	91	91	96
	2003	91	83	90	94	90	91	91	96
	%Change	0.5%	0.9%	-0.9%	-0.8%	0.0%	0.2%	0.1%	0.0%
Surface Distress	2001	94	90	92	96	89	93	96	92
	2003	95	91	93	95	88	93	97	92
	%Change	1.0%	1.4%	1.2%	-1.5%	-1.8%	0.2%	1.2%	0.0%
Transverse Faulting	2001	81	74	79	84	81	76	89	84
	2003	82	80	82	85	81	77	87	84
	%Change	0.8%	8.1%	3.8%	0.8%	0.0%	0.7%	-2.5%	0.0%

Table 4C

Wisconsin Feature Trends: 2002 to 2003

This Table shows changes in Compass scores across the state of Wisconsin from last year to this year. Where a feature shows no score for 2002, this is because we have changed the way that feature is rated, and the data isn't comparable across 2002 and 2003. Seemingly large shifts in feature scores may be due to small sample size. (Please see page 2 for actual sample sizes for each feature.)

Element: Traffic

Feature	Data	Total
Centerline Markings	Compass Score 02	N/A
	Compass Score 03	100
	% Change	N/A
Delineators	Compass Score 02	52
	Compass Score 03	61
	% Change	17%
Edgeline Markings	Compass Score 02	N/A
	Compass Score 03	100
	% Change	N/A
Other Signs	Compass Score 02	N/A
	Compass Score 03	96
	% Change	N/A
Protective Barrier	Compass Score 02	0
	Compass Score 03	0
	% Change	0%
Raised Pavement Markers	Compass Score 02	74
	Compass Score 03	73
	% Change	-1%
Regulatory/warning signs	Compass Score 02	N/A
	Compass Score 03	0
	% Change	N/A
Special Pavement Markings	Compass Score 02	96
	Compass Score 03	96
	% Change	0%

Table 4D

Wisconsin Feature Trends: 2002 to 2003

This Table shows changes in Compass scores across the State of Wisconsin from last year to this year. Where a feature shows no score for 2002, this is because we have changed the way that feature is rated, and the data isn't comparable across 2002 and 2003. Seemingly large shifts in feature scores may be due to small sample size. (Please see page 2 for actual sample sizes for each feature.)

Element: Shoulder

Feature	Data	Total
Hazardous Debris	Compass Score 02	0
	Compass Score 03	0
	% Change	0%
Paved - Cracking	Compass Score 02	48
	Compass Score 03	39
	% Change	-19%
Paved - Cross Slope	Compass Score 02	100
	Compass Score 03	100
	% Change	0%
Paved - Drop-off/buildup	Compass Score 02	N/A
	Compass Score 03	99
	% Change	N/A
Paved - Potholes/raveling	Compass Score 02	66
	Compass Score 03	81
	% Change	23%
Unpaved - Cross Slope	Compass Score 02	69
	Compass Score 03	86
	% Change	25%
Unpaved - Drop-off/buildup	Compass Score 02	N/A
	Compass Score 03	50
	% Change	N/A
Unpaved - Erosion	Compass Score 02	100
	Compass Score 03	100
	% Change	0%

Table 4E

Wisconsin Feature Trends: 2002 to 2003

This Table shows changes in Compass scores across the State of Wisconsin from last year to this year. Where a feature shows no score for 2002, this is because we have changed the way that feature is rated, and the data isn't comparable across 2002 and 2003. Seemingly large shifts in feature scores may be due to small sample size. (Please see page 2 for actual sample sizes for each feature.)

Element: Drainage

Feature	Data	Total
Culvert	Compass Score 02	38
	Compass Score 03	51
	% Change	34%
Curb & Gutter	Compass Score 02	61
	Compass Score 03	53
	% Change	-13%
Ditches	Compass Score 02	100
	Compass Score 03	100
	% Change	0%
Flumes	Compass Score 02	75
	Compass Score 03	36
	% Change	-52%
Storm Sewer System	Compass Score 02	61
	Compass Score 03	73
	% Change	20%
Under-drain/edge-drain	Compass Score 02	71
	Compass Score 03	51
	% Change	-28%

Table 4F

Wisconsin Feature Trends: 2002 to 2003

Where a feature shows no score for 2002, this is because we have changed the way that feature is rated, and the data isn't comparable across 2002 and 2003. Seemingly large shifts in feature scores may be due to small sample size. (Please see page 2 for actual sample sizes for each feature.)

Element: Roadside

Feature	Data	Total
Barriers	Compass Score 02	28
	Compass Score 03	38
	% Change	36%
Fences	Compass Score 02	51
	Compass Score 03	40
	% Change	-22%
Graffiti	Compass Score 02	100
	Compass Score 03	100
	% Change	0%
Litter	Compass Score 02	77
	Compass Score 03	79
	% Change	3%
Mowing	Compass Score 02	N/A
	Compass Score 03	31
	% Change	N/A
Mowing Vision	Compass Score 02	N/A
	Compass Score 03	23
	% Change	N/A
Noxious Weeds	Compass Score 02	89
	Compass Score 03	88
	% Change	-1%
Woody Vegetation	Compass Score 02	93
	Compass Score 03	87
	% Change	-6%
Woody Vegetation Vision	Compass Score 02	N/A
	Compass Score 03	40
	% Change	N/A

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District		1										
Sum of Cost		County										
Element	Feature	Columbia	Dane	Dodge	Grant	Green	Iowa	Jefferson	Lafayette	Rock	Sauk	Grand Total
Traffic	Centerline/Edgeline Markings	\$0	\$33,682	\$94,970	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,652
	Delineators	\$7,579	\$12,008	\$1,131	\$2,202	\$425	\$3,580	\$3,398	\$158	\$7,282	\$1,796	\$39,559
	Other Signs	\$3,420	\$49,907	\$927	\$17,642	\$11,207	\$18,974	\$14,194	\$1,977	\$1,220	\$7,813	\$127,280
	Protective Barriers	\$56,842	\$90,061	\$8,484	\$16,517	\$3,186	\$26,851	\$25,481	\$1,187	\$54,614	\$13,470	\$296,693
	Raised Pavement Markers	\$0	\$1,871	\$5,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,147
	Regulatory/warning signs	\$380	\$5,545	\$103	\$1,960	\$1,245	\$2,108	\$1,577	\$220	\$136	\$868	\$14,142
	Special Pavement Markings	\$0	\$1,871	\$5,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,147
Traffic Total		\$68,221	\$194,946	\$116,167	\$38,322	\$16,063	\$51,513	\$44,650	\$3,542	\$63,251	\$23,947	\$620,621
Shoulder	Hazardous Debris	\$74,667	\$114,886	\$102,508	\$22,870	\$12,394	\$17,424	\$1,773	\$13,078	\$705	\$30,143	\$390,447
	Paved - Cracking	\$30,374	\$5,783	\$5,530	\$91	\$311	\$134	\$185	\$0	\$0	\$87	\$42,494
	Paved - Cross Slope	\$21,937	\$4,176	\$3,994	\$66	\$224	\$97	\$133	\$0	\$0	\$63	\$30,690
	Paved - Drop off/buildup	\$52,311	\$9,959	\$9,524	\$157	\$535	\$231	\$318	\$0	\$0	\$149	\$73,185
	Paved - Potholes/raveling	\$47,249	\$8,995	\$8,603	\$142	\$483	\$208	\$287	\$0	\$0	\$135	\$66,102
	Unpaved - Cross Slope	\$15,965	\$40,098	\$26,226	\$48,997	\$17,609	\$40,127	\$25,524	\$33,503	\$20,623	\$46,254	\$314,926
	Unpaved - Drop off/buildup	\$31,930	\$80,197	\$52,451	\$97,995	\$35,217	\$80,254	\$51,049	\$67,006	\$41,246	\$92,507	\$629,852
Unpaved - Erosion	\$13,509	\$33,929	\$22,191	\$41,459	\$14,900	\$33,954	\$21,598	\$28,349	\$17,450	\$39,138	\$266,476	
Shoulder Total		\$287,942	\$298,024	\$231,027	\$211,777	\$81,672	\$172,429	\$100,867	\$141,936	\$80,024	\$208,476	\$1,814,173
Drainage	Culverts	\$38,100	\$3,525	\$4,567	\$9,683	\$1,864	\$1,929	\$11,331	\$28,592	\$1,016	\$48,674	\$149,280
	Curb & Gutter	\$24,824	\$58,544	\$17,549	\$13,247	\$6,071	\$3,152	\$29,454	\$8,297	\$8,001	\$18,709	\$187,847
	Ditches	\$47,950	\$149,938	\$63,299	\$81,903	\$1,933	\$32,502	\$18,916	\$33,743	\$24,904	\$47,343	\$502,434
	Flumes	\$3,073	\$284	\$368	\$781	\$150	\$156	\$914	\$2,306	\$82	\$3,925	\$12,039
	Storm Sewer System	\$9,218	\$529	\$685	\$1,452	\$280	\$289	\$1,700	\$4,289	\$152	\$7,301	\$25,895
	Under-drain/edge-drain	\$6,145	\$568	\$737	\$1,562	\$301	\$311	\$1,828	\$4,612	\$164	\$7,851	\$24,077
Drainage Total		\$129,310	\$213,388	\$87,205	\$108,628	\$10,599	\$38,340	\$64,141	\$81,838	\$34,319	\$133,804	\$901,572
Roadsides	Barriers	\$3,789	\$6,004	\$566	\$1,101	\$212	\$1,790	\$1,699	\$79	\$3,641	\$898	\$19,780
	Fences	\$3,789	\$6,004	\$566	\$1,101	\$212	\$1,790	\$1,699	\$79	\$3,641	\$898	\$19,780
	Graffiti	\$3,802	\$14,520	\$1,540	\$439	\$282	\$1,231	\$6,333	\$240	\$8,448	\$2,962	\$39,798
	Litter	\$97,596	\$372,672	\$39,538	\$11,259	\$7,237	\$31,602	\$162,544	\$6,158	\$216,841	\$76,034	\$1,021,479
	Mowing	\$121,360	\$233,399	\$51,583	\$133,880	\$73,955	\$101,470	\$151,948	\$53,076	\$128,629	\$74,031	\$1,123,331
	Noxious Weeds	\$121,595	\$78,382	\$26,057	\$59,513	\$43,633	\$19,693	\$66,364	\$19,758	\$59,345	\$50,091	\$544,431
	Woody Vegetation	\$42,034	\$172,465	\$45,331	\$105,733	\$63,811	\$80,266	\$156,854	\$24,791	\$75,446	\$37,937	\$804,669
Roadsides Total		\$393,966	\$883,446	\$165,180	\$313,025	\$189,343	\$237,842	\$547,440	\$104,182	\$495,992	\$242,851	\$3,573,267
Grand Total		\$879,439	\$1,589,804	\$599,580	\$671,752	\$297,676	\$500,124	\$757,098	\$331,497	\$673,587	\$609,078	\$6,909,634

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District		2								
Sum of Cost		County								
Element	Feature	Fond du Lac	Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Grand Total
Traffic	Centerline/Edgeline Markings	\$95,074	\$52,208	\$55,301	\$0	\$50,440	\$18,868	\$49,694	\$54,509	\$376,093
	Delineators	\$1,473	\$3,984	\$17,009	\$1,588	\$4,112	\$1,345	\$2,309	\$6,442	\$38,262
	Other Signs	\$46,346	\$671	\$801	\$11,241	\$30,694	\$10,642	\$22,115	\$362	\$122,870
	Protective Barriers	\$11,047	\$29,882	\$127,566	\$11,909	\$30,839	\$10,088	\$17,321	\$48,317	\$286,967
	Raised Pavement Markers	\$5,282	\$2,900	\$3,072	\$0	\$2,802	\$1,048	\$2,761	\$3,028	\$20,894
	Regulatory/warning signs	\$5,150	\$75	\$89	\$1,249	\$3,410	\$1,182	\$2,457	\$40	\$13,652
	Special Pavement Markings	\$5,282	\$2,900	\$3,072	\$0	\$2,802	\$1,048	\$2,761	\$3,028	\$20,894
Traffic Total		\$169,653	\$92,621	\$206,910	\$25,986	\$125,099	\$44,221	\$99,418	\$115,726	\$879,633
Shoulder	Hazardous Debris	\$19,261	\$1,177	\$37,926	\$73,225	\$6,220	\$53,646	\$32,790	\$30,492	\$254,737
	Paved - Cracking	\$2,644	\$0	\$1,263	\$15,503	\$449	\$261	\$0	\$67	\$20,188
	Paved - Cross Slope	\$1,910	\$0	\$912	\$11,197	\$325	\$189	\$0	\$49	\$14,581
	Paved - Drop off/buildup	\$4,554	\$0	\$2,176	\$26,700	\$774	\$450	\$0	\$116	\$34,769
	Paved - Potholes/raveling	\$4,113	\$0	\$1,965	\$24,116	\$699	\$406	\$0	\$105	\$31,404
	Unpaved - Cross Slope	\$40,217	\$38,615	\$53,431	\$10,678	\$34,524	\$60,017	\$17,772	\$20,113	\$275,367
	Unpaved - Drop off/buildup	\$80,435	\$77,231	\$106,861	\$21,356	\$69,049	\$120,034	\$35,545	\$40,225	\$550,735
Unpaved - Erosion	\$34,030	\$32,675	\$45,210	\$9,035	\$29,213	\$50,783	\$15,038	\$17,018	\$233,003	
Shoulder Total		\$187,163	\$149,698	\$249,744	\$191,811	\$141,253	\$285,785	\$101,145	\$108,184	\$1,414,784
Drainage	Culverts	\$21,904	\$20,939	\$275,506	\$8,027	\$108,394	\$21,817	\$1,654	\$47,904	\$506,145
	Curb & Gutter	\$14,168	\$39,132	\$287,687	\$22,561	\$46,319	\$11,053	\$7,332	\$90,223	\$518,475
	Ditches	\$45,383	\$70,302	\$161,294	\$10,355	\$93,942	\$19,755	\$38,707	\$96,822	\$536,560
	Flumes	\$1,766	\$1,689	\$22,218	\$647	\$8,741	\$1,759	\$133	\$3,863	\$40,818
	Storm Sewer System	\$3,286	\$3,141	\$41,326	\$1,204	\$16,259	\$3,273	\$248	\$7,186	\$75,922
	Under-drain/edge-drain	\$3,533	\$3,377	\$44,436	\$1,295	\$17,483	\$3,519	\$267	\$7,727	\$81,636
Drainage Total		\$90,040	\$138,580	\$832,467	\$44,089	\$291,138	\$61,177	\$48,341	\$253,725	\$1,759,556
Roadsides	Barriers	\$736	\$1,992	\$8,504	\$794	\$2,056	\$673	\$1,155	\$3,221	\$19,131
	Fences	\$736	\$1,992	\$8,504	\$794	\$2,056	\$673	\$1,155	\$3,221	\$19,131
	Graffiti	\$1,641	\$12,873	\$46,533	\$2,213	\$9,085	\$3,809	\$2,444	\$6,686	\$85,284
	Litter	\$42,129	\$330,415	\$1,194,338	\$56,793	\$233,191	\$97,773	\$62,722	\$171,597	\$2,188,958
	Mowing	\$32,644	\$97,815	\$405,298	\$42,706	\$106,548	\$114,708	\$117,696	\$203,298	\$1,120,711
	Noxious Weeds	\$101,985	\$54,921	\$168,855	\$43,544	\$36,320	\$38,143	\$51,634	\$88,381	\$583,783
	Woody Vegetation	\$7,533	\$54,302	\$266,932	\$31,829	\$99,151	\$98,625	\$58,873	\$139,367	\$756,613
Roadsides Total		\$187,406	\$554,310	\$2,098,965	\$178,672	\$488,407	\$354,403	\$295,678	\$615,770	\$4,773,611
Grand Total		\$634,262	\$935,209	\$3,388,086	\$440,558	\$1,045,897	\$745,586	\$544,582	\$1,093,405	\$8,827,584

Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only county maintenance expenditures.

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District	3
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Sum of Cost		County													Grand Total
Element	Feature	Brown	Calumet	Door	Kewaunee	Manitowoc	Marinette	Menominee	Oconto	Outagamie	Shawano	Sheboygan	Winnebago		
Traffic	Centerline/Edgeline Markings	\$27,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,860	
	Delineators	\$9,435	\$1,821	\$352	\$243	\$3,757	\$1,870	\$179	\$1,065	\$1,148	\$2,895	\$1,615	\$2,701	\$27,080	
	Other Signs	\$8,675	\$7,843	\$1,494	\$2,797	\$28,824	\$17,303	\$3,119	\$20,000	\$12,970	\$3,387	\$6,271	\$11,543	\$124,226	
	Protective Barriers	\$70,763	\$13,660	\$2,642	\$1,825	\$28,174	\$14,023	\$1,340	\$7,984	\$8,606	\$21,711	\$12,110	\$20,260	\$203,097	
	Raised Pavement Markers	\$1,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,548	
	Regulatory/warning signs	\$964	\$871	\$166	\$311	\$3,203	\$1,923	\$347	\$2,222	\$1,441	\$376	\$697	\$1,283	\$13,803	
	Special Pavement Markings	\$1,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,548	
Traffic Total		\$120,793	\$24,195	\$4,655	\$5,176	\$63,957	\$35,118	\$4,983	\$31,270	\$24,165	\$28,369	\$20,693	\$35,787	\$399,162	
Shoulder	Hazardous Debris	\$0	\$10,175	\$19,096	\$8,769	\$1,226	\$16,021	\$2,856	\$7,647	\$0	\$37,882	\$14,082	\$60,634	\$178,388	
	Paved - Cracking	\$1,589	\$763	\$0	\$0	\$1,373	\$126	\$0	\$65	\$16	\$20	\$3,851	\$632	\$8,436	
	Paved - Cross Slope	\$1,148	\$551	\$0	\$0	\$992	\$91	\$0	\$47	\$12	\$15	\$2,781	\$457	\$6,093	
	Paved - Drop off/buildup	\$2,737	\$1,314	\$0	\$0	\$2,365	\$217	\$0	\$111	\$28	\$35	\$6,632	\$1,089	\$14,528	
	Paved - Potholes/raveling	\$2,472	\$1,187	\$0	\$0	\$2,136	\$196	\$0	\$100	\$26	\$32	\$5,990	\$984	\$13,122	
	Unpaved - Cross Slope	\$14,250	\$13,910	\$6,432	\$2,120	\$11,651	\$12,200	\$6,821	\$20,754	\$61,357	\$19,729	\$14,209	\$25,627	\$209,059	
	Unpaved - Drop off/buildup	\$28,500	\$27,820	\$12,863	\$4,240	\$23,302	\$24,400	\$13,641	\$41,508	\$122,714	\$39,458	\$28,418	\$51,254	\$418,118	
Unpaved - Erosion	\$12,058	\$11,770	\$5,442	\$1,794	\$9,859	\$10,323	\$5,771	\$17,561	\$51,917	\$16,694	\$12,023	\$21,685	\$176,896		
Shoulder Total		\$62,753	\$67,491	\$43,833	\$16,922	\$52,903	\$63,575	\$29,089	\$87,794	\$236,070	\$113,863	\$87,985	\$162,362	\$1,024,640	
Drainage	Culverts	\$25,393	\$9,190	\$15,488	\$3,991	\$11,223	\$21,761	\$2,050	\$14,115	\$11,999	\$4,677	\$10,200	\$5,543	\$135,628	
	Curb & Gutter	\$32,333	\$9,929	\$11,952	\$2,361	\$22,121	\$6,691	\$6,603	\$4,077	\$19,467	\$5,150	\$15,951	\$20,938	\$157,573	
	Ditches	\$13,935	\$7,395	\$6,413	\$144	\$40,514	\$40,296	\$5,676	\$6,030	\$26,589	\$30,714	\$23,751	\$26,542	\$227,999	
	Flumes	\$2,048	\$741	\$1,249	\$322	\$905	\$1,755	\$165	\$1,138	\$968	\$377	\$823	\$447	\$10,938	
	Storm Sewer System	\$3,809	\$1,379	\$2,323	\$599	\$1,683	\$3,264	\$307	\$2,117	\$1,800	\$701	\$1,530	\$831	\$20,344	
	Under-drain/edge-drain	\$4,096	\$1,482	\$2,498	\$644	\$1,810	\$3,510	\$331	\$2,277	\$1,935	\$754	\$1,645	\$894	\$21,876	
Drainage Total		\$81,613	\$30,116	\$39,924	\$8,060	\$78,256	\$77,277	\$15,132	\$29,753	\$62,757	\$42,374	\$53,899	\$55,195	\$574,358	
Roadsides	Barriers	\$4,718	\$911	\$176	\$122	\$1,878	\$935	\$89	\$532	\$574	\$1,447	\$807	\$1,351	\$13,540	
	Fences	\$4,718	\$911	\$176	\$122	\$1,878	\$935	\$89	\$532	\$574	\$1,447	\$807	\$1,351	\$13,540	
	Graffiti	\$6,645	\$1,704	\$10	\$676	\$2,747	\$1,459	\$189	\$1,294	\$3,270	\$1,254	\$2,301	\$578	\$22,127	
	Litter	\$170,560	\$43,728	\$245	\$17,338	\$70,516	\$37,437	\$4,853	\$33,218	\$83,940	\$32,198	\$59,067	\$14,827	\$567,927	
	Mowing	\$69,060	\$36,082	\$23,831	\$9,498	\$102,954	\$59,856	\$10,537	\$62,026	\$51,227	\$56,034	\$68,310	\$72,197	\$621,611	
	Noxious Weeds	\$34,084	\$11,357	\$6,336	\$1,979	\$33,976	\$19,945	\$1,139	\$9,655	\$15,499	\$8,502	\$34,268	\$12,676	\$189,416	
	Woody Vegetation	\$26,445	\$17,179	\$16,775	\$3,980	\$70,195	\$41,546	\$13,817	\$63,850	\$23,883	\$67,946	\$42,899	\$66,368	\$454,883	
Roadsides Total		\$316,230	\$111,871	\$47,548	\$33,713	\$284,144	\$162,113	\$30,713	\$171,107	\$178,966	\$168,828	\$208,460	\$169,348	\$1,883,042	
Grand Total		\$581,390	\$233,672	\$135,959	\$63,871	\$479,261	\$338,084	\$79,918	\$319,925	\$501,958	\$353,434	\$371,037	\$422,692	\$3,881,202	

Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only county maintenance expenditures.

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District		4									
Sum of Cost		County									
Element	Feature	Adams	Green Lake	Juneau	Marathon	Marquette	Portage	Waupaca	Waushara	Wood	Grand Total
Traffic	Centerline/Edgeline Markings	\$152,021	\$0	\$0	\$0	\$0	\$94,427	\$0	\$69,071	\$0	\$315,519
	Delineators	\$715	\$286	\$1,158	\$1,958	\$1,258	\$1,369	\$508	\$247	\$0	\$7,498
	Other Signs	\$3,272	\$2,644	\$1,700	\$2,440	\$3,454	\$2,477	\$8,015	\$5,496	\$4,523	\$34,023
	Protective Barriers	\$5,360	\$2,142	\$8,686	\$14,685	\$9,433	\$10,264	\$3,813	\$1,850	\$0	\$56,231
	Raised Pavement Markers	\$8,446	\$0	\$0	\$0	\$0	\$5,246	\$0	\$3,837	\$0	\$17,529
	Regulatory/warning signs	\$364	\$294	\$189	\$271	\$384	\$275	\$891	\$611	\$503	\$3,780
	Special Pavement Markings	\$8,446	\$0	\$0	\$0	\$0	\$5,246	\$0	\$3,837	\$0	\$17,529
Traffic Total		\$178,622	\$5,366	\$11,733	\$19,354	\$14,528	\$119,303	\$13,227	\$84,949	\$5,026	\$452,109
Shoulder	Hazardous Debris	\$9,952	\$1,251	\$25,238	\$8,183	\$6,542	\$57	\$13,731	\$28,692	\$1,459	\$95,105
	Paved - Cracking	\$625	\$6	\$125	\$103	\$47	\$0	\$2,333	\$0	\$26	\$3,265
	Paved - Cross Slope	\$452	\$4	\$90	\$74	\$34	\$0	\$1,685	\$0	\$19	\$2,358
	Paved - Drop off/buildup	\$1,077	\$11	\$216	\$177	\$81	\$0	\$4,017	\$0	\$45	\$5,623
	Paved - Potholes/raveling	\$973	\$10	\$195	\$160	\$73	\$0	\$3,628	\$0	\$40	\$5,079
	Unpaved - Cross Slope	\$6,791	\$20,813	\$16,793	\$32,455	\$7,990	\$19,262	\$21,694	\$25,500	\$19,987	\$171,284
	Unpaved - Drop off/buildup	\$13,581	\$41,626	\$33,586	\$64,910	\$15,980	\$38,524	\$43,388	\$50,999	\$39,974	\$342,568
Unpaved - Erosion	\$5,746	\$17,611	\$14,210	\$27,462	\$6,761	\$16,298	\$18,356	\$21,577	\$16,912	\$144,932	
Shoulder Total		\$39,197	\$81,332	\$90,453	\$133,524	\$37,507	\$74,141	\$108,832	\$126,767	\$78,462	\$770,215
Drainage	Culverts	\$6,835	\$161	\$44,616	\$72,399	\$17,531	\$25,090	\$2,804	\$10,259	\$27,604	\$207,299
	Curb & Gutter	\$5,708	\$6,570	\$10,782	\$13,113	\$2,770	\$11,392	\$4,942	\$1,799	\$9,500	\$66,576
	Ditches	\$24,930	\$711	\$19,846	\$98,133	\$2,960	\$25,568	\$33,227	\$17,226	\$6,525	\$229,127
	Flumes	\$551	\$13	\$3,598	\$5,839	\$1,414	\$2,023	\$226	\$827	\$2,226	\$16,718
	Storm Sewer System	\$1,025	\$24	\$6,692	\$10,860	\$2,630	\$3,764	\$421	\$1,539	\$4,141	\$31,095
	Under-drain/edge-drain	\$1,102	\$26	\$7,196	\$11,677	\$2,828	\$4,047	\$452	\$1,655	\$4,452	\$33,435
Drainage Total		\$40,151	\$7,504	\$92,732	\$212,021	\$30,132	\$71,884	\$42,072	\$33,305	\$54,448	\$584,250
Roadsides	Barriers	\$357	\$143	\$579	\$979	\$629	\$684	\$254	\$123	\$0	\$3,749
	Fences	\$357	\$143	\$579	\$979	\$629	\$684	\$254	\$123	\$0	\$3,749
	Graffiti	\$80	\$554	\$1,503	\$1,957	\$1,172	\$708	\$1,071	\$894	\$530	\$8,469
	Litter	\$2,054	\$14,225	\$38,572	\$50,239	\$30,079	\$18,177	\$27,481	\$22,956	\$13,597	\$217,379
	Mowing	\$48,073	\$20,682	\$90,261	\$85,010	\$40,395	\$61,093	\$84,881	\$37,333	\$64,905	\$532,632
	Noxious Weeds	\$10,043	\$4,704	\$18,987	\$15,366	\$18,586	\$12,362	\$24,223	\$6,430	\$11,325	\$122,025
	Woody Vegetation	\$48,912	\$8,944	\$90,068	\$92,745	\$33,304	\$32,236	\$33,489	\$31,093	\$77,785	\$448,576
Roadsides Total		\$109,877	\$49,394	\$240,549	\$247,275	\$124,794	\$125,945	\$171,652	\$98,953	\$168,142	\$1,336,580
Grand Total		\$367,847	\$143,596	\$435,467	\$612,174	\$206,961	\$391,273	\$335,783	\$343,975	\$306,078	\$3,143,154

Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only county maintenance expenditures.

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District		5								
Sum of Cost		County								
Element	Feature	Buffalo	Crawford	Jackson	LaCrosse	Monroe	Richland	Trempeleau	Vernon	Grand Total
Traffic	Centerline/Edgeline Markings	\$0	\$0	\$0	\$50,879	\$0	\$0	\$3,480	\$1,661	\$56,021
	Delineators	\$1,750	\$2,679	\$1,140	\$1,468	\$3,374	\$2,649	\$3,634	\$799	\$17,493
	Other Signs	\$3,470	\$1,355	\$10,169	\$4,374	\$3,236	\$2,846	\$7,909	\$451	\$33,810
	Protective Barriers	\$13,125	\$20,095	\$8,546	\$11,010	\$25,307	\$19,870	\$27,255	\$5,993	\$131,201
	Raised Pavement Markers	\$0	\$0	\$0	\$2,827	\$0	\$0	\$193	\$92	\$3,113
	Regulatory/warning signs	\$386	\$151	\$1,130	\$486	\$360	\$316	\$879	\$50	\$3,757
	Special Pavement Markings	\$0	\$0	\$0	\$2,827	\$0	\$0	\$193	\$92	\$3,113
Traffic Total		\$18,730	\$24,280	\$20,985	\$73,871	\$32,278	\$25,681	\$43,544	\$9,139	\$248,507
Shoulder	Hazardous Debris	\$16,535	\$14,955	\$25,971	\$1,656	\$25,519	\$5,476	\$13,446	\$3,010	\$106,567
	Paved - Cracking	\$143	\$119	\$664	\$675	\$89	\$0	\$48	\$0	\$1,739
	Paved - Cross Slope	\$104	\$86	\$479	\$488	\$64	\$0	\$35	\$0	\$1,256
	Paved - Drop off/buildup	\$247	\$206	\$1,143	\$1,163	\$153	\$0	\$83	\$1	\$2,995
	Paved - Potholes/raveling	\$223	\$186	\$1,032	\$1,051	\$138	\$0	\$75	\$1	\$2,705
	Unpaved - Cross Slope	\$18,073	\$45,843	\$24,137	\$23,512	\$28,522	\$27,862	\$26,633	\$32,215	\$226,797
	Unpaved - Drop off/buildup	\$36,146	\$91,686	\$48,274	\$47,024	\$57,044	\$55,723	\$53,266	\$64,430	\$453,593
Unpaved - Erosion	\$15,293	\$38,790	\$20,424	\$19,895	\$24,134	\$23,575	\$22,535	\$27,259	\$191,905	
Shoulder Total		\$86,764	\$191,871	\$122,124	\$95,464	\$135,663	\$112,636	\$116,120	\$126,916	\$987,557
Drainage	Culverts	\$6,904	\$6,384	\$5,436	\$12,128	\$12,033	\$2,068	\$5,092	\$4,601	\$54,647
	Curb & Gutter	\$4,646	\$3,426	\$2,825	\$13,636	\$5,432	\$2,748	\$5,980	\$6,591	\$45,285
	Ditches	\$37,535	\$42,980	\$29,726	\$47,368	\$35,926	\$166,685	\$21,437	\$17,769	\$399,426
	Flumes	\$557	\$515	\$438	\$978	\$970	\$167	\$411	\$371	\$4,407
	Storm Sewer System	\$1,036	\$958	\$815	\$1,819	\$1,805	\$310	\$764	\$690	\$8,197
	Under-drain/edge-drain	\$1,114	\$1,030	\$877	\$1,956	\$1,941	\$334	\$821	\$742	\$8,814
Drainage Total		\$51,791	\$55,292	\$40,118	\$77,886	\$58,107	\$172,312	\$34,504	\$30,764	\$520,775
Roadsides	Barriers	\$875	\$1,340	\$570	\$734	\$1,687	\$1,325	\$1,817	\$400	\$8,747
	Fences	\$875	\$1,340	\$570	\$734	\$1,687	\$1,325	\$1,817	\$400	\$8,747
	Graffiti	\$725	\$53	\$982	\$2,840	\$658	\$173	\$434	\$993	\$6,858
	Litter	\$18,604	\$1,362	\$25,213	\$72,894	\$16,877	\$4,442	\$11,138	\$25,489	\$176,019
	Mowing	\$89,957	\$73,279	\$81,758	\$153,253	\$105,299	\$55,294	\$105,723	\$73,597	\$738,160
	Noxious Weeds	\$19,284	\$30,408	\$32,807	\$44,354	\$35,703	\$16,759	\$25,015	\$17,652	\$221,982
	Woody Vegetation	\$85,835	\$55,195	\$43,775	\$77,623	\$83,660	\$48,661	\$76,464	\$52,174	\$523,387
Roadsides Total		\$216,155	\$162,977	\$185,675	\$352,433	\$245,570	\$127,978	\$222,409	\$170,703	\$1,683,900
Grand Total		\$373,440	\$434,420	\$368,902	\$599,654	\$471,618	\$438,606	\$416,577	\$337,521	\$3,440,739

Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only county maintenance expenditures.

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District	6
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Sum of Cost		County								
Element	Feature	Chippewa	Clark	Dunn	Eau Claire	Pepin	Pierce	Saint Croix	Taylor	Grand Total
Traffic	Centerline/Edgeline Markings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,748	\$3,748
	Delineators	\$1,272	\$921	\$552	\$2,331	\$228	\$978	\$12,278	\$78	\$18,637
	Other Signs	\$13,302	\$4,676	\$14,855	\$11,235	\$1,177	\$9,271	\$24,336	\$4,825	\$83,677
	Protective Barriers	\$9,542	\$6,904	\$4,137	\$17,484	\$1,709	\$7,335	\$92,084	\$582	\$139,776
	Raised Pavement Markers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208	\$208
	Regulatory/warning signs	\$1,478	\$520	\$1,651	\$1,248	\$131	\$1,030	\$2,704	\$536	\$9,297
	Special Pavement Markings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208	\$208
Traffic Total		\$25,594	\$13,019	\$21,195	\$32,298	\$3,244	\$18,614	\$131,402	\$10,185	\$255,551
Shoulder	Hazardous Debris	\$18,029	\$39,609	\$26,148	\$42,395	\$6,965	\$21,157	\$42,643	\$10,920	\$207,864
	Paved - Cracking	\$0	\$0	\$86	\$166	\$1,113	\$85	\$2,909	\$0	\$4,359
	Paved - Cross Slope	\$0	\$0	\$62	\$120	\$804	\$61	\$2,101	\$0	\$3,148
	Paved - Drop off/buildup	\$0	\$0	\$148	\$286	\$1,917	\$146	\$5,010	\$0	\$7,508
	Paved - Potholes/raveling	\$0	\$0	\$133	\$259	\$1,732	\$132	\$4,525	\$0	\$6,781
	Unpaved - Cross Slope	\$33,709	\$30,676	\$30,676	\$18,548	\$10,646	\$22,715	\$38,654	\$21,321	\$206,944
	Unpaved - Drop off/buildup	\$67,419	\$61,352	\$61,351	\$37,096	\$21,292	\$45,429	\$77,309	\$42,641	\$413,889
Unpaved - Erosion	\$28,523	\$25,956	\$25,956	\$15,694	\$9,008	\$19,220	\$32,708	\$18,040	\$175,107	
Shoulder Total		\$147,680	\$157,593	\$144,560	\$114,563	\$53,478	\$108,946	\$205,860	\$92,922	\$1,025,601
Drainage	Culverts	\$12,713	\$78,659	\$19,101	\$26,382	\$2,117	\$29,840	\$35,337	\$36,216	\$240,365
	Curb & Gutter	\$11,421	\$10,409	\$7,307	\$14,400	\$2,977	\$11,926	\$11,151	\$14,394	\$83,986
	Ditches	\$37,501	\$34,400	\$64,523	\$25,198	\$13,094	\$13,194	\$77,738	\$8,625	\$274,272
	Flumes	\$1,025	\$6,343	\$1,540	\$2,128	\$171	\$2,406	\$2,850	\$2,921	\$19,384
	Storm Sewer System	\$1,907	\$11,799	\$2,865	\$3,957	\$318	\$4,476	\$5,301	\$5,432	\$36,055
	Under-drain/edge-drain	\$2,051	\$12,687	\$3,081	\$4,255	\$342	\$4,813	\$5,700	\$5,841	\$38,769
Drainage Total		\$66,618	\$154,297	\$98,418	\$76,321	\$19,018	\$66,655	\$138,075	\$73,429	\$692,831
Roadsides	Barriers	\$636	\$460	\$276	\$1,166	\$114	\$489	\$6,139	\$39	\$9,318
	Fences	\$636	\$460	\$276	\$1,166	\$114	\$489	\$6,139	\$39	\$9,318
	Graffiti	\$3,180	\$436	\$889	\$3,198	\$107	\$265	\$3,451	\$569	\$12,095
	Litter	\$81,615	\$11,193	\$22,824	\$82,094	\$2,743	\$6,799	\$88,563	\$14,614	\$310,444
	Mowing	\$85,435	\$65,072	\$102,046	\$96,369	\$23,681	\$58,466	\$77,463	\$26,167	\$534,697
	Noxious Weeds	\$34,496	\$10,725	\$41,413	\$93,893	\$20,313	\$23,310	\$34,398	\$3,890	\$262,437
	Woody Vegetation	\$119,994	\$71,706	\$74,038	\$43,176	\$19,582	\$40,951	\$60,222	\$28,485	\$458,152
Roadsides Total		\$325,992	\$160,052	\$241,760	\$321,061	\$66,652	\$130,769	\$276,374	\$73,803	\$1,596,462
Grand Total		\$565,883	\$484,960	\$505,932	\$544,243	\$142,392	\$324,984	\$751,710	\$250,339	\$3,570,444

Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only county maintenance expenditures.

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District		7								
Sum of Cost		County								
Element	Feature	Florence	Forest	Iron	Langlade	Lincoln	Oneida	Price	Vilas	Grand Total
Traffic	Centerline/Edgeline Markings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Delineators	\$501	\$231	\$136	\$1,310	\$1,092	\$391	\$27	\$811	\$4,500
	Other Signs	\$6,606	\$8,069	\$5,713	\$8,546	\$10,116	\$8,767	\$7,931	\$19,866	\$75,614
	Protective Barriers	\$3,759	\$1,733	\$1,022	\$9,827	\$8,191	\$2,935	\$202	\$6,084	\$33,752
	Raised Pavement Markers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regulatory/warning signs	\$734	\$897	\$635	\$950	\$1,124	\$974	\$881	\$2,207	\$8,402
	Special Pavement Markings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Traffic Total		\$11,600	\$10,929	\$7,506	\$20,634	\$20,523	\$13,067	\$9,041	\$28,968	\$122,268
Shoulder	Hazardous Debris	\$3,791	\$1,352	\$16,759	\$12,598	\$8,316	\$10,305	\$7,047	\$6,077	\$66,243
	Paved - Cracking	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
	Paved - Cross Slope	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14
	Paved - Drop off/buildup	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34
	Paved - Potholes/raveling	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30
	Unpaved - Cross Slope	\$16,147	\$25,165	\$11,415	\$18,144	\$39,947	\$15,404	\$27,544	\$19,655	\$173,421
	Unpaved - Drop off/buildup	\$32,294	\$50,329	\$22,830	\$36,288	\$79,894	\$30,809	\$55,087	\$39,309	\$346,842
Unpaved - Erosion	\$13,663	\$21,293	\$9,659	\$15,353	\$33,801	\$13,035	\$23,306	\$16,631	\$146,741	
Shoulder Total		\$65,993	\$98,139	\$60,663	\$82,383	\$161,959	\$69,553	\$112,984	\$81,672	\$733,344
Drainage	Culverts	\$923	\$19,869	\$12,074	\$1,970	\$6,244	\$22,107	\$1,161	\$12,827	\$77,175
	Curb & Gutter	\$2,495	\$2,564	\$9,684	\$2,287	\$19,388	\$7,601	\$11,772	\$9,758	\$65,549
	Ditches	\$25,075	\$11,436	\$15,410	\$6,816	\$18,372	\$24,999	\$25,543	\$13,560	\$141,212
	Flumes	\$74	\$1,602	\$974	\$159	\$504	\$1,783	\$94	\$1,034	\$6,224
	Storm Sewer System	\$138	\$2,980	\$1,811	\$295	\$937	\$3,316	\$174	\$1,924	\$11,576
	Under-drain/edge-drain	\$149	\$3,205	\$1,947	\$318	\$1,007	\$3,566	\$187	\$2,069	\$12,448
Drainage Total		\$28,855	\$41,655	\$41,900	\$11,845	\$46,451	\$63,372	\$38,930	\$41,173	\$314,182
Roadsides	Barriers	\$251	\$116	\$68	\$655	\$546	\$196	\$13	\$406	\$2,250
	Fences	\$251	\$116	\$68	\$655	\$546	\$196	\$13	\$406	\$2,250
	Graffiti	\$323	\$86	\$289	\$255	\$516	\$401	\$424	\$744	\$3,038
	Litter	\$8,292	\$2,216	\$7,418	\$6,533	\$13,237	\$10,299	\$10,879	\$19,098	\$77,972
	Mowing	\$13,152	\$27,742	\$16,996	\$40,814	\$45,395	\$50,133	\$48,239	\$34,728	\$277,199
	Noxious Weeds	\$1,707	\$1,381	\$1,512	\$5,036	\$5,924	\$5,522	\$1,093	\$3,788	\$25,964
	Woody Vegetation	\$14,174	\$49,805	\$24,142	\$48,783	\$60,914	\$66,409	\$95,348	\$43,462	\$403,035
Roadsides Total		\$38,149	\$81,461	\$50,493	\$102,731	\$127,078	\$133,156	\$156,010	\$102,631	\$791,709
Grand Total		\$144,598	\$232,185	\$160,562	\$217,592	\$356,011	\$279,148	\$316,964	\$254,444	\$1,961,502

Expert judgment was used to distribute actual activity code charging among Compass features. This charging reflects only county maintenance expenditures.

Table 2

State FY03 District Feature Costs for Traffic, Shoulders, Drainage and Roadsides

District		8									
Sum of Cost		County									
Element	Feature	Ashland	Barron	Bayfield	Burnett	Douglas	Polk	Rusk	Sawyer	Washburn	Grand Total
Traffic	Centerline/Edgeline Markings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Delineators	\$92	\$347	\$223	\$159	\$573	\$668	\$0	\$0	\$502	\$2,563
	Other Signs	\$9,860	\$14,733	\$16,842	\$6,367	\$11,299	\$16,850	\$6,322	\$5,072	\$13,661	\$101,005
	Protective Barriers	\$689	\$2,600	\$1,676	\$1,196	\$4,295	\$5,006	\$0	\$0	\$3,764	\$19,224
	Raised Pavement Markers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regulatory/warning signs	\$1,096	\$1,637	\$1,871	\$707	\$1,255	\$1,872	\$702	\$564	\$1,518	\$11,223
	Special Pavement Markings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Traffic Total		\$11,737	\$19,316	\$20,612	\$8,429	\$17,421	\$24,396	\$7,024	\$5,636	\$19,444	\$134,015
Shoulder	Hazardous Debris	\$13,877	\$6,628	\$10,334	\$10,407	\$5,327	\$31,952	\$8,177	\$16,188	\$12,545	\$115,435
	Paved - Cracking	\$0	\$709	\$11	\$586	\$150	\$52	\$535	\$77	\$36	\$2,155
	Paved - Cross Slope	\$0	\$512	\$8	\$423	\$108	\$37	\$386	\$56	\$26	\$1,557
	Paved - Drop off/buildup	\$0	\$1,220	\$18	\$1,010	\$258	\$89	\$921	\$133	\$62	\$3,712
	Paved - Potholes/raveling	\$0	\$1,102	\$16	\$912	\$233	\$81	\$832	\$120	\$56	\$3,353
	Unpaved - Cross Slope	\$26,711	\$13,951	\$9,504	\$19,719	\$14,430	\$16,049	\$10,273	\$8,635	\$1,102	\$120,374
	Unpaved - Drop off/buildup	\$53,422	\$27,903	\$19,008	\$39,438	\$28,860	\$32,097	\$20,546	\$17,270	\$2,204	\$240,747
	Unpaved - Erosion	\$22,602	\$11,805	\$8,042	\$16,685	\$12,210	\$13,580	\$8,693	\$7,306	\$932	\$101,855
Shoulder Total		\$116,612	\$63,830	\$46,940	\$89,180	\$61,577	\$93,936	\$50,364	\$49,784	\$16,964	\$589,187
Drainage	Culverts	\$7,519	\$16	\$55,046	\$4,293	\$16,475	\$39,544	\$2,974	\$1,026	\$11,104	\$137,997
	Curb & Gutter	\$8,790	\$3,153	\$11,901	\$4,603	\$11,540	\$12,672	\$2,806	\$9,693	\$3,004	\$68,161
	Ditches	\$12,377	\$40,819	\$15,586	\$5,343	\$38,789	\$27,702	\$36,398	\$57,191	\$34,666	\$268,871
	Flumes	\$606	\$1	\$4,439	\$346	\$1,329	\$3,189	\$240	\$83	\$895	\$11,129
	Storm Sewer System	\$1,128	\$2	\$8,257	\$644	\$2,471	\$5,932	\$446	\$154	\$1,666	\$20,700
	Under-drain/edge-drain	\$1,213	\$3	\$8,878	\$692	\$2,657	\$6,378	\$480	\$166	\$1,791	\$22,258
Drainage Total		\$31,633	\$43,994	\$104,108	\$15,921	\$73,262	\$95,416	\$43,344	\$68,312	\$53,126	\$529,115
Roadsides	Barriers	\$46	\$173	\$112	\$80	\$286	\$334	\$0	\$0	\$251	\$1,282
	Fences	\$46	\$173	\$112	\$80	\$286	\$334	\$0	\$0	\$251	\$1,282
	Graffiti	\$719	\$79	\$262	\$294	\$519	\$670	\$212	\$1,049	\$568	\$4,371
	Litter	\$18,451	\$2,020	\$6,727	\$7,547	\$13,310	\$17,198	\$5,452	\$26,916	\$14,567	\$112,187
	Mowing	\$20,788	\$50,124	\$39,120	\$31,393	\$72,390	\$39,190	\$48,068	\$65,095	\$59,858	\$426,026
	Noxious Weeds	\$4,428	\$20,004	\$6,062	\$4,637	\$10,713	\$15,899	\$7,884	\$8,794	\$7,172	\$85,593
	Woody Vegetation	\$21,805	\$26,412	\$37,351	\$29,119	\$66,972	\$29,823	\$40,111	\$67,773	\$69,530	\$388,894
Roadsides Total		\$66,282	\$98,985	\$89,745	\$73,148	\$164,477	\$103,447	\$101,728	\$169,627	\$152,196	\$1,019,635
Grand Total		\$226,264	\$226,125	\$261,405	\$186,678	\$316,737	\$317,195	\$202,460	\$293,359	\$241,730	\$2,271,953

Appendix A: Compass threshold definitions

These thresholds are used to help group feature and element conditions into different maintenance categories. These descriptions tell us what we can expect at a given level.

The Compass standards teams use these thresholds to select the different levels of deficiency necessary to move a feature from one “bucket” to another. We would expect to see life-cycle costs increase as maintenance level decreases; Compass staff are working to model this relationship and will incorporate it into these definitions when they have more information. The Compass training team (a subset of the standards and the ratings team) is responsible for updating these definitions and last did so on 11/19/03.

Best (100/A): This is a very high maintenance service level in which the roadway and associated features are in excellent condition. All systems are operational and users experience no operations-related delays.

At this maintenance service level, very few deficiencies are present and the overall appearance is pleasing. Routine activities take place on a regular basis, requiring minimal corrective maintenance activities.

Good (75/B): This is a high maintenance service level in which the roadway and associated features are in good condition. All systems are operational. Users may experience occasional operations-related delays.

At this maintenance service level, very few deficiencies are present in safety and investment protection features, but moderate deficiencies exist in other areas, including aesthetics. Corrective maintenance of all elements is handled in a timely manner.

Fair (50/C): This is a medium maintenance service level in which the roadway and associated features are in fair condition. Systems may occasionally be inoperable and not available to users. Short term delays may be experienced when repairs are being made, but would not be excessive.

At this maintenance level, very few deficiencies are present in safety-related activities, but moderate deficiencies exist for investment protection and mobility features and significant deficiencies for aesthetic- and comfort-related features. Emphasis is placed on routine maintenance activities and corrective maintenance occurs as necessary. A backlog of deficiencies begins to build up. Some roadway structural problems begin to appear. There is a noticeable decrease in appearance.

Poor (25/D): This is a low maintenance service level in which the roadway and associated features are in generally poor condition. Systems failures occur regularly because it is impossible to react in a timely manner to all problems. Users experience occasional operations-related delays.

At this maintenance service level, moderate deficiencies are present in safety-related features, and significant deficiencies for all other features. Maintenance has become very reactionary and places emphasis on correcting problems as they occur. A significant backlog of deficiencies begins to build up. Safety problems begin to appear that increase risk and liability, and significant roadway structural deficiencies exist that accelerate the long-term deterioration of the system. The overall appearance is very poor.

Worst (0/F): This is a very low service maintenance level in which the roadway and associated features are in poor and failing condition. A backlog of systems failures occurs because it is impossible to react in a timely manner to all problems. Users experience regular significant operations-related delays.

At this maintenance service level, significant deficiencies are present in all maintenance features. The overall appearance is not aesthetically pleasing. Maintenance is totally reactive and places emphasis on correcting problems after they occur. Significant backlogs of maintenance deficiencies exist. Excessive safety problems occur; maintenance treatments are not enough to correct the deficiencies in road conditions, necessitating additional remedial construction preservation projects in the future.

Appendix B(1): Pavement measures

Compass pavement features and definitions come from the WisDOT Pavement Distress Index (PDI) Survey Manual, available online within WisDOT at <http://dotnet/dtidcons/pavements/pdi-manual/index.html>. If you are interested in this or other Compass pavement information and do not have access to WisDOT's dotnet, please contact Alison S. Lebwohl at alison.lebwohl@dot.state.wi.us or 608-266-8666.

Compass scores are determined by the extent and severity of a given deficiency. The primary mapping from this to the Compass score is the expert logic in the pavement maintenance management system (PMMS). The secondary determinant is the expert logic from the PDI index. Both expert systems use the below definitions and a common database for deficiency extent and severity. For more information, see Appendix D.

Asphalt Features

- **Alligator cracking** is the interconnecting of cracks forming a series of small polygons that resemble an alligator's hide or chicken wire.
- **Block cracking** is the interconnecting of cracks forming a series of large polygons usually with sharp corners or angles.
- **Edge raveling** is the breakup of the edge of the pavement. The pavement surface considered under this category extends from the outer pavement edge-line marking to a distance one-foot inside the traveled way.
- **Flushing** (bleeding) refers to a film of asphaltic material on the pavement surface that creates a shiny, greasy, smooth, reflective surface.
- **Longitudinal cracking** runs approximately parallel to the centerline of the roadway.
- **Longitudinal distortion** incorporates all those pavement distresses resulting in, or the result of, a change in the intended longitudinal profile of the pavement.
- **Patch deterioration** includes potholes and distresses in patching, wedging and rut filling. Distressed patches may show disintegration, distortion, cracking, spalling or delamination.
- **Rutting** is a longitudinal depression in the wheel paths.
- **Surface Raveling** includes surface raveling and weathering. Raveling is the progressive downward disintegration of the surface by the dislodgement of aggregate particles. Weathering (sanding) is the gradual disintegration of the pavement wearing surface, increasing the texture and continuously exposing more and more coarse aggregate.
- **Transverse distortion** incorporates all pavement distresses resulting in, or the result of, a change in the intended transverse profile (cross-section) of the pavement.
- **Transverse cracking** runs approximately at right angles to the centerline.

Concrete Features

- **Distressed joints/crack** includes any distress within two feet on either side of a joint or crack.
- **Longitudinal joint distress** is failure at the longitudinal joint. Two factors are considered when rating longitudinal joint distress: longitudinal joint faulting and longitudinal joint distress.
- **Patch deterioration.** See above.
- **Slab breakup** is the fracturing of a slab due to crack development.
- **Surface distress** is the cracking, spalling, scaling, crazing, breaking, chipping, popout, raveling, or disintegration of the concrete wearing surface within the slab.
- **Transverse faulting** is differential vertical displacement of abutting slabs at joints or cracks creating a "step" deformation in the pavement surface.

Appendix B(2): Traffic, shoulder, drainage, roadside measures

			Thresholds (on 100-0 scale) per mile <i>Thresholds include both sides of the road. Where thresholds are decimals less than 1 (e.g., protective barriers), this may indicate a threshold of less than 1 per mile,(e.g., 1 per 4 miles (.25) or 1 per 2 miles (.50).)</i>					
Element	Feature	Standard & Reporting Measure	Best (100)	Good (75)	Fair (50)	Poor (25)	Worst (0)	
Traffic Control & Safety	Centerline/ Edgeline markings	Percentage of line with > 20% paint missing	4%	8%	12%	20%	>20%	
	Delineators	Percentage missing OR not visible at posted speed OR damaged.	0%	10%	25%	40%	>40%	
	Protective Barriers	Linear feet not functioning as intended.	0	.25	.50	1	>1	
	Other signs	Percentage missing OR not visible at posted speed.	1%	5%	10%	20%	>20%	
	Raised pavement markers	Percentage missing OR damaged.	0%	10%	25%	40%	>40%	
	Regulatory/ warning signs	Number missing OR not visible at posted speed.	0	.001	.002	.004	>.004	
	Special pavement markings	Percentage missing OR not functioning as intended.	2%	10%	20%	30%	>30%	
	Shoulder	Cracking	Linear feet of unsealed cracks > ¼ inch.	200'	400'	800'	1500'	>1500'
		Cross-slope	Linear feet of cross-slope at least 2x planned slope with the maximum cross slope of 8%.	200'	400'	800'	1500'	>1500'
		Hazardous Debris	Number of items large enough to cause a safety hazard.	0	.01	.05	.10	>.10
Drop-off/ buildup		Linear feet with drop-off or build-up > 1.5 inches.	200'	400'	800'	1500'	>1500'	
Erosion		Linear feet with erosion >2 inches deep.	200'	400'	800'	1500'	>1500'	
	Potholes/ raveling (asphalt)	Total square feet of BOTH potholes AND raveling > 1 square foot by 1 inch deep	0	50	100	150	>150	
Drainage	Culvert	Percentage of culverts that are >25% obstructed OR where a sharp object-e.g., a shovel-can be pushed through the bottom of the pipe OR pipe is collapsed or separated.	5%	10%	15%	20%	>20%	

			Thresholds (on 100-0 scale) per mile <i>Thresholds include both sides of the road. Where thresholds are decimals less than 1 (e.g., protective barriers), this may indicate a threshold of less than 1 per mile,(e.g., 1 per 4 miles (.25) or 1 per 2 miles (.50).)</i>				
Element	Feature	Standard & Reporting Measure	Best (100)	Good (75)	Fair (50)	Poor (25)	Worst (0)
	Curb & gutter	Percentage of curb & gutter with severe structural distress OR >1 inch structural misalignment OR >1 inch of debris build-up in the curb line.	2%	4%	8%	15%	>15%
	Ditches	Percentage of ditch with greater than minimal erosion of ditch line OR obstructions to flow of water requiring action.	2%	4%	8%	15%	>15%
	Flumes	Percentage not functioning as intended OR deteriorated to the point that it is causing erosion.	2%	10%	15%	25%	>25%
	Storm sewer system (inlets/ catch basins/ outlet pipes)	Percentage of inlets, catch basins, and outlet pipes with >=50% capacity obstructed OR <80% structurally sound OR >1 inch vertical displacement or heaving OR not functioning as intended.	3%	7%	15%	30%	>30%
	Under-drain/ edge-drain	Percentage of drains with outlets, endwalls or end protection closed or crushed OR water flow or end protection is obstructed.	3%	7%	15%	30%	>30%
Roadside	Barriers	Linear feet of noise barrier or retaining wall not functioning as intended.	0'	5'	10'	20'	>20'
	Fences	Linear feet missing OR not functioning as intended.	0	100	200	400	>400
	Litter	Number of pieces of litter on shoulders and roadside visible at posted speed, but not causing a safety threat.	0	50	100	150	>150
	Graffiti	Square feet of graffiti and non-natural encroachments visual at posted speed.	0	50	100	150	>150
	Mowing	Percent of segments on which a roadside has mowed grass that is too short, too wide or is mowed in a no-mow zone.	0	15%	30%	60%	>60%
		Number of instances in which grass is too high or blocks a vision triangle	0	.01	.05	.10	>.10
	Noxious Weeds	Percent of roadside with visible clumps.	0	3%	5%	15%	>15%

			Thresholds (on 100-0 scale) per mile <i>Thresholds include both sides of the road. Where thresholds are decimals less than 1 (e.g., protective barriers), this may indicate a threshold of less than 1 per mile,(e.g., 1 per 4 miles (.25) or 1 per 2 miles (.50).)</i>				
Element	Feature	Standard & Reporting Measure	Best (100)	Good (75)	Fair (50)	Poor (25)	Worst (0)
	Woody vegetation	Number of instances in which woody vegetation blocks a vision triangle.	0	.01	.05	.10	>.10
		Number of instances in which a tree is present in the clear zone OR trees and/or branches overhang the roadway or shoulder creating a clearance problem.	0	5	10	15	>15

Appendix C: 2003 Compass Ratings Team

Mike Baker	Jerry Kast	Louis Revoir
Gary Bauer	Ed Kazik	Brian Richardson
Mike Bausch	Brad Kimball	Randy Richardson
Dave Beaster	Al Klaver	Jeff Rischette
Chuck Behnke	Barbara Kleifgen	Michael Roberts
Dale Bisonette	Keith Larson	Dave Rogers
Jerry Boettcher	Wayne Lien	Randy Roloff
Dave Bohm	Dennis Loy	Jess Sackmann
Jerome Bruckert	Dick Marti	Jeff Scanlon
Chuck Buss	Andrea Maxwell	Mark Schmidling
Robert Carper	Hal Mayer	Ray Schmidt
Dick Christensen	Jeff McLaughlin	Jeff Smith
Ron Cole	Randy Miller	Ed Spredemann
Russ Cooper	Thomas Miller	Terry Staver
Royce Cox	Michael Mischnick	Jim Stempa
John Czarnecki	George Molnar	Ken Stock
Norm Dahl	Bill Mueller	Peter Strachan
Aaron Daubner	Mark Mullikin	Bill Tackes
Darwin Derge	Bill Niederer	Mike Thompson
Alan Eckes	Clair (Jeep) Norris	Alan Thoner
Jeff Fish	Don Olsen	Roger Venden
Roger Frey	Albert Olson	Paul Vetter
Gary Galliford	Shaun Olson	Don Walker
Jeff Geier	Burt Ottman	Paul Weidner
Jack Gerlach	Douglas Passineau	Jim Weiglein
Greg Gordinier	Bill Patterson	Robert Werner
Len Hamilton	Kevin Peiffer	Ray Wiatt
Tim Hammes	Lance Penney	Ed Wundrow
Gus Hanold	Dale Petersen	Jack Yates
Doug Hansen	Bruce Peterson	Don York
Leo Hanson	Buzz Peterson	John Ziech
Jim Harer	Mike Plachetka	
Jim Hines	Rick Potter	
Ronald Hintz	Larry Price	
Wensel Husnick	William Prue	
Brandon Hytinen	Dan Raczkowski	
Jason Jackman	Perry Raivala	
Jerry Jagmin	Joel Rasmussen	
Steven Jeidy	William Reilly	
Jim Johnson	Gale Reinecke	

Appendix D: Sampling, Scoring and Analysis

Methodology

Pavement: source data

Pavement information comes from the WisDOT pavement information files (PIF), which are created and maintained by WisDOT's highway construction bureau, using the pavement van. For more information on the pavement unit which operates the van, visit <http://dotnet/dtidcons/pavements/index.htm> on WisDOT's dotnet, or contact Steve Krebs at steven.krebs@dot.state.wi.us. The pavement van gathers detailed information on distresses using close and consistent measures of 1/10th of each driving lane-mile of state highway, traveling in the cardinal direction on undivided highways, and in both directions on divided highways. These measurements are updated on a two-year cycle.

Pavement: Compass scores

The information gathered by the pavement van is mapped to Compass scores using the logic embedded in two WisDOT expert systems, the pavement maintenance management system (PMMS) used by Highway Operations, and the pavement distress index (PDI) used by Highway Construction and other expert systems, including WisDOT's MetaManager. For more information on PMMS, contact Paulette Hanna at paulette.hanna@dot.state.wi.us. For more information on PDI, see the pavement distress manual at <http://dotnet/dtidcons/pavements/pdi-manual/index.html> on WisDOT's dotnet or contact Steve Krebs at above email. Both systems use the severity and extent information from PIF. PMMS uses expert judgment from a maintenance perspective to group pavements into four categories: excellent, good, moderate, bad. These four groupings provide the dominant logic for Compass scores, determining the numerical range (from 0-100) in which they will fall. PDI factors range from 0 to 100, providing the secondary logic and determining the exact Compass score within that range. For example, a mile of pavement with distressed joints/cracks with severity rated "severe" (the worst category) and extent rated "1" or "2" (out of 4) would receive a rating of "moderate" from PMMS. This would put it in the Compass score range of 37.5 - 62.5. The PDI factor for that severity and extent would be a 47.5, the lowest possible in the "moderate" range for this distress, which maps this piece of pavement to a Compass score of 41. For more information, please email Alison S. Lebwohl at alison.lebwohl@dot.state.wi.us and she will email you the detailed documentation. We also hope to have this posted on the Compass Website under the Reports tab in the near future.

Traffic, shoulders, drainage, roadsides: source data and scoring

These elements are rated as part of Compass' annual field review, which is conducted by trained teams of operations workers from the districts and counties. (Please see Appendix C for complete list of this year's team.) These teams rated a sample of over 2000 randomly-selected 1/10-mile segments statewide between August 20 and October 20. Information from these segments is then rolled up to the county, district and state level using an estimate of inventory derived from the sample data and from the state highway inventory (STN). Ratings measures are then mapped to Compass scores, using the expert judgment system shown in Appendices A & B. Data is collected so that scores from previous years can be accurately revised when that expert system is revised, in order to compare apples to apples, and to preserve the continuity of data from year to year. This happened from 2002 to 2003. Where not enough observations were made to provide meaningful information (<25), Compass scores for that feature are not shown. For more information, please contact Alison S. Lebwohl at the above email or at (608) 266-8666.

Traffic, shoulders, drainage, roadsides: analysis

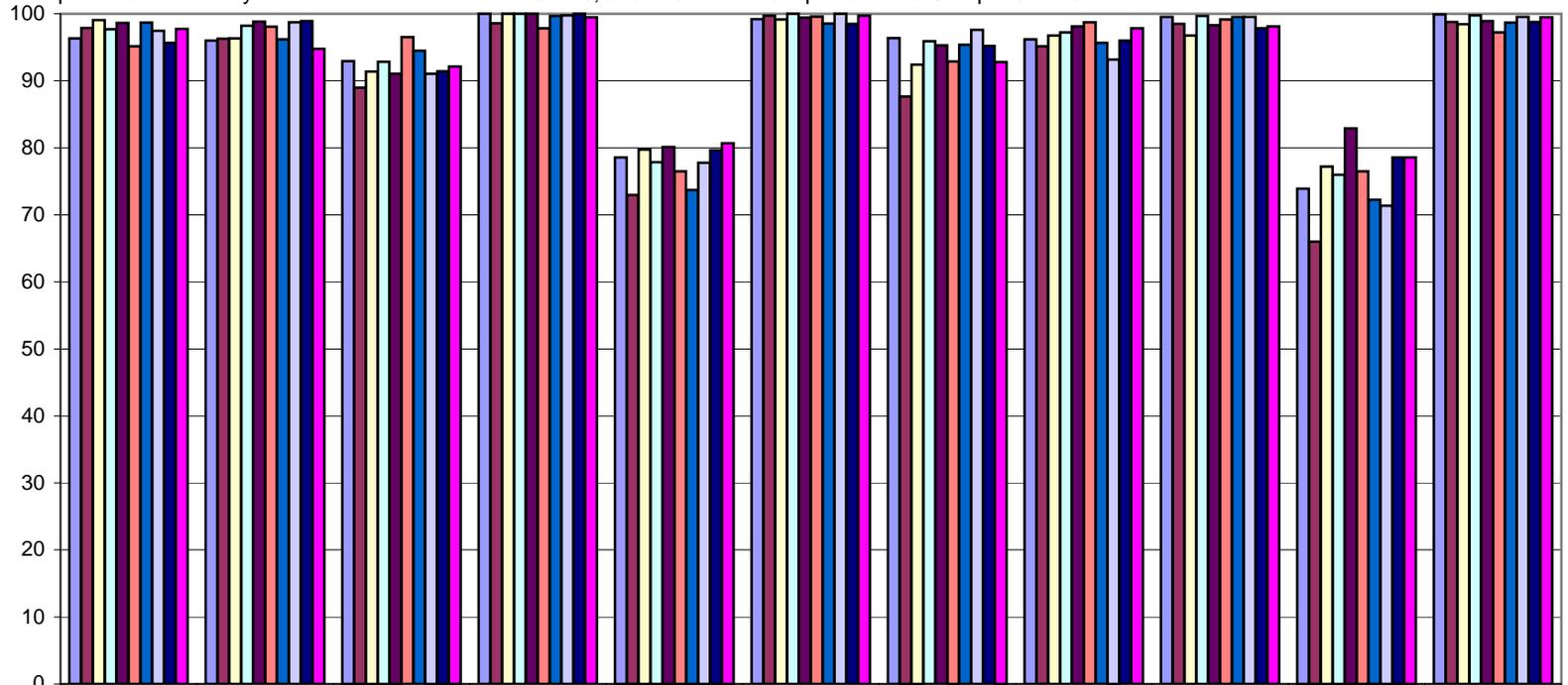
Two statistical tests were used to determine whether features had meaningfully different maintenance conditions from district to district in 2003: one called an analysis of variance (ANOVA) test and another called a post-hoc Tukey test. An extensive report detailing the analysis was prepared by Teresa Adams and Steven Zellers of UW-Madison. For a copy of that report, please contact Alison S. Lebwohl.

Chart 4
Asphalt Pavement

Year 2003 District 1

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

	Alligator Cracking	Block Cracking	Edge Raveling	Flushing	Longitudinal Cracking	Longitudinal Distortion	Patch Deterioration	Rutting	Surface Raveling	Transverse Cracking	Transverse Distortion
■ COLUMBIA	96	96	93	100	79	99	96	96	100	74	100
■ DANE	98	96	89	99	73	100	88	95	98	66	99
■ DODGE	99	96	91	100	80	99	92	97	97	77	98
■ GRANT	98	98	93	100	78	100	96	97	100	76	100
■ GREEN	99	99	91	100	80	99	95	98	98	83	99
■ IOWA	95	98	97	98	76	100	93	99	99	77	97
■ JEFFERSON	99	96	94	100	74	99	95	96	100	72	99
■ LAFAYETTE	97	99	91	100	78	100	98	93	100	71	100
■ ROCK	96	99	91	100	80	99	95	96	98	79	99
■ SAUK	98	95	92	99	81	100	93	98	98	79	99

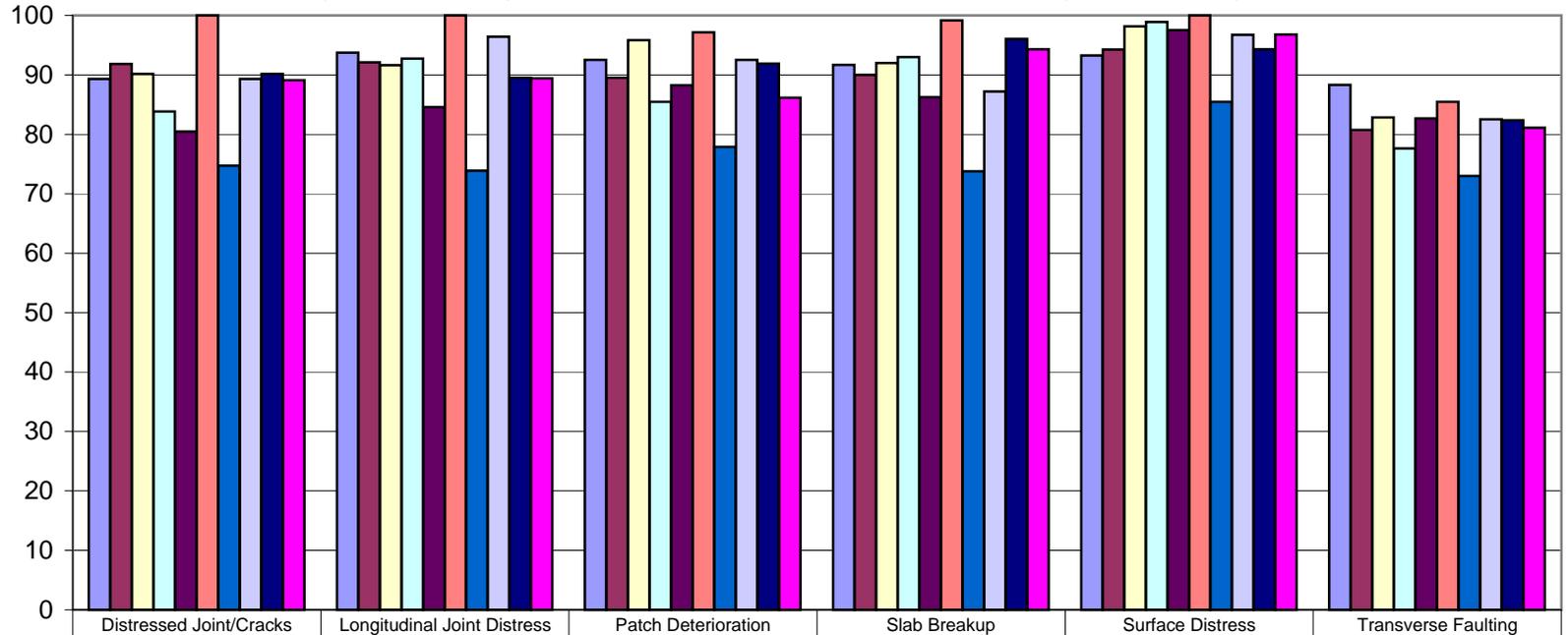
Data

Chart 4
Concrete Pavement

Year 2003 District 1

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

	Distressed Joint/Cracks	Longitudinal Joint Distress	Patch Deterioration	Slab Breakup	Surface Distress	Transverse Faulting
■ COLUMBIA	89	94	93	92	93	88
■ DANE	92	92	90	90	94	81
■ DODGE	90	92	96	92	98	83
■ GRANT	84	93	85	93	99	78
■ GREEN	80	85	88	86	98	83
■ IOWA	100	100	97	99	100	85
■ JEFFERSON	75	74	78	74	85	73
■ LAFAYETTE	89	96	93	87	97	83
■ ROCK	90	90	92	96	94	82
■ SAUK	89	89	86	94	97	81

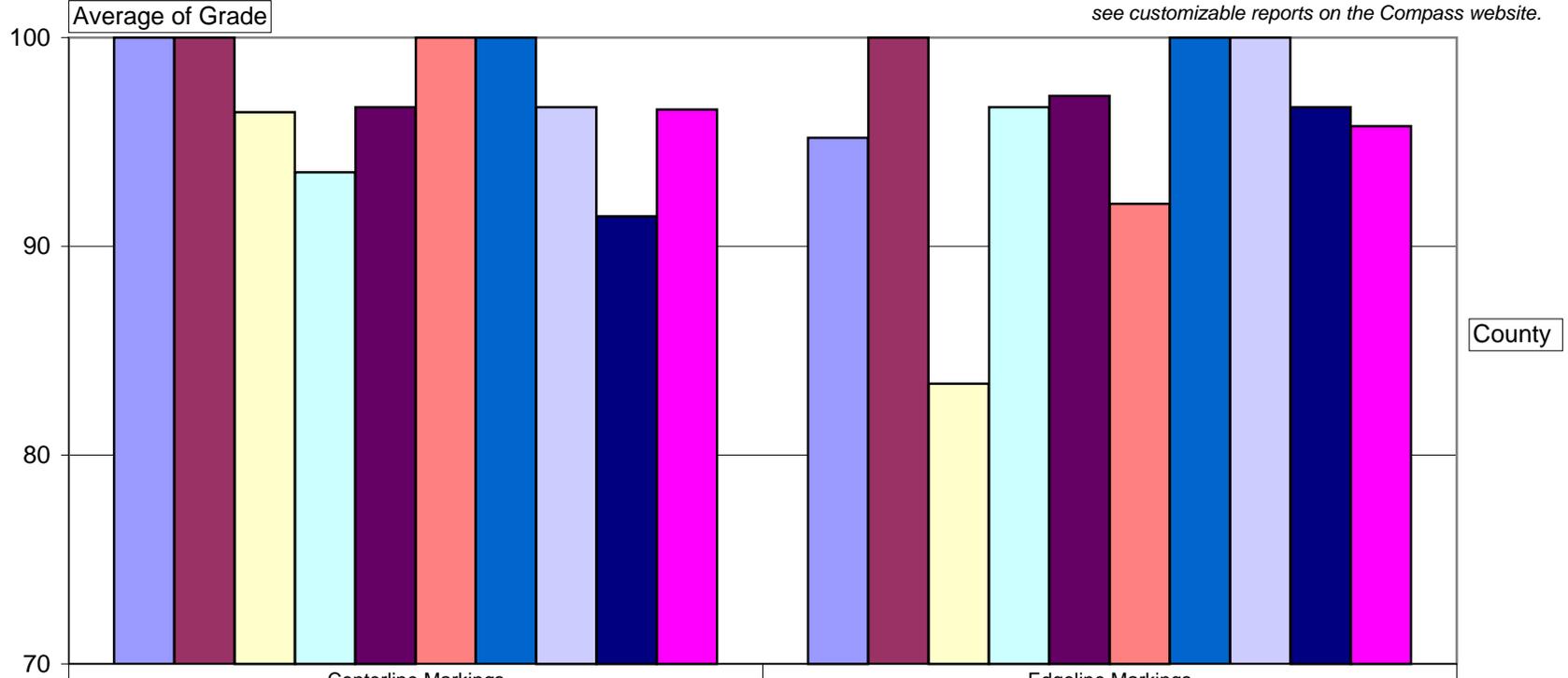
Data

Chart 6C

District 1 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings
■ COLUMBIA	100	95
■ DANE	100	100
■ DODGE	96	83
■ GRANT	94	97
■ GREEN	97	97
■ IOWA	100	92
■ JEFFERSON	100	100
■ LAFAYETTE	97	100
■ ROCK	91	97
■ SAUK	97	96

Feature Score (0-100)

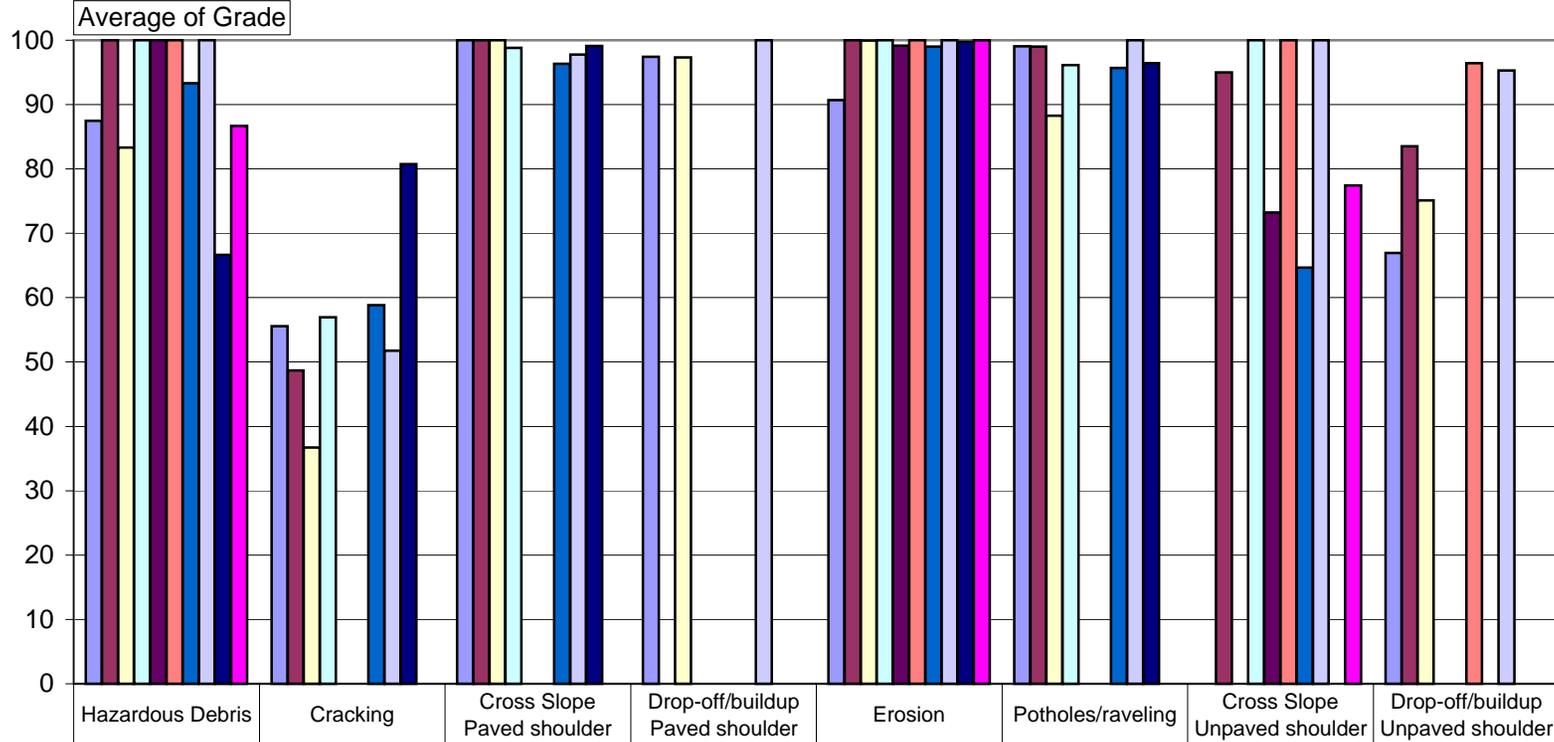
Feature

Chart 6D

District 1 | Element | Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



County	Hazardous Debris	Cracking	Cross Slope Paved shoulder	Drop-off/buildup Paved shoulder	Erosion	Potholes/raveling	Cross Slope Unpaved shoulder	Drop-off/buildup Unpaved shoulder
COLUMBIA	88	56	100	97	91	99		67
DANE	100	49	100		100	99	95	84
DODGE	83	37	100	97	100	88		75
GRANT	100	57	99		100	96	100	
GREEN	100				99		73	
IOWA	100				100		100	96
JEFFERSON	93	59	96		99	96	65	
LAFAYETTE	100	52	98	100	100	100	100	95
ROCK	67	81	99		100	96		
SAUK	87				100		77	

Feature Score (0-100)

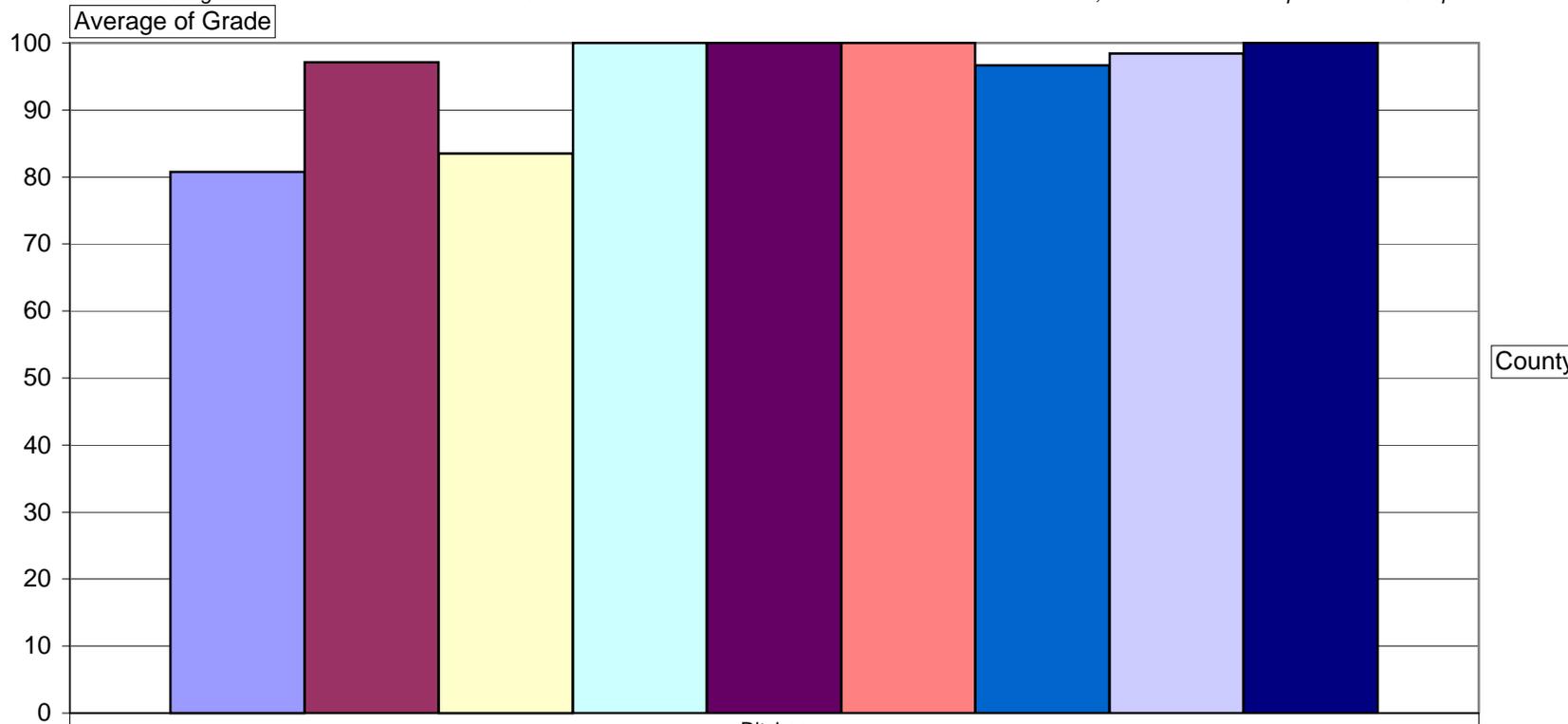
Feature

Chart 6E

District 1 | Element | Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Ditches
■ COLUMBIA	81
■ DANE	97
■ DODGE	84
■ GRANT	100
■ GREEN	100
■ IOWA	100
■ JEFFERSON	97
■ LAFAYETTE	98
■ ROCK	100

Feature Score (0-100)

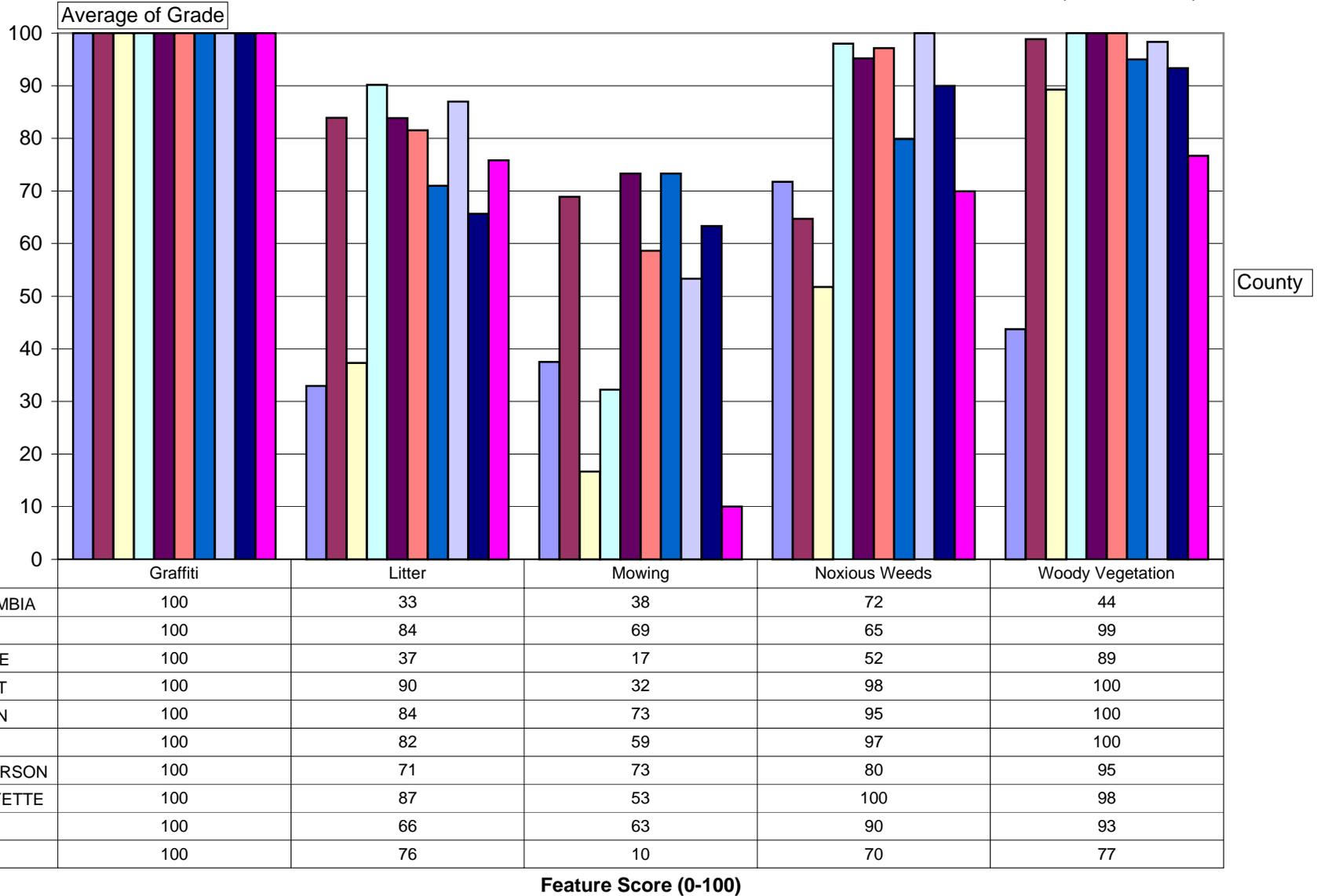
Feature

Chart 6F

District 1 | Element | Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



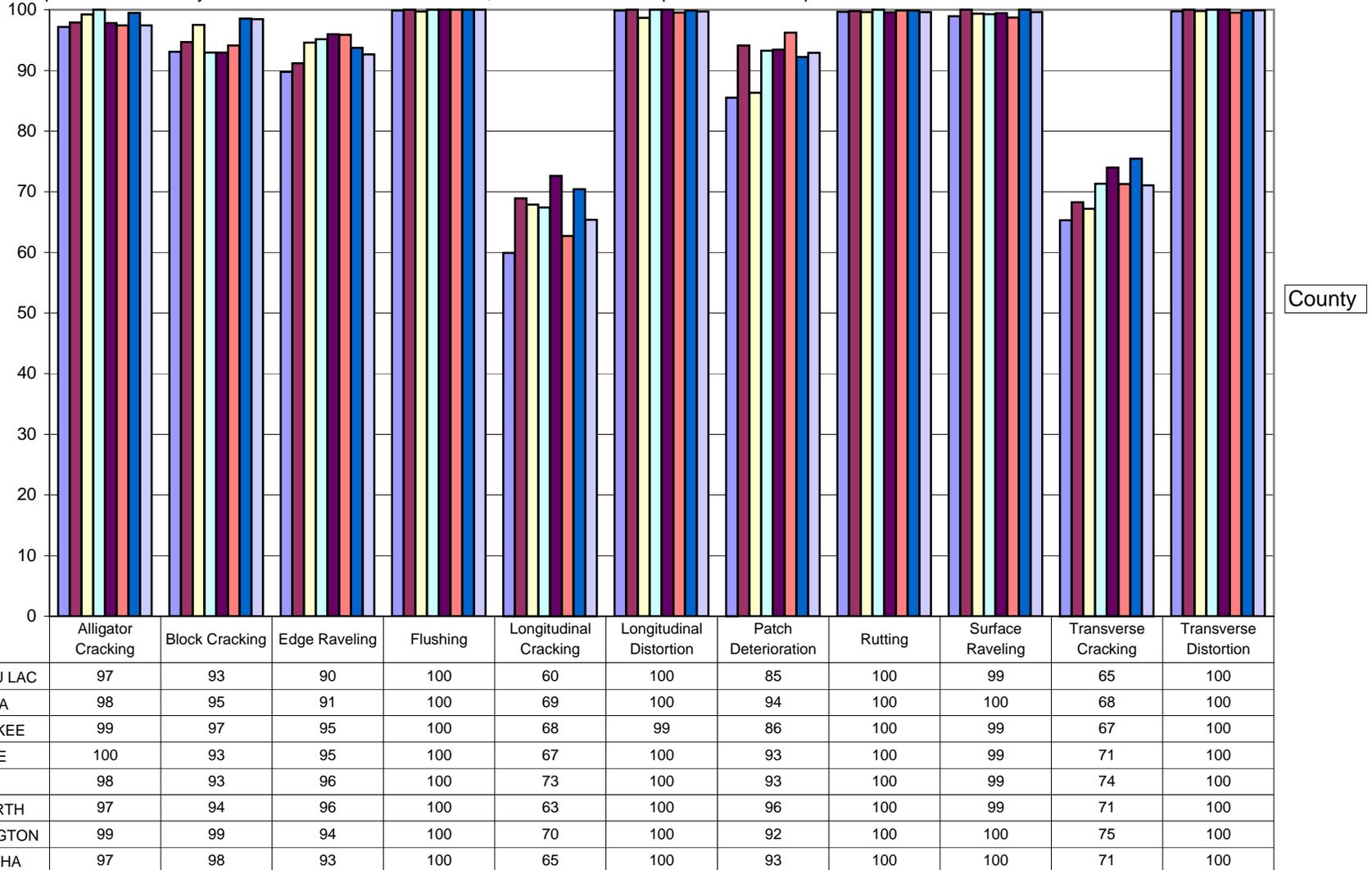
Feature

Chart 4
Asphalt Pavement

Year 2003 District 2

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



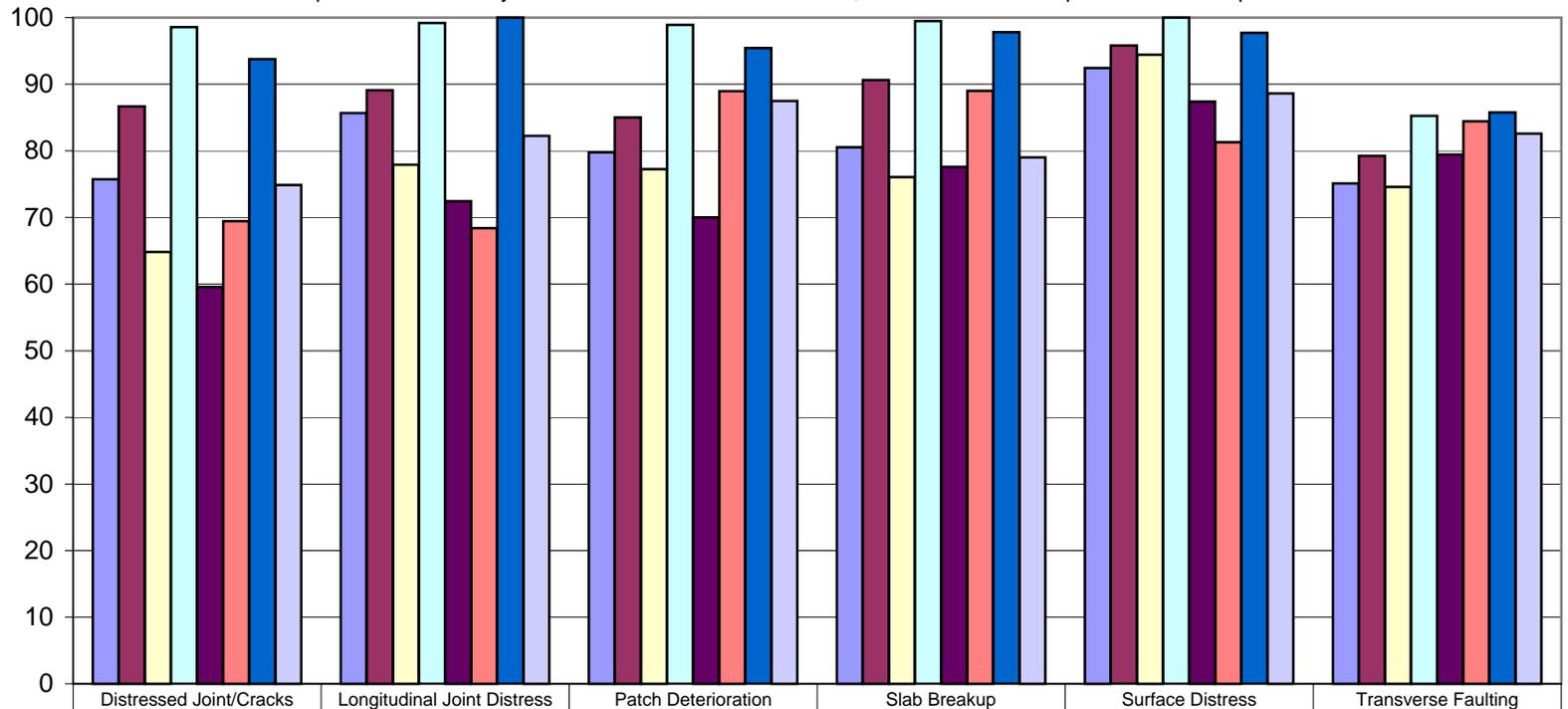
Data

Chart 4
Concrete Pavement

Year 2003 District 2

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

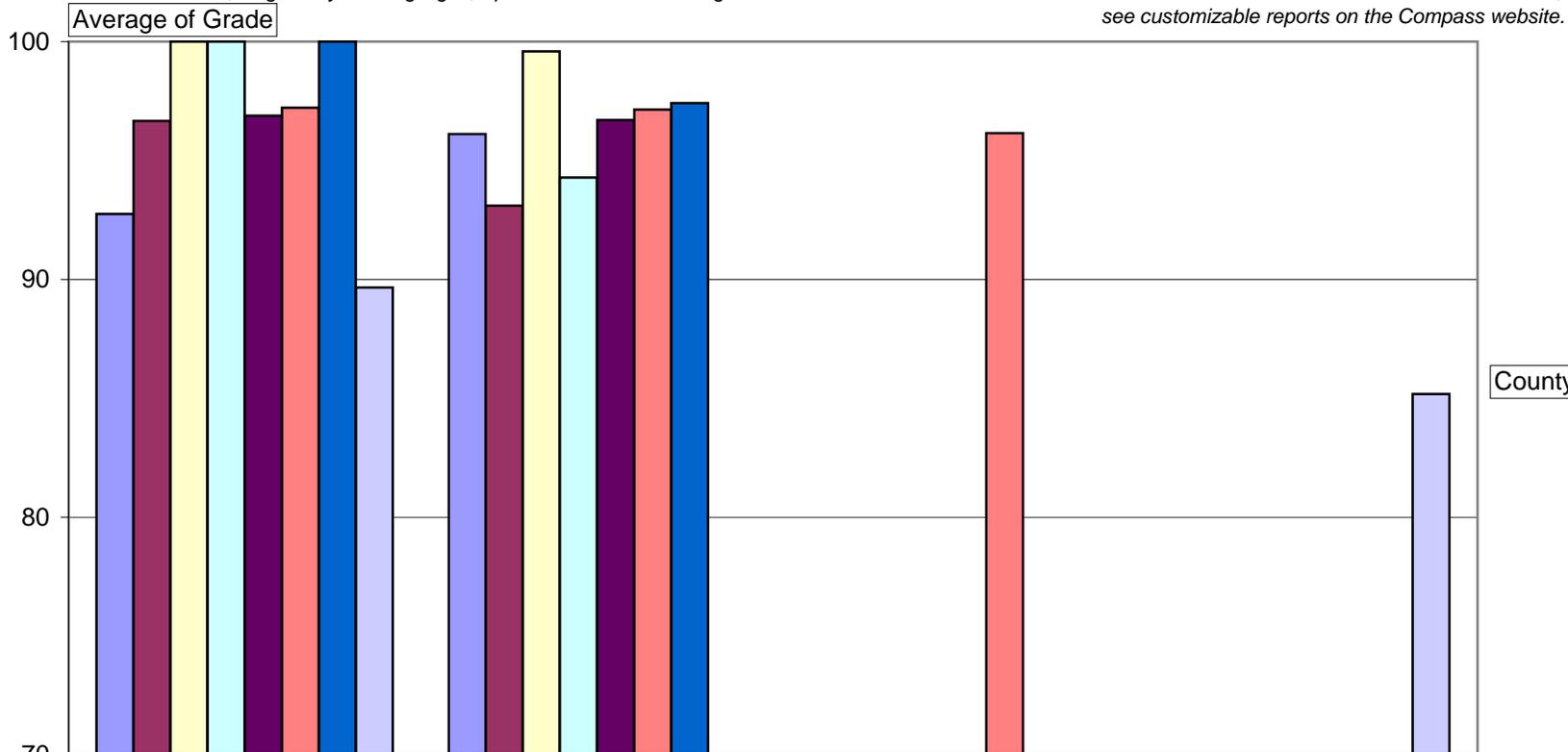
Data

Chart 6C

District 2 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings	Other Signs	Regulatory/warning signs
FOND DU LAC	93	96		
OZAUKEE	97	93		
RACINE	100	100		
WALWORTH	100	94		
WASHINGTON	97	97		
WAUKESHA	97	97	96	
KENOSHA	100	97		
MILWAUKEE	90			85

Feature Score (0-100)

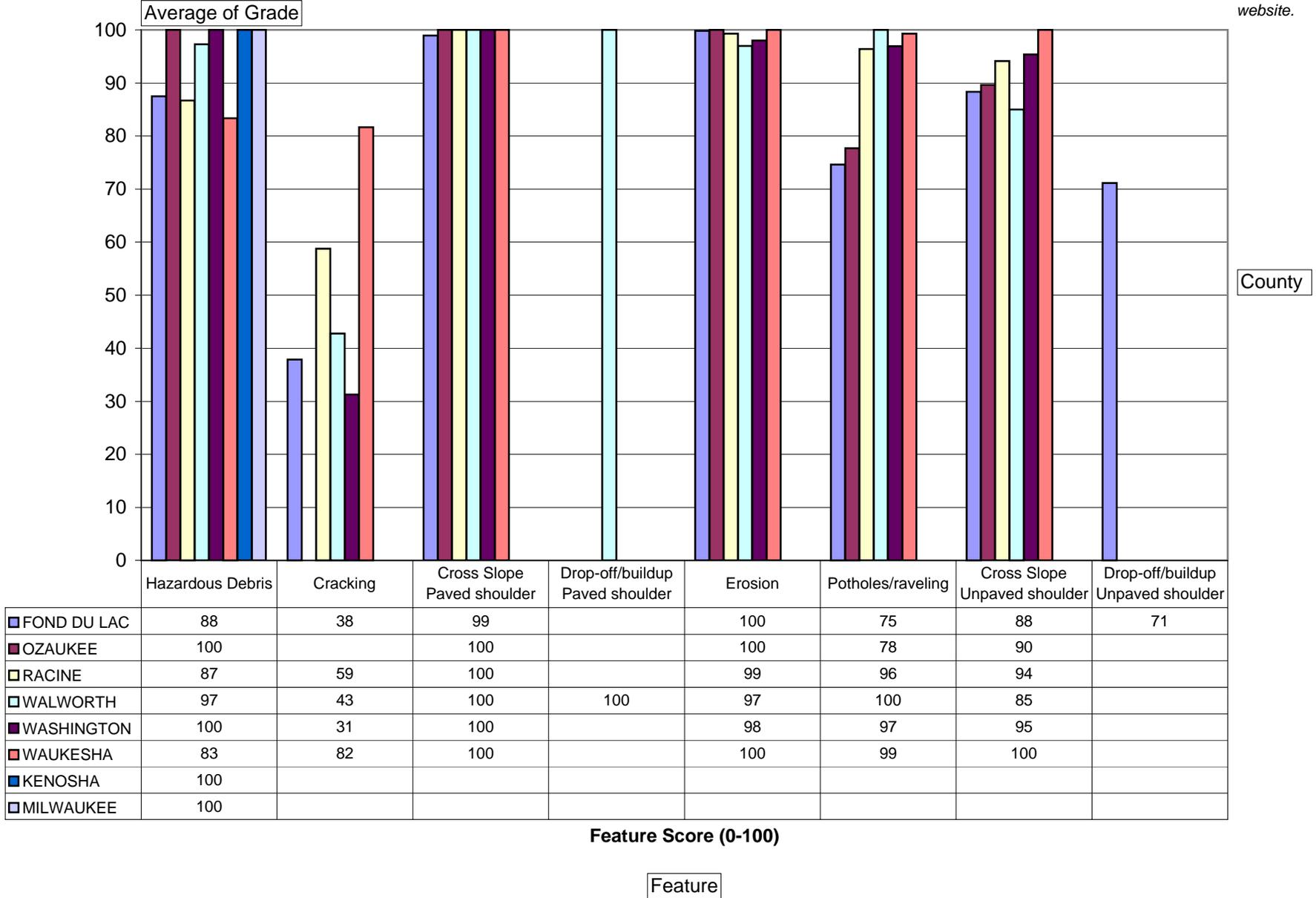
Feature

Chart 6D

District 2 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



Feature Score (0-100)

Feature

Chart 6E

District 2 Element Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.

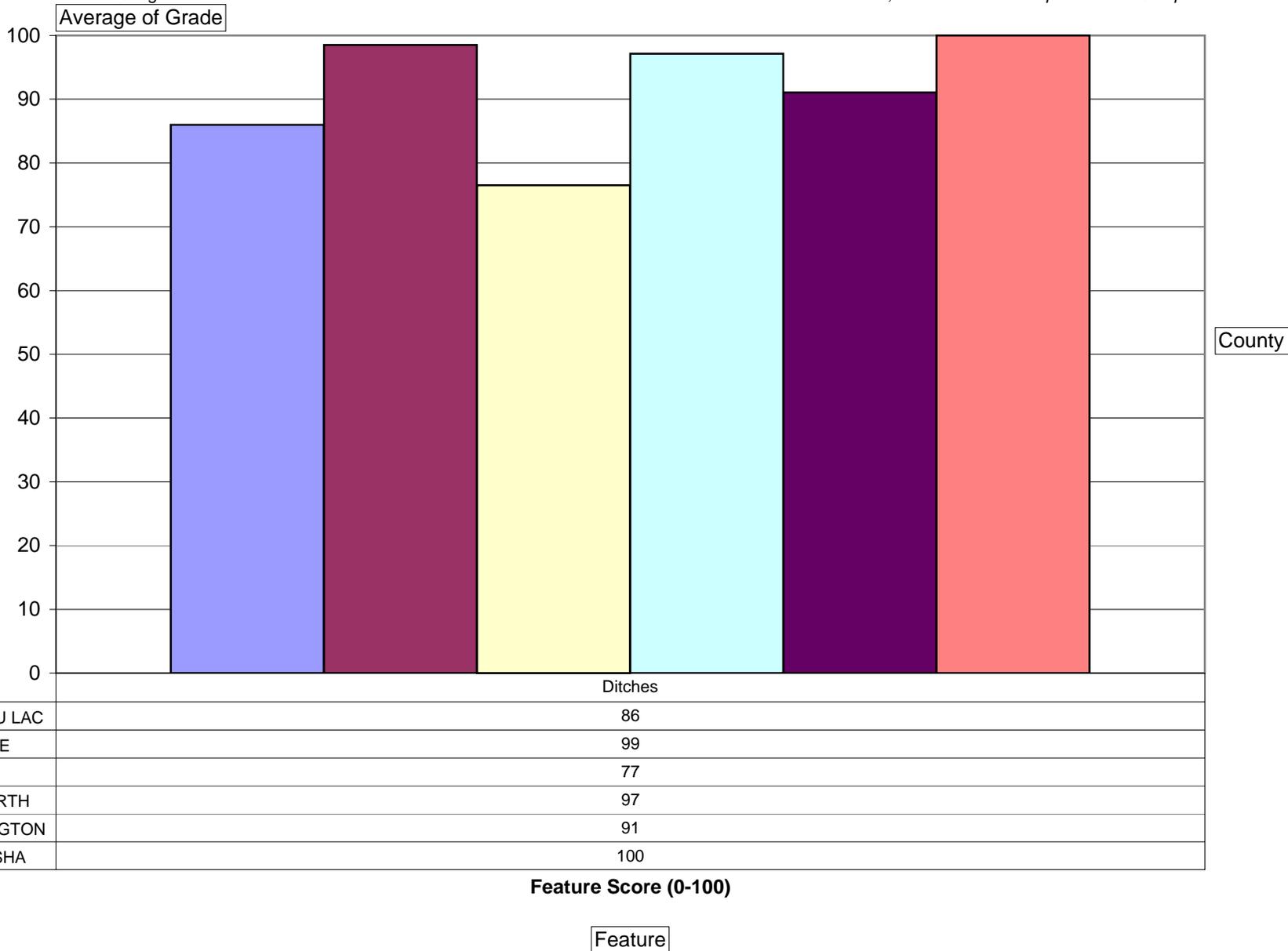
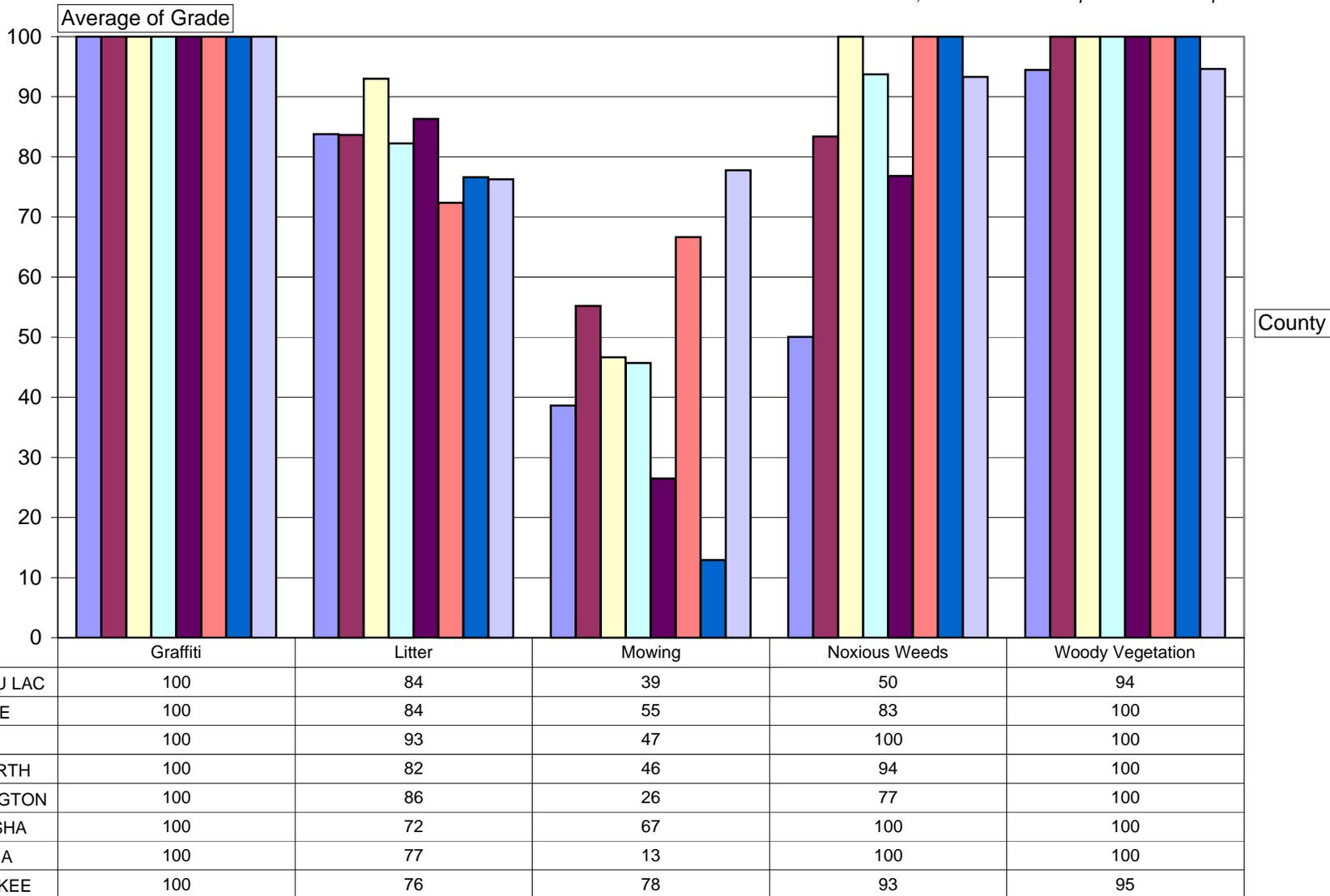


Chart 6F

District 2 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



Feature Score (0-100)

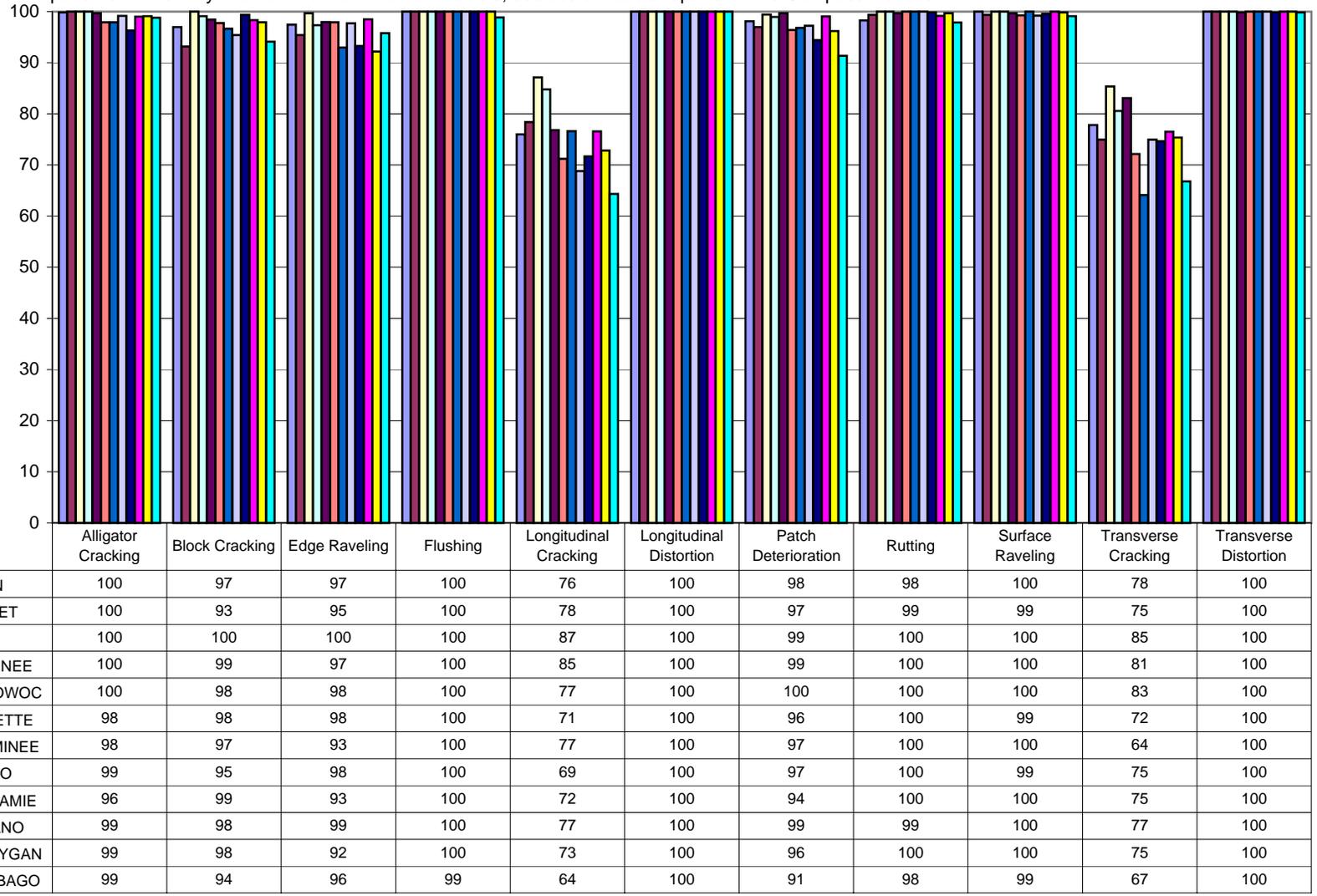
Feature

Chart 4
Asphalt Pavement

Year 2003 District 3

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



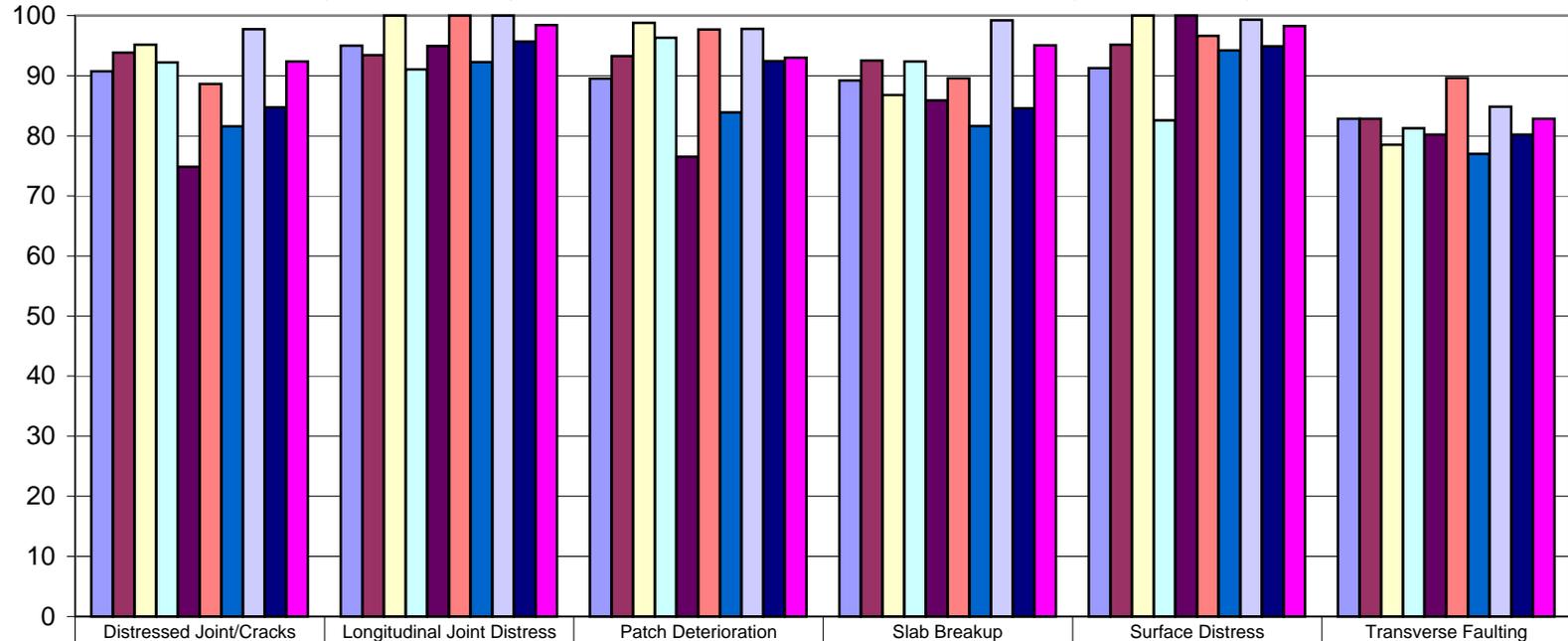
Data

Chart 4
Concrete Pavement

Year 2003 District 3

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

	Distressed Joint/Cracks	Longitudinal Joint Distress	Patch Deterioration	Slab Breakup	Surface Distress	Transverse Faulting
■ BROWN	91	95	90	89	91	83
■ CALUMET	94	93	93	93	95	83
■ DOOR	95	100	99	87	100	79
■ MANITOWOC	92	91	96	92	83	81
■ MARINETTE	75	95	77	86	100	80
■ OCONTO	89	100	98	90	97	90
■ OUTAGAMIE	82	92	84	82	94	77
■ SHAWANO	98	100	98	99	99	85
■ SHEBOYGAN	85	96	92	85	95	80
■ WINNEBAGO	92	98	93	95	98	83

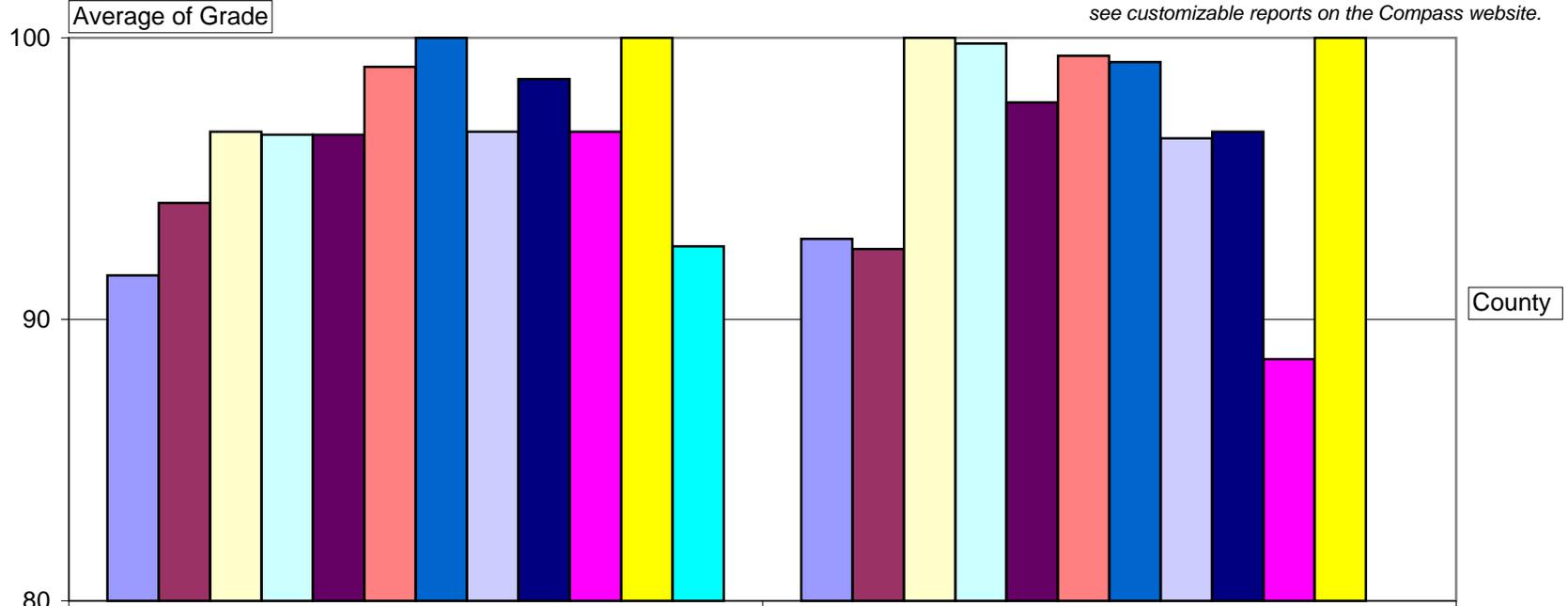
Data

Chart 6C

District 3 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings
CALUMET	92	93
BROWN	94	93
DOOR	97	100
KEWAUNEE	97	100
MANITOWOC	97	98
MARINETTE	99	99
OCONTO	100	99
OUTAGAMIE	97	96
SHAWANO	99	97
SHEBOYGAN	97	89
ST. CROIX	100	100
WINNEBAGO	93	

Feature Score (0-100)

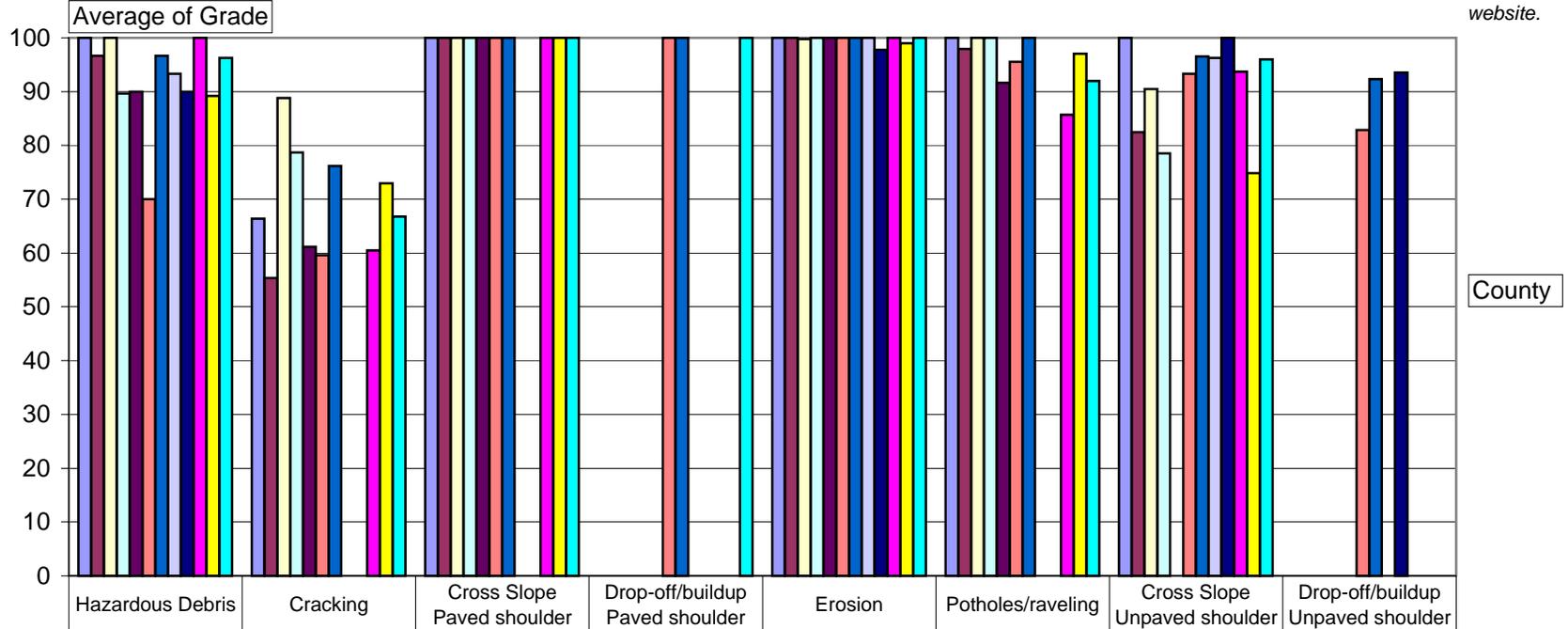
Feature

Chart 6D

District 3 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Hazardous Debris	Cracking	Cross Slope Paved shoulder	Drop-off/buildup Paved shoulder	Erosion	Potholes/raveling	Cross Slope Unpaved shoulder	Drop-off/buildup Unpaved shoulder
CALUMET	100	66	100		100	100	100	
BROWN	97	55	100		100	98	82	
DOOR	100	89	100		100	100	91	
KEWAUNEE	90	79	100		100	100	79	
MANITOWOC	90	61	100		100	92		
MARINETTE	70	60	100	100	100	96	93	83
OCONTO	97	76	100	100	100	100	97	92
OUTAGAMIE	93				100		96	
SHAWANO	90				98		100	94
SHEBOYGAN	100	60	100		100	86	94	
ST. CROIX	89	73	100		99	97	75	
WINNEBAGO	96	67	100	100	100	92	96	

Feature Score (0-100)

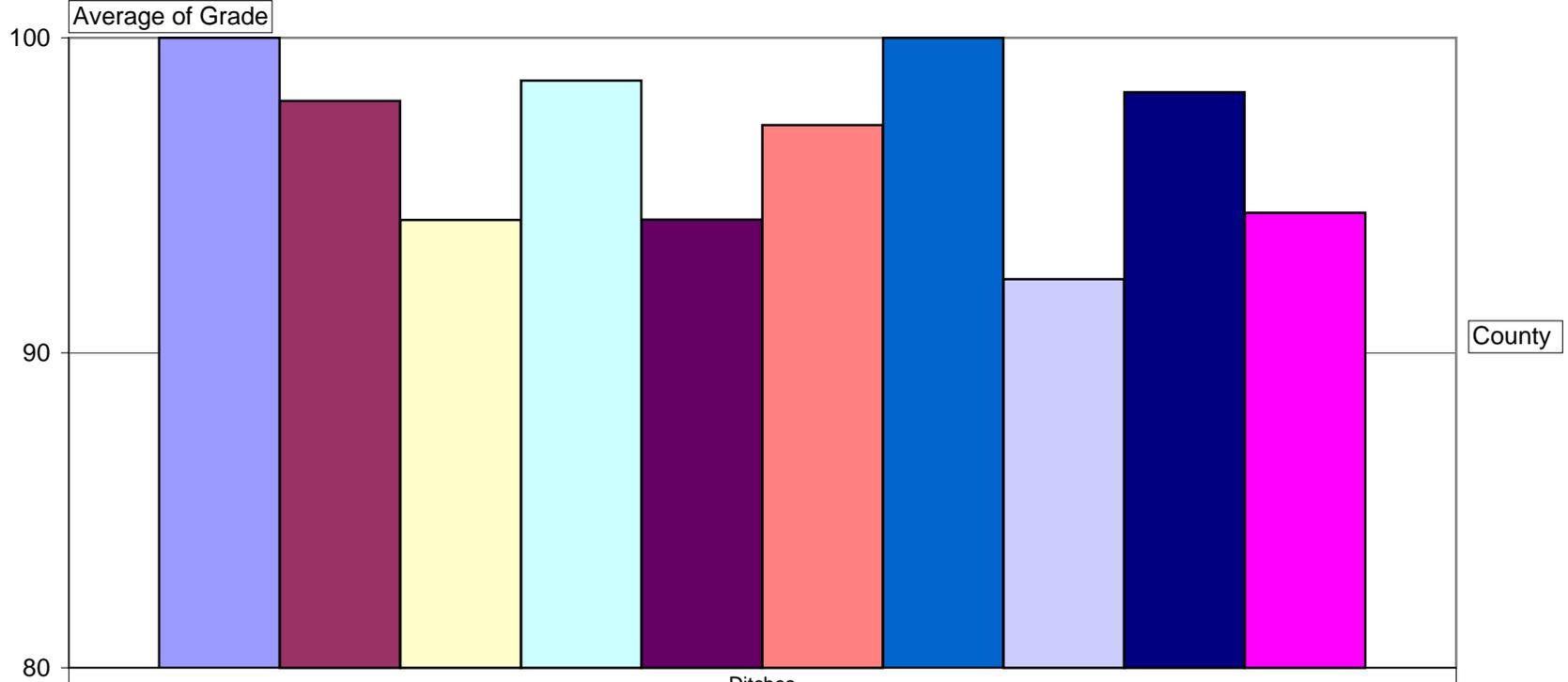
Feature

Chart 6E

District 3 Element Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



County	Ditches
BROWN	100
DOOR	98
KEWAUNEE	94
MANITOWOC	99
MARINETTE	94
OCONTO	97
OUTAGAMIE	100
SHAWANO	92
SHEBOYGAN	98
ST. CROIX	94

Feature Score (0-100)

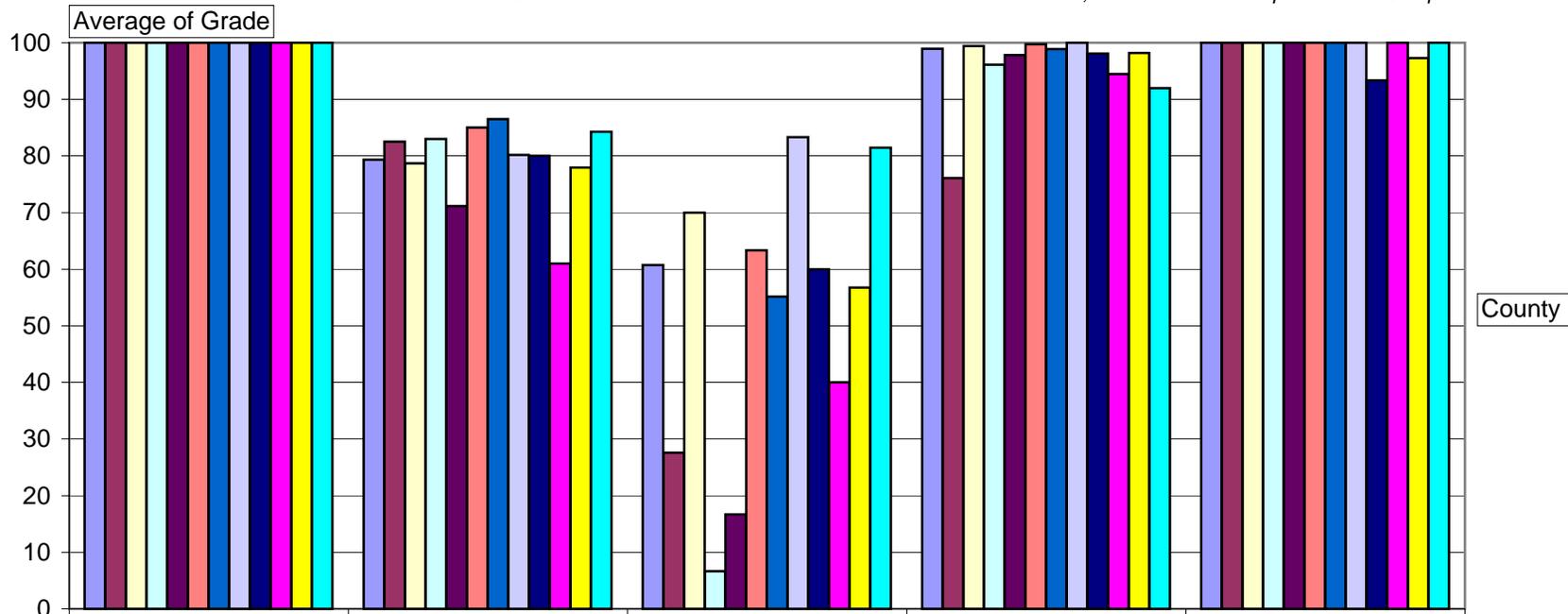
Feature

Chart 6F

District 3 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Graffiti	Litter	Mowing	Noxious Weeds	Woody Vegetation
CALUMET	100	79	61	99	100
BROWN	100	83	28	76	100
DOOR	100	79	70	99	100
KEWAUNEE	100	83	7	96	100
MANITOWOC	100	71	17	98	100
MARINETTE	100	85	63	100	100
OCONTO	100	87	55	99	100
OUTAGAMIE	100	80	83	100	100
SHAWANO	100	80	60	98	93
SHEBOYGAN	100	61	40	94	100
ST. CROIX	100	78	57	98	97
WINNEBAGO	100	84	81	92	100

Feature Score (0-100)

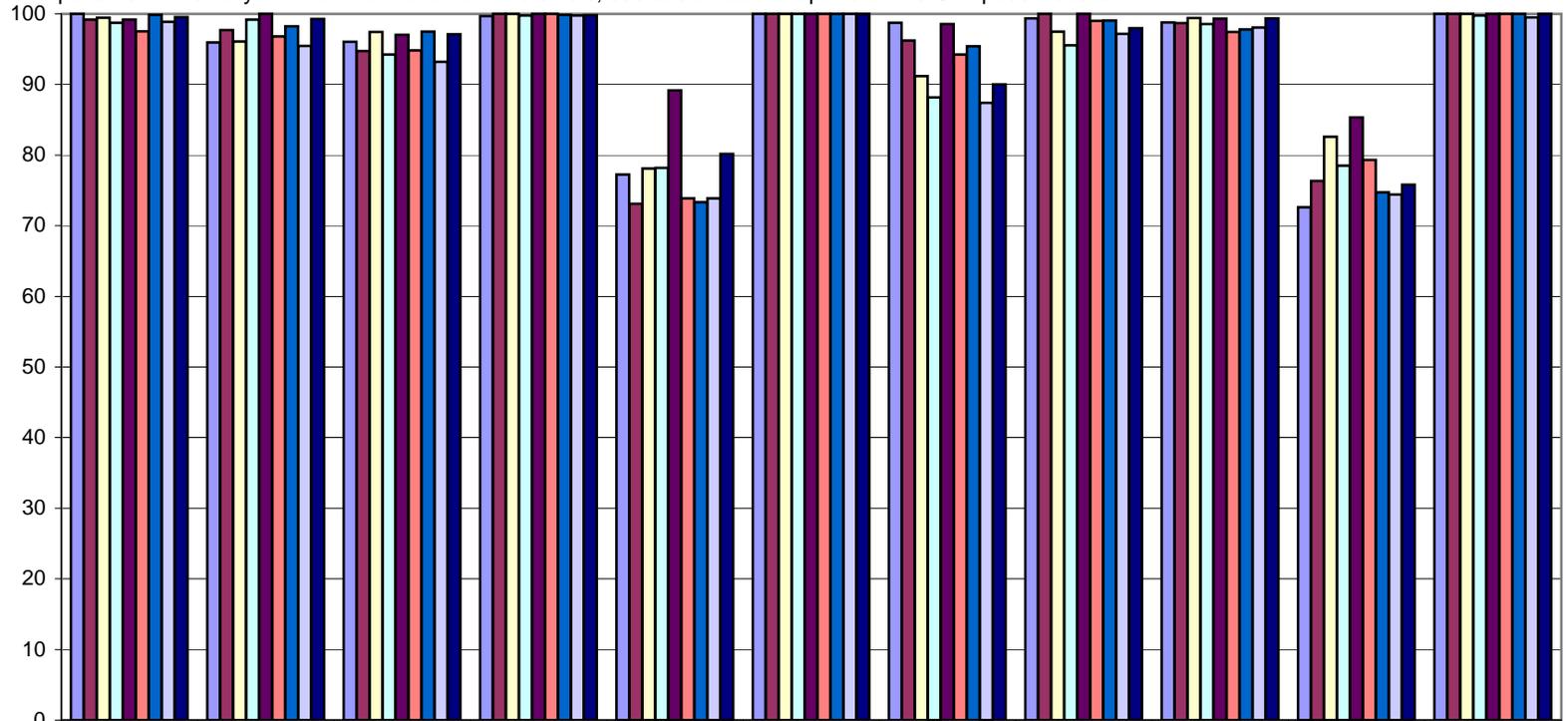
Feature

Chart 4
Asphalt Pavement

Year 2003 District 4

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

	Alligator Cracking	Block Cracking	Edge Raveling	Flushing	Longitudinal Cracking	Longitudinal Distortion	Patch Deterioration	Rutting	Surface Raveling	Transverse Cracking	Transverse Distortion
ADAMS	100	96	96	100	77	100	99	99	99	73	100
GREEN LAKE	99	98	95	100	73	100	96	100	99	76	100
JUNEAU	99	96	97	100	78	100	91	97	99	83	100
MARATHON	99	99	94	100	78	100	88	96	99	79	100
MARQUETTE	99	100	97	100	89	100	99	100	99	85	100
PORTAGE	98	97	95	100	74	100	94	99	97	79	100
WAUPACA	100	98	97	100	73	100	95	99	98	75	100
WAUSHARA	99	95	93	100	74	100	87	97	98	74	100
WOOD	100	99	97	100	80	100	90	98	99	76	100

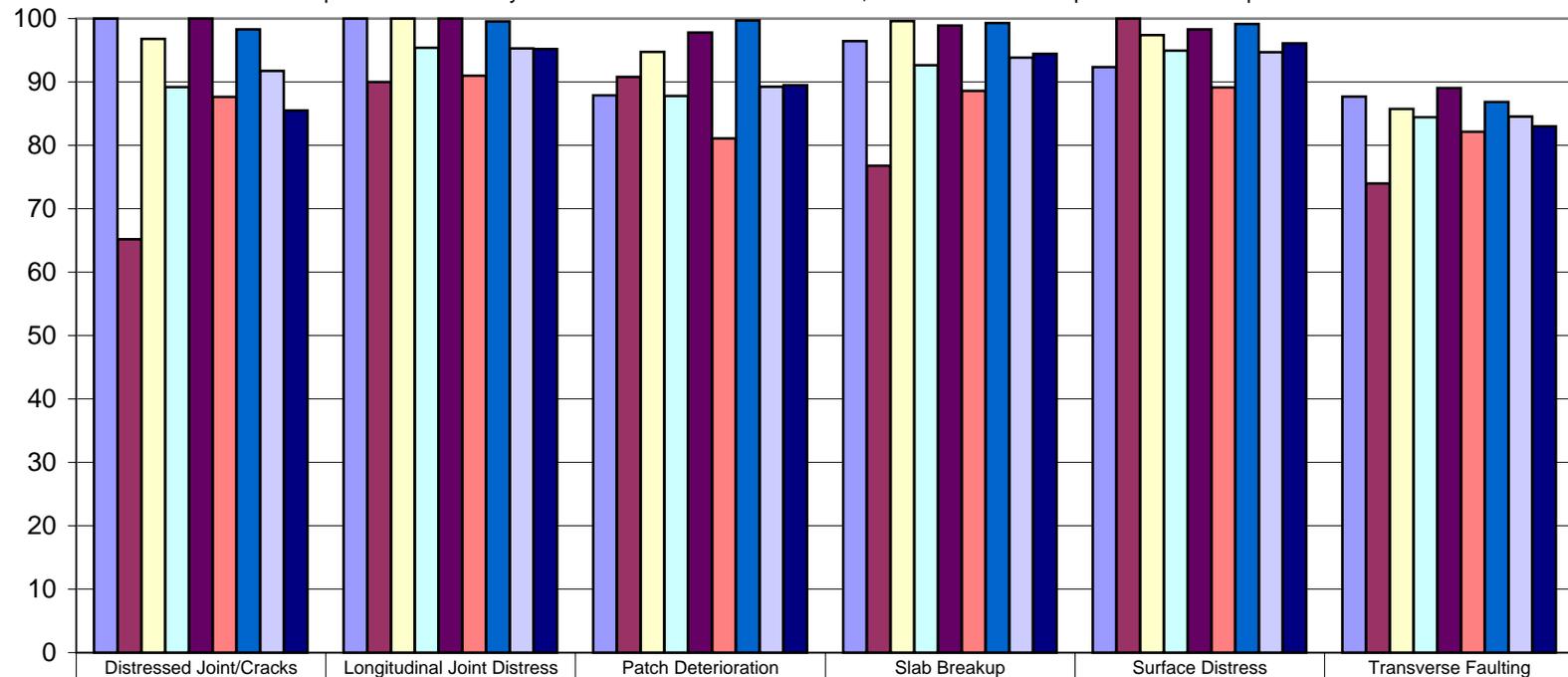
Data

Chart 4
Concrete Pavement

Year 2003 District 4

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

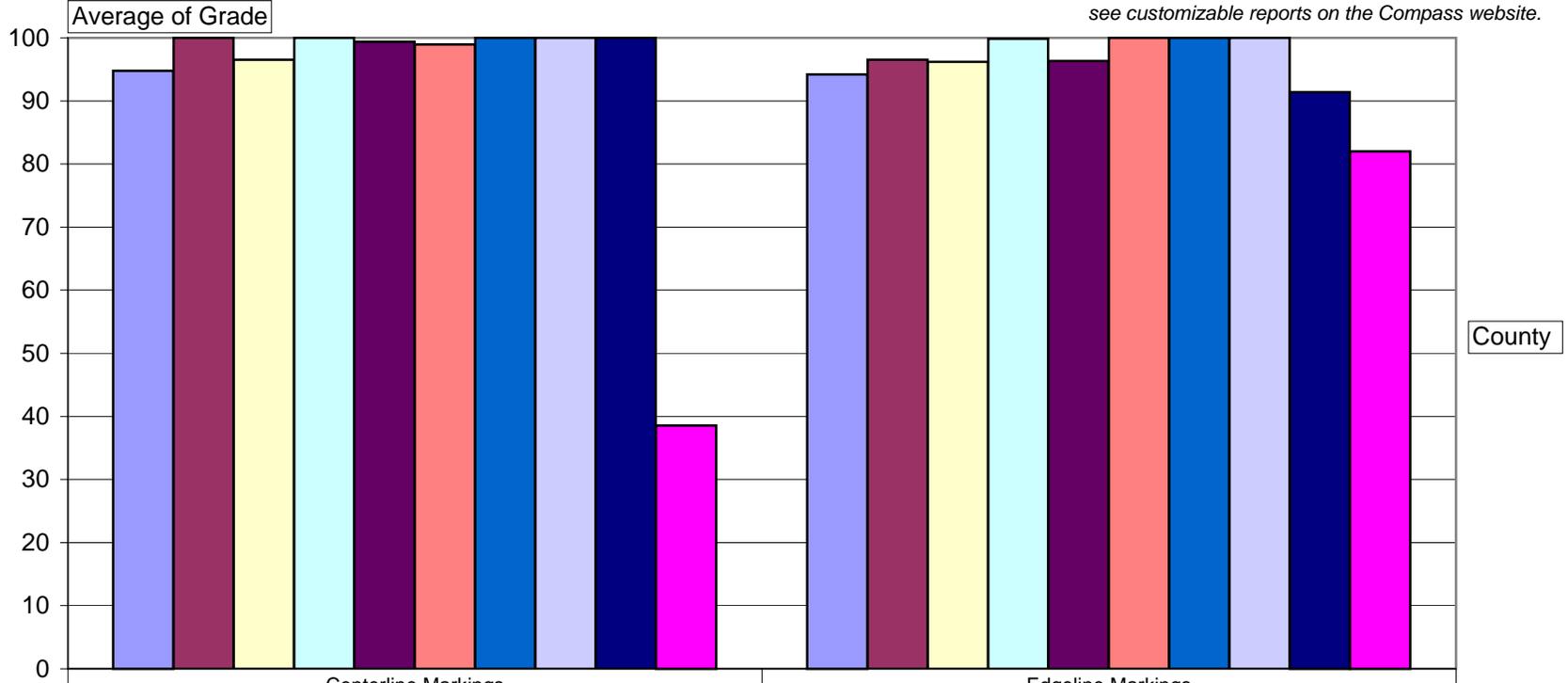
Data

Chart 6C

District 4 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings
ADAMS	95	94
GREEN LAKE	100	97
JUNEAU	97	96
MARATHON	100	100
MARQUETTE	99	96
PORTAGE	99	100
WAUPACA	100	100
WAUSHARA	100	100
WOOD	100	91
MENOMINEE	39	82

Feature Score (0-100)

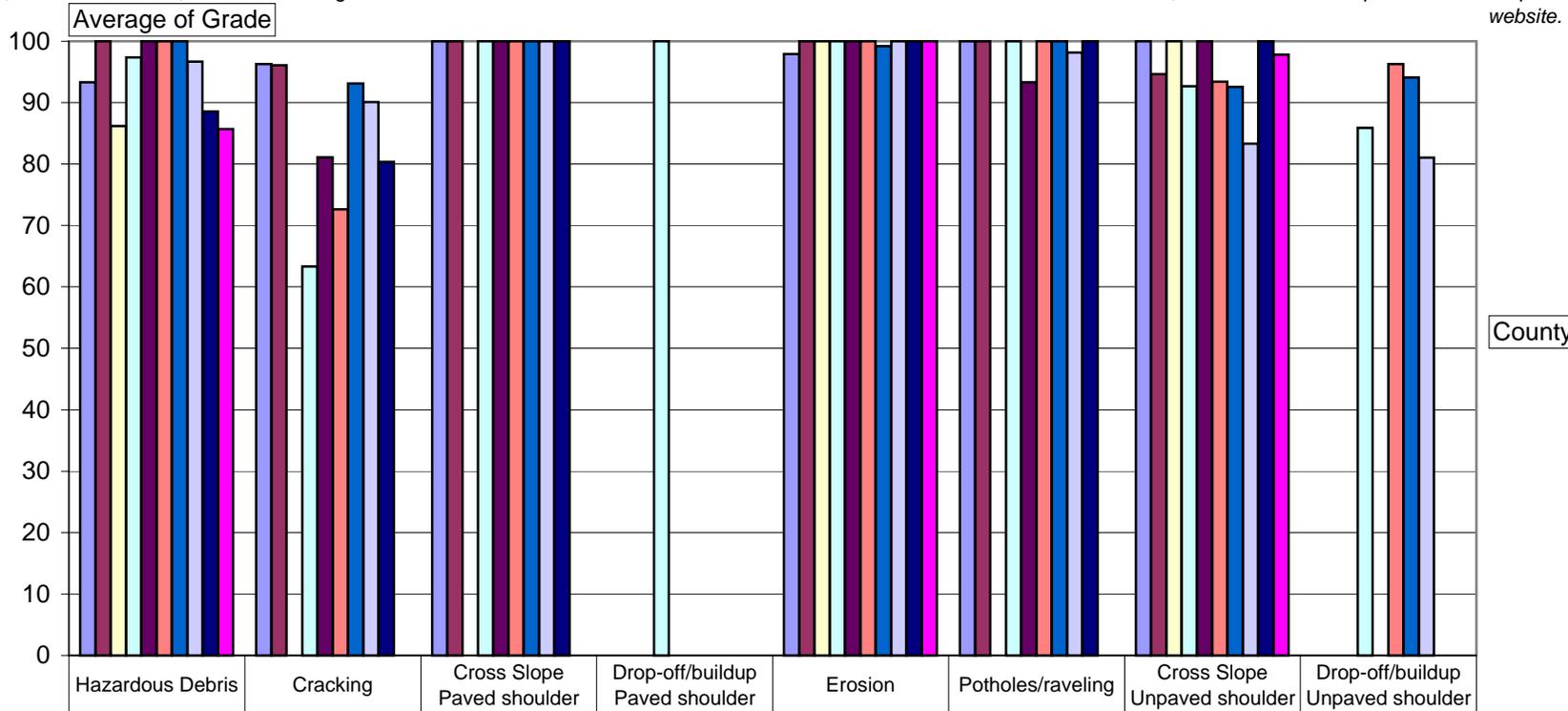
Feature

Chart 6D

District 4 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



County	Hazardous Debris	Cracking	Cross Slope Paved shoulder	Drop-off/buildup Paved shoulder	Erosion	Potholes/raveling	Cross Slope Unpaved shoulder	Drop-off/buildup Unpaved shoulder
ADAMS	93	96	100		98	100	100	
GREEN LAKE	100	96	100		100	100	95	
JUNEAU	86				100		100	
MARATHON	97	63	100	100	100	100	93	86
MARQUETTE	100	81	100		100	93	100	
PORTAGE	100	73	100		100	100	93	96
WAUPACA	100	93	100		99	100	93	94
WAUSHARA	97	90	100		100	98	83	81
WOOD	89	80	100		100	100	100	
MENOMINEE	86				100		98	

Feature Score (0-100)

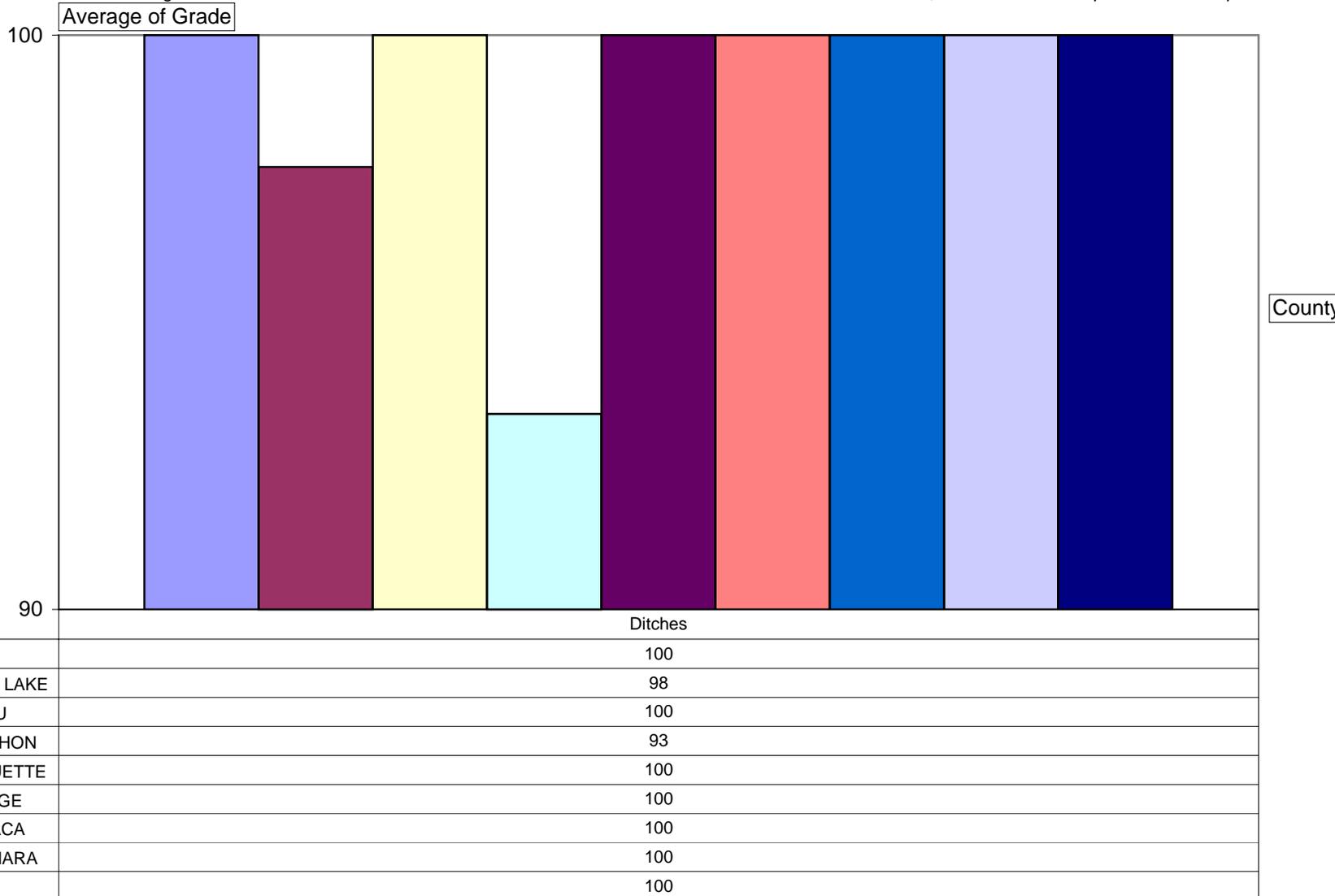
Feature

Chart 6E

District 4 Element Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



Feature Score (0-100)

Feature

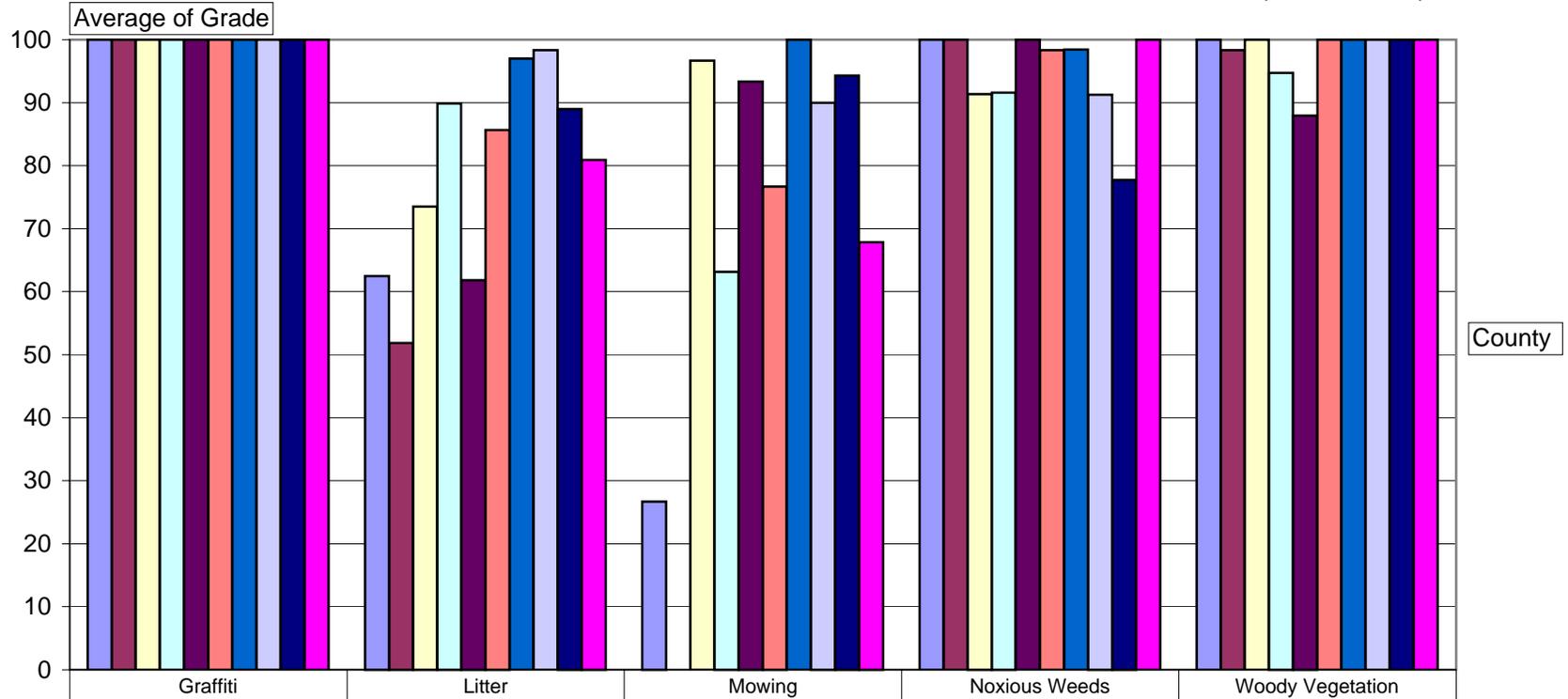
Chart 6F

District 4 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation.

Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Graffiti	Litter	Mowing	Noxious Weeds	Woody Vegetation
ADAMS	100	63	27	100	100
GREEN LAKE	100	52		100	98
JUNEAU	100	74	97	91	100
MARATHON	100	90	63	92	95
MARQUETTE	100	62	93	100	88
PORTAGE	100	86	77	98	100
WAUPACA	100	97	100	98	100
WAUSHARA	100	98	90	91	100
WOOD	100	89	94	78	100
MENOMINEE	100	81	68	100	100

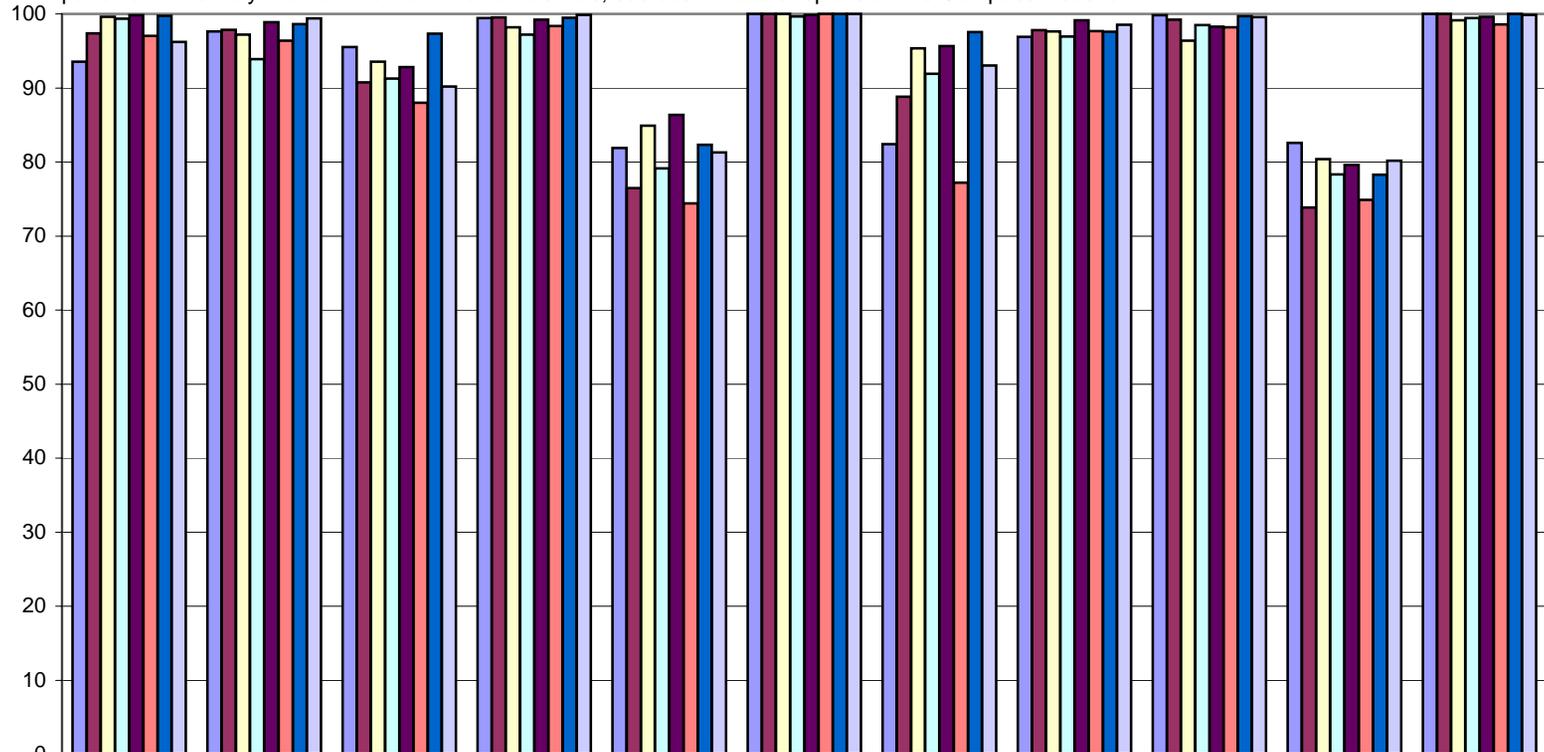
Feature Score (0-100)

Feature

Year 2003 District 5

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

	Alligator Cracking	Block Cracking	Edge Raveling	Flushing	Longitudinal Cracking	Longitudinal Distortion	Patch Deterioration	Rutting	Surface Raveling	Transverse Cracking	Transverse Distortion
■ BUFFALO	94	98	96	99	82	100	82	97	100	83	100
■ CRAWFORD	97	98	91	100	76	100	89	98	99	74	100
■ JACKSON	100	97	94	98	85	100	95	98	96	80	99
■ LA CROSSE	99	94	91	97	79	100	92	97	98	78	99
■ MONROE	100	99	93	99	86	100	96	99	98	80	100
■ RICHLAND	97	96	88	98	74	100	77	98	98	75	99
■ TREMPEALEAU	100	99	97	99	82	100	98	98	100	78	100
■ VERNON	96	99	90	100	81	100	93	99	100	80	100

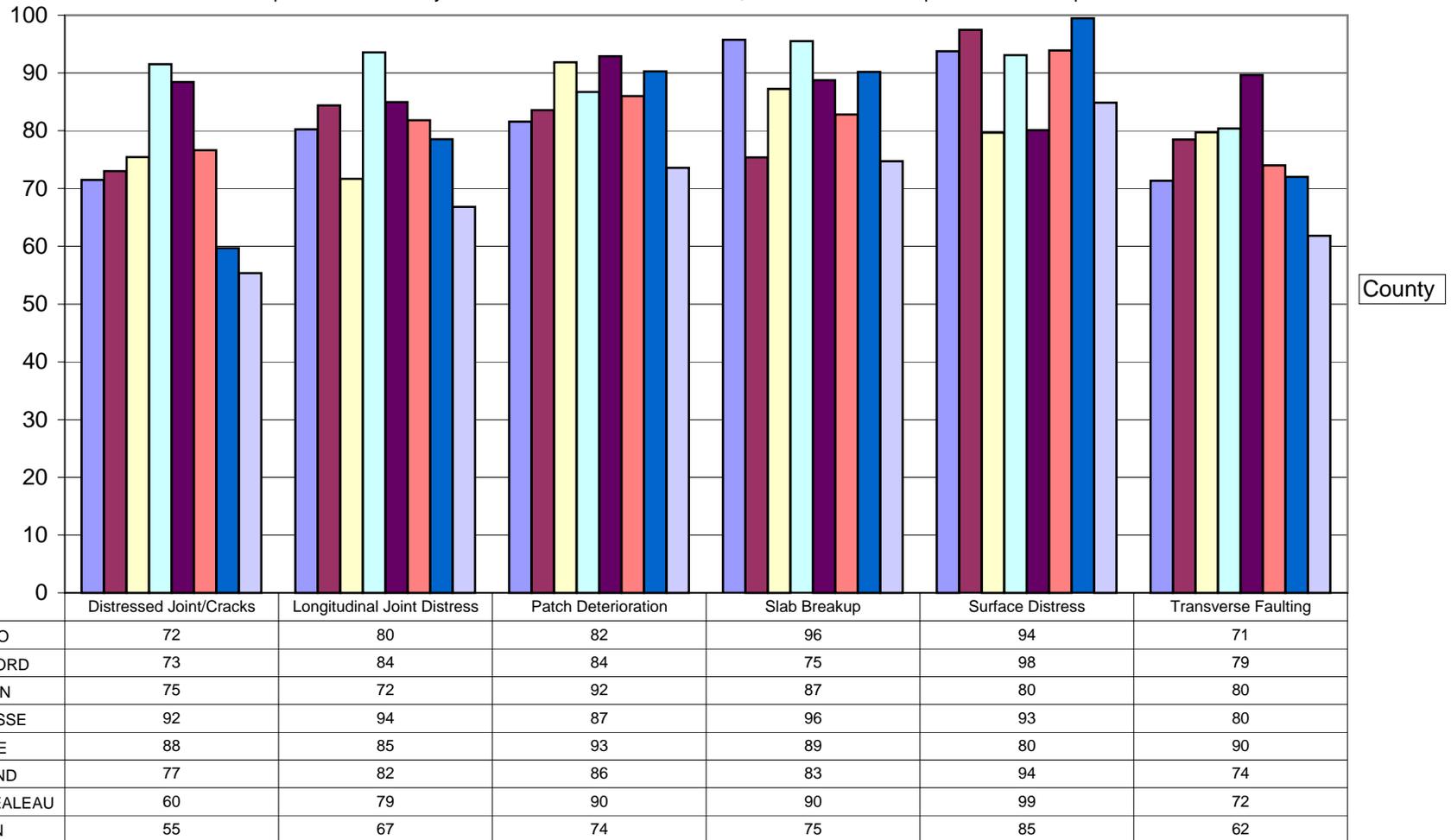
Data

Chart 4
Concrete Pavement

Year 2003 District 5

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



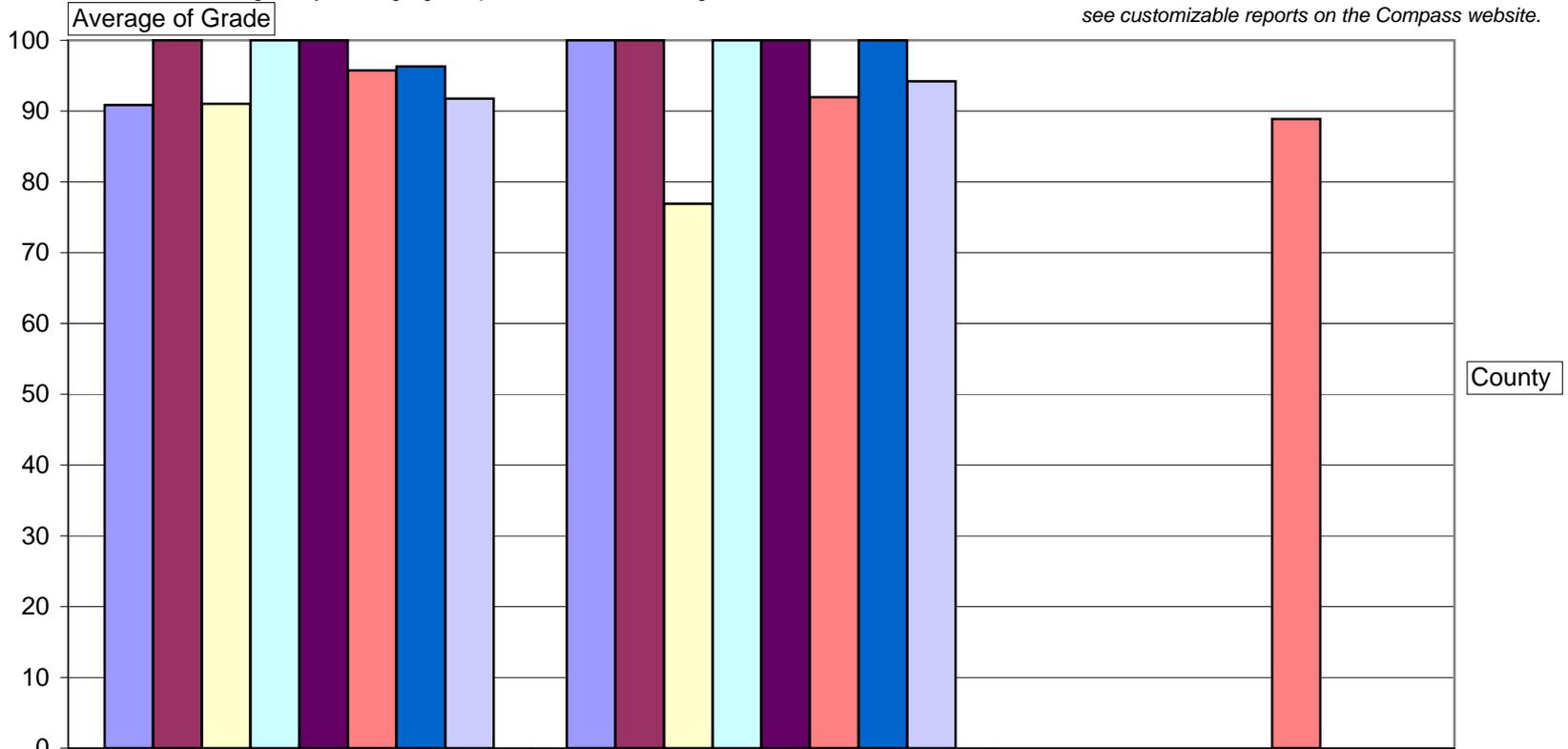
Data

Chart 6C

District 5 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings	Regulatory/warning signs
TREMPEALEAU	91	100	
CRAWFORD	100	100	
LA CROSSE	91	77	
MONROE	100	100	
RICHLAND	100	100	
VERNON	96	92	89
BUFFALO	96	100	
JACKSON	92	94	

Feature Score (0-100)

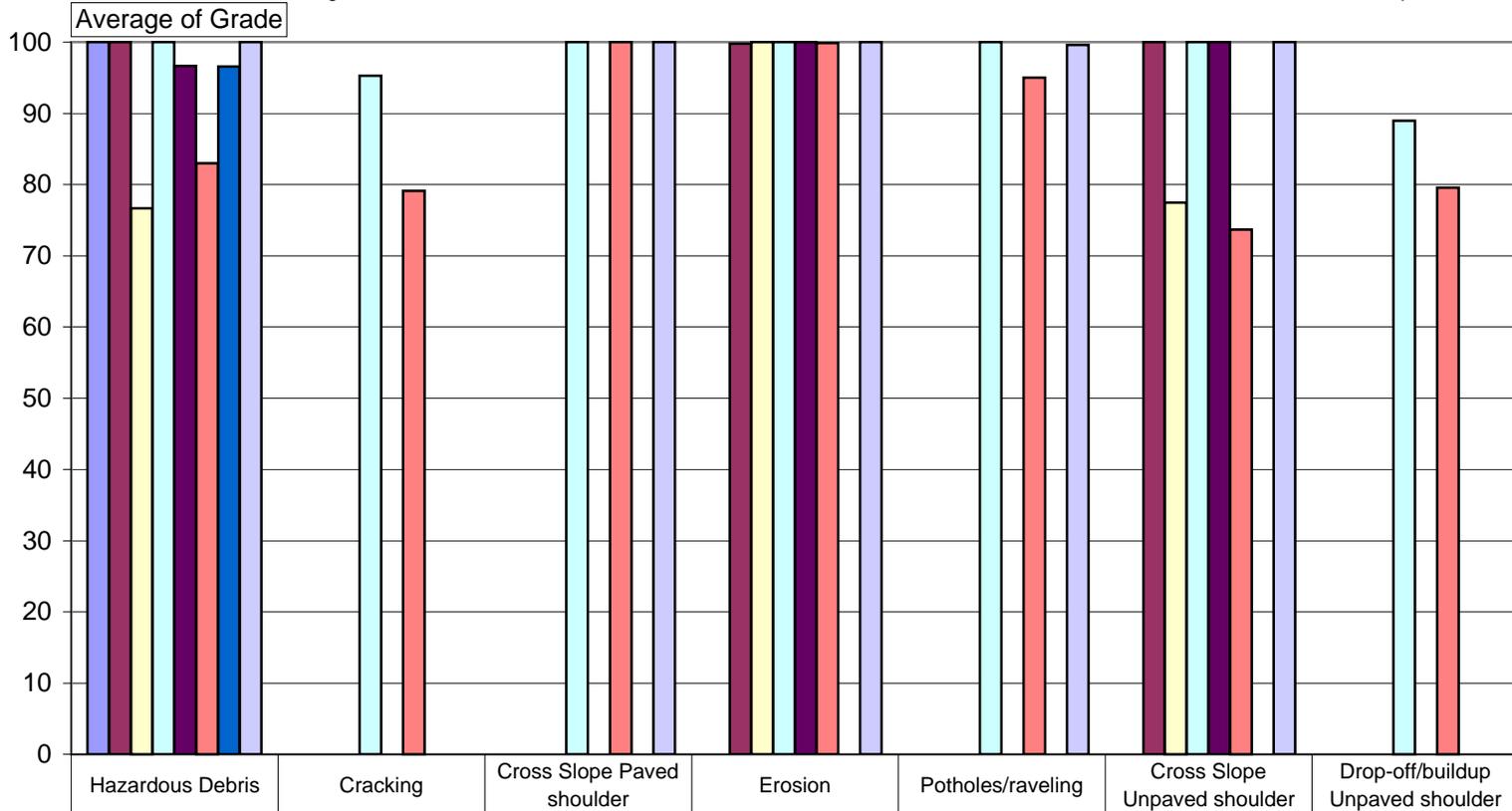
Feature

Chart 6D

District 5 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



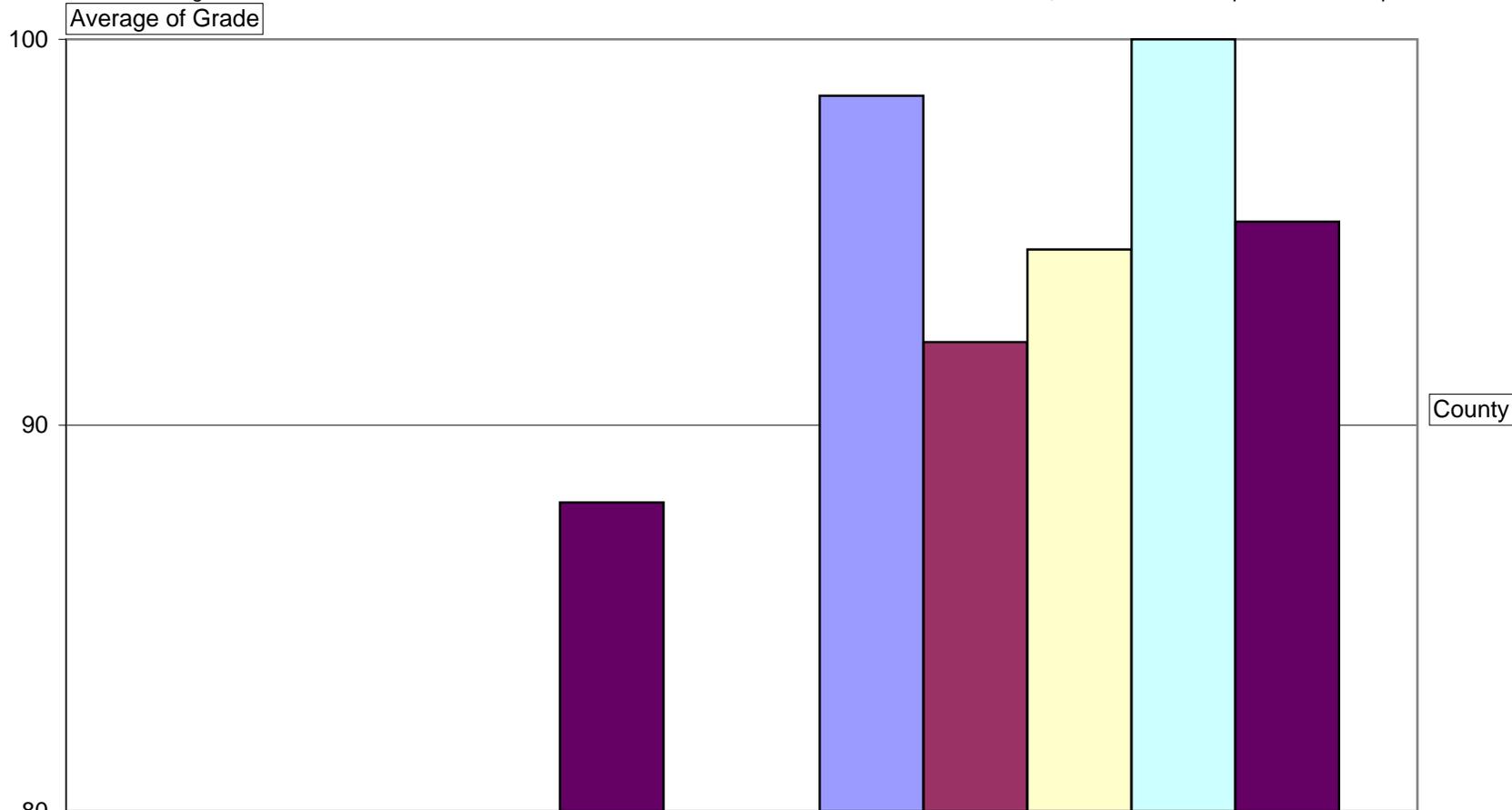
County	Hazardous Debris	Cracking	Cross Slope Paved shoulder	Erosion	Potholes/raveling	Cross Slope Unpaved shoulder	Drop-off/buildup Unpaved shoulder
Trempealeau	100						
Crawford	100			100		100	
La Crosse	77			100		77	
Monroe	100	95	100	100	100	100	89
Richland	97			100		100	
Vernon	83	79	100	100	95	74	80
Buffalo	97						
Jackson	100		100	100	100	100	

Feature Score (0-100)

Feature

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Culvert	Ditches
■ CRAWFORD		99
■ LA CROSSE		92
■ MONROE		95
■ RICHLAND		100
■ VERNON	88	95

Feature Score (0-100)

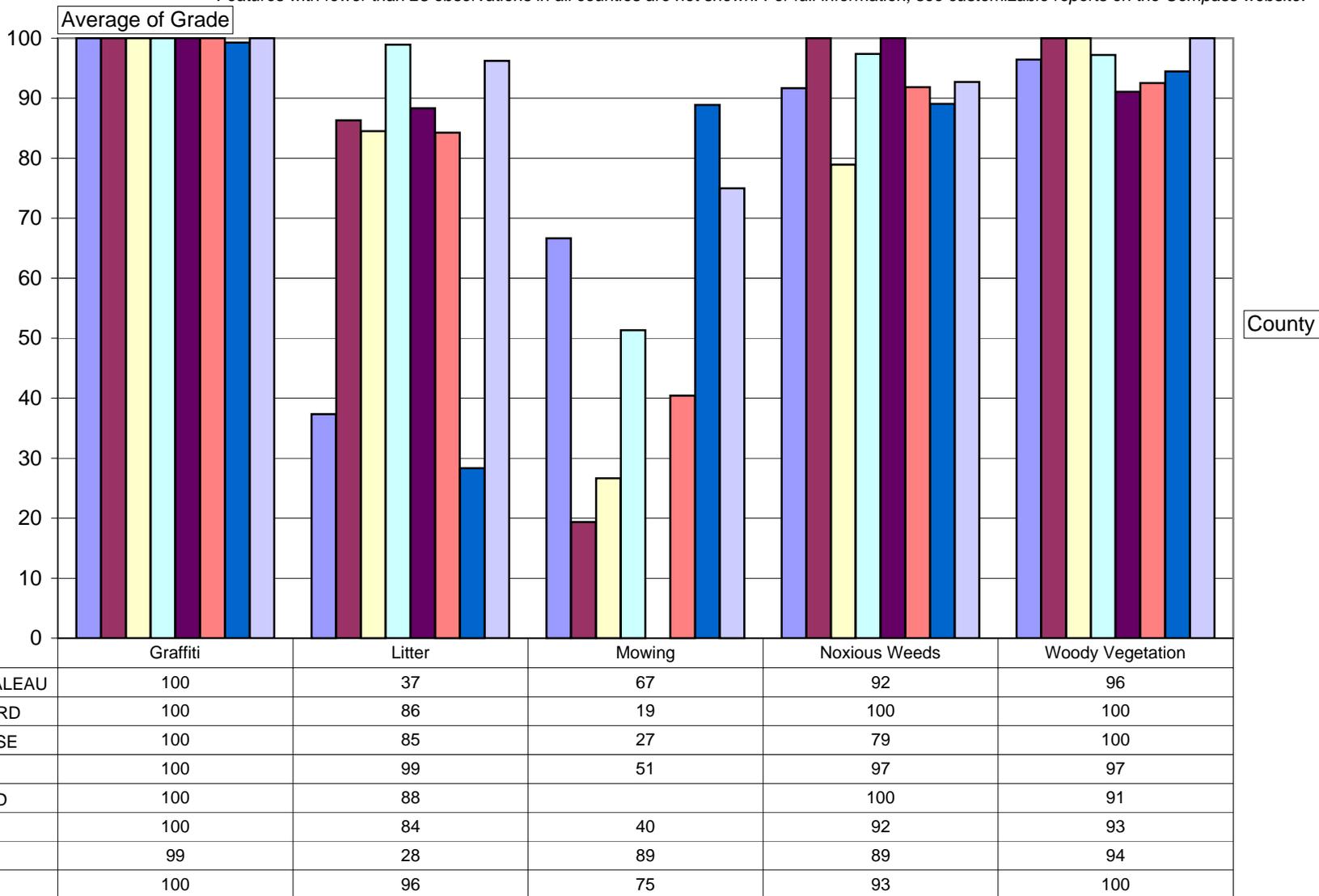
Feature

Chart 6F

District 5 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



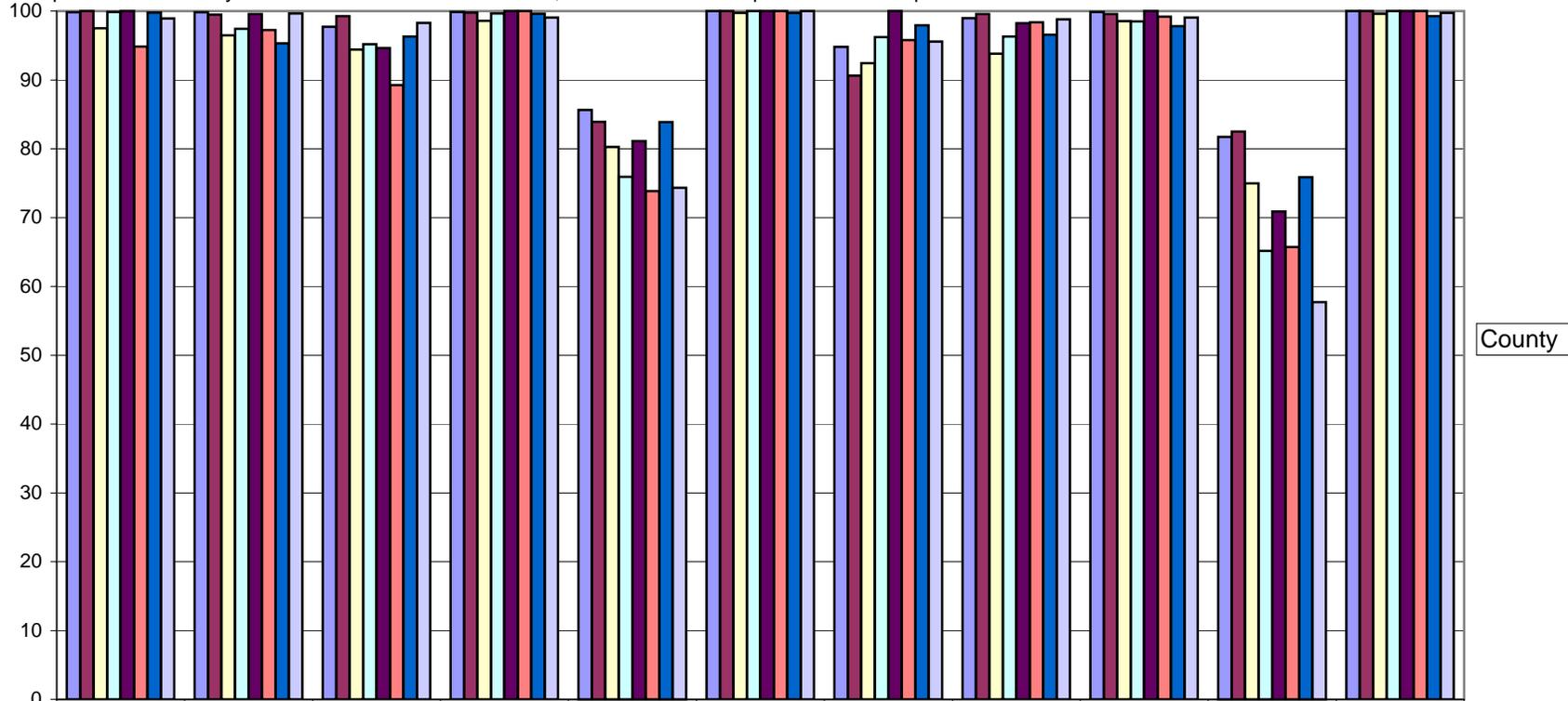
Feature Score (0-100)

Feature

Year 2003 District 6

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



	Alligator Cracking	Block Cracking	Edge Raveling	Flushing	Longitudinal Cracking	Longitudinal Distortion	Patch Deterioration	Rutting	Surface Raveling	Transverse Cracking	Transverse Distortion
CHIPPEWA	100	100	98	100	86	100	95	99	100	82	100
CLARK	100	99	99	100	84	100	91	100	100	82	100
DUNN	98	96	94	99	80	100	92	94	99	75	100
EAU CLAIRE	100	97	95	100	76	100	96	96	98	65	100
PEPIN	100	100	95	100	81	100	100	98	100	71	100
PIERCE	95	97	89	100	74	100	96	98	99	66	100
ST. CROIX	100	95	96	100	84	100	98	97	98	76	99
TAYLOR	99	100	98	99	74	100	96	99	99	58	100

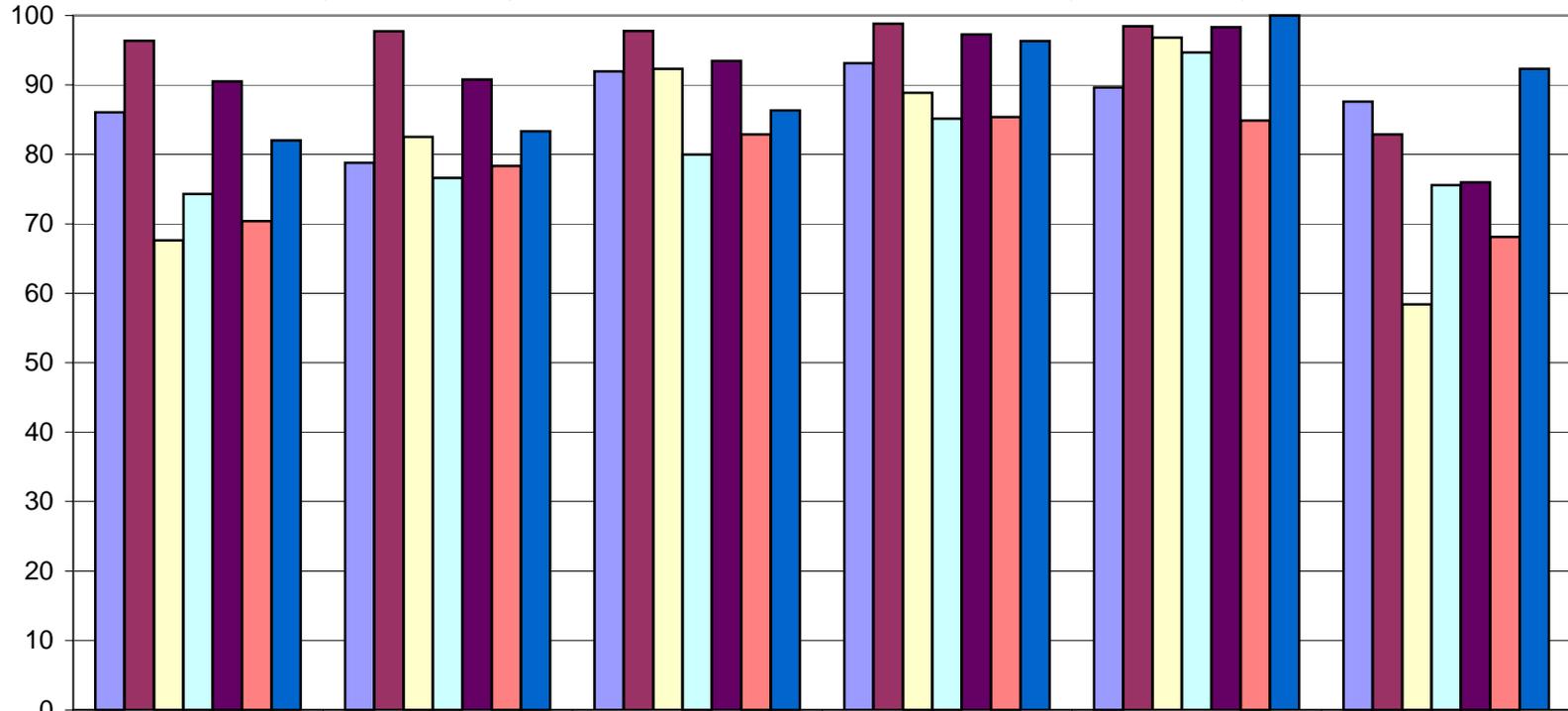
Data

Chart 4
Concrete Pavement

Year 2003 District 6

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

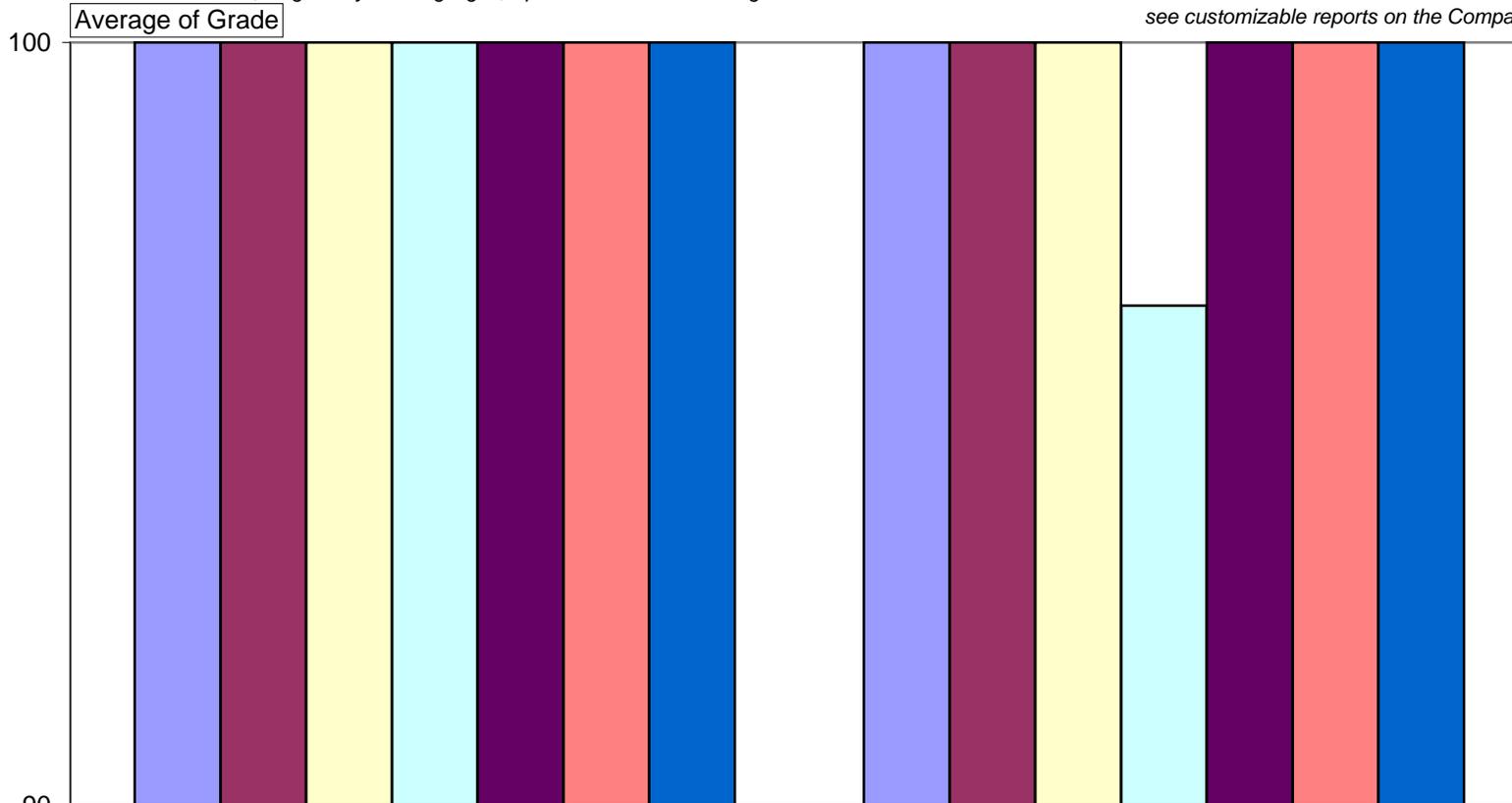
Data

Chart 6C

District 6 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings
CHIPPEWA	100	100
CLARK	100	100
DUNN	100	100
PEPIN	100	97
PIERCE	100	100
TAYLOR	100	100
EAU CLAIRE	100	100

Feature Score (0-100)

Feature

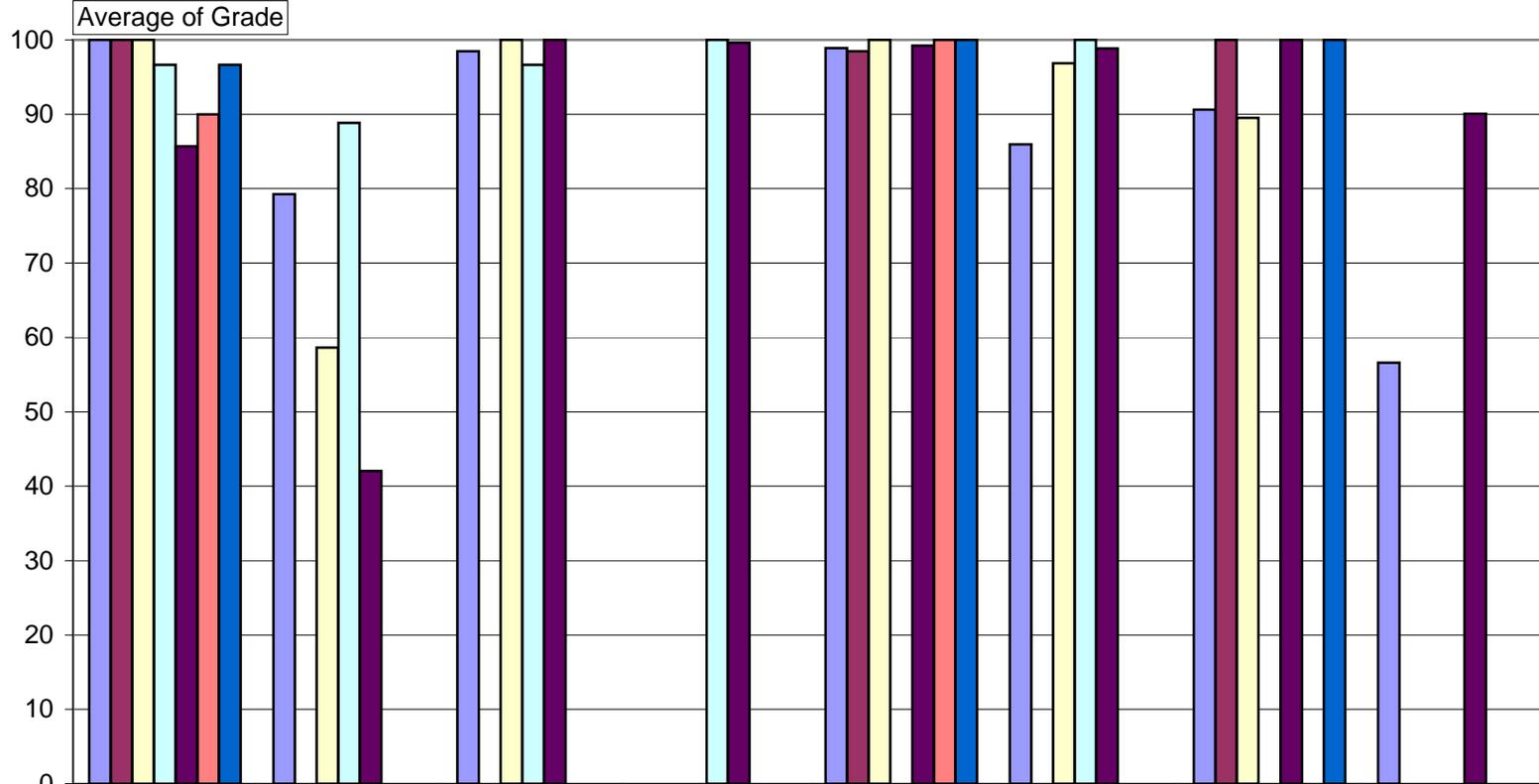
County

Chart 6D

District 6 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



County	Hazardous Debris	Cracking	Cross Slope Paved shoulder	Drop-off/buildup Paved shoulder	Erosion	Potholes/raveling	Cross Slope Unpaved shoulder	Drop-off/buildup Unpaved shoulder
CHIPPEWA	100	79	98		99	86	91	57
CLARK	100				98		100	
DUNN	100	59	100		100	97	90	
PEPIN	97	89	97	100		100		
PIERCE	86	42	100	100	99	99	100	90
TAYLOR	90				100			
EAU CLAIRE	97				100		100	

Feature Score (0-100)

Feature

Chart 6E

District 6 Element Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.

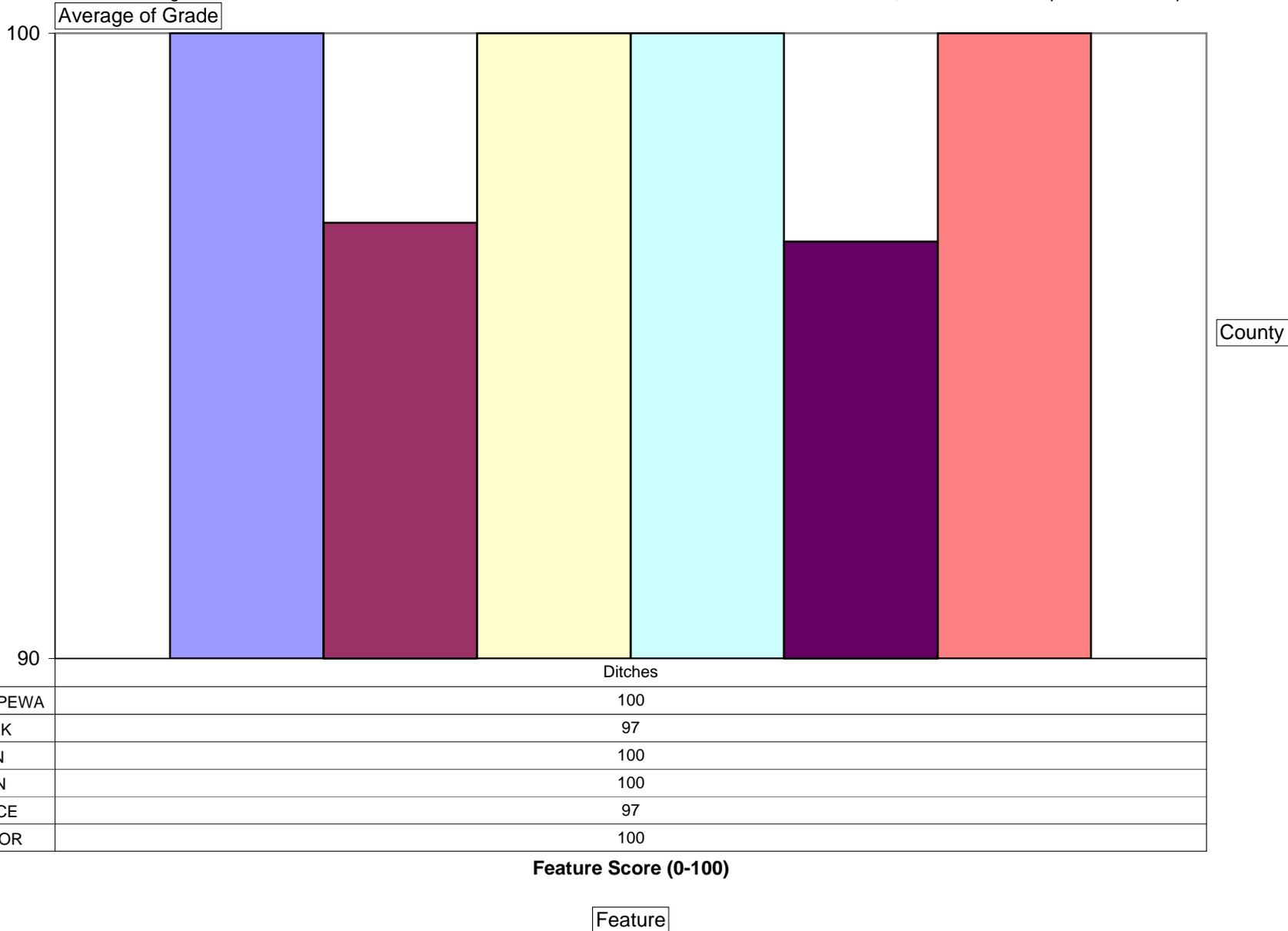
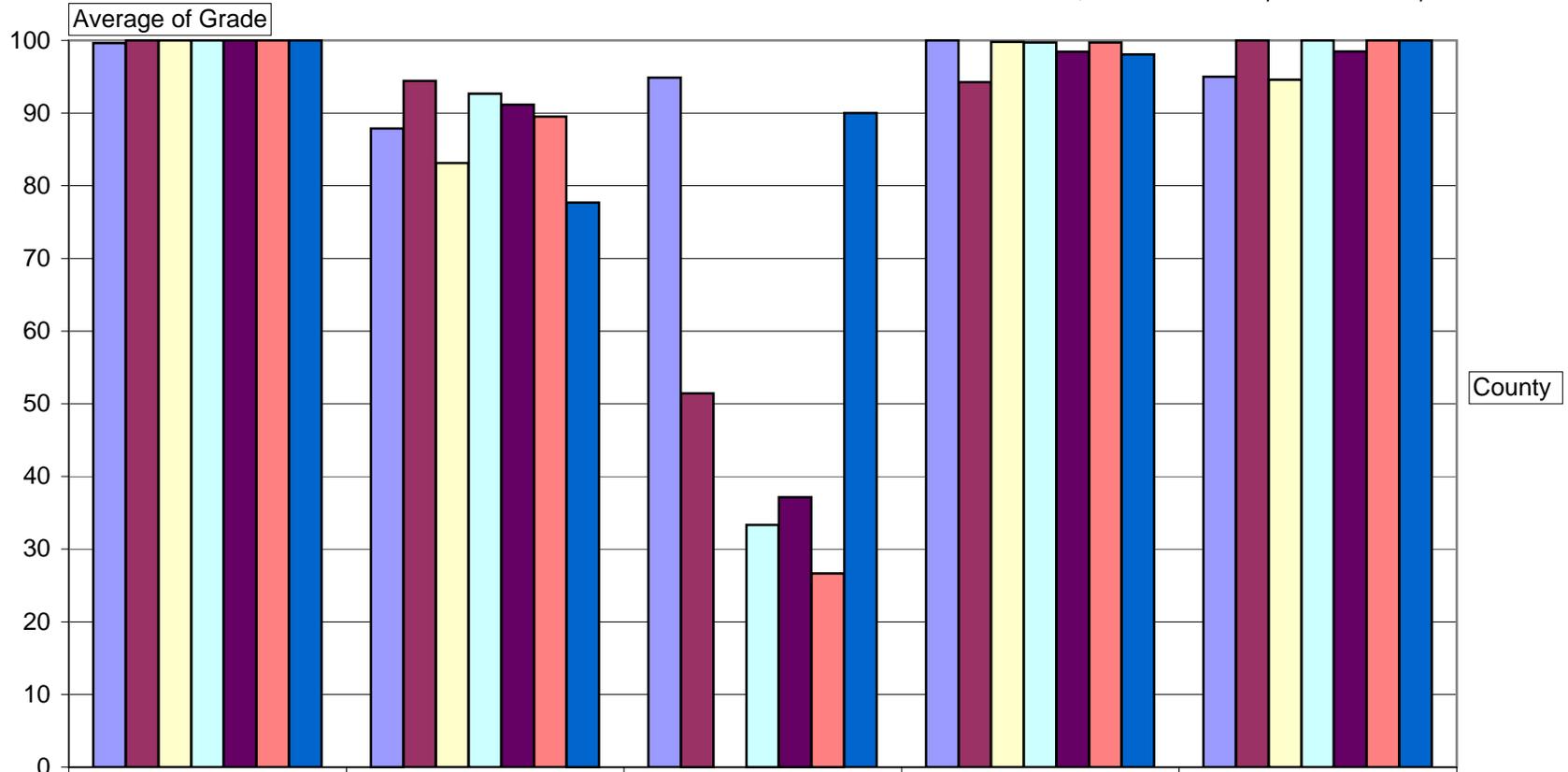


Chart 6F

District 6 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Graffiti	Litter	Mowing	Noxious Weeds	Woody Vegetation
CHIPPEWA	100	88	95	100	95
CLARK	100	94	51	94	100
DUNN	100	83		100	95
PEPIN	100	93	33	100	100
PIERCE	100	91	37	98	98
TAYLOR	100	90	27	100	100
EAU CLAIRE	100	78	90	98	100

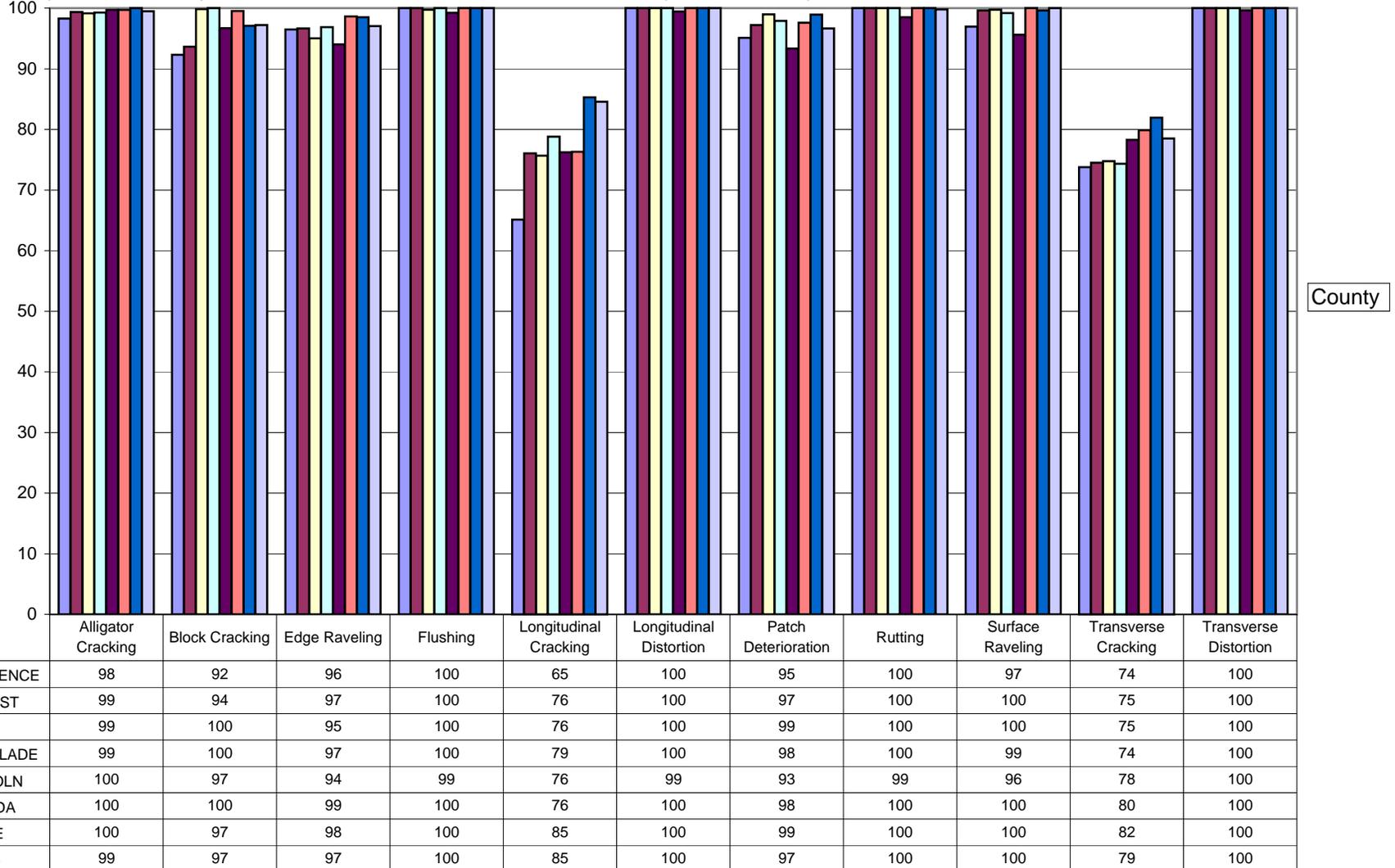
Feature Score (0-100)

Feature

Year 2003 District 7

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



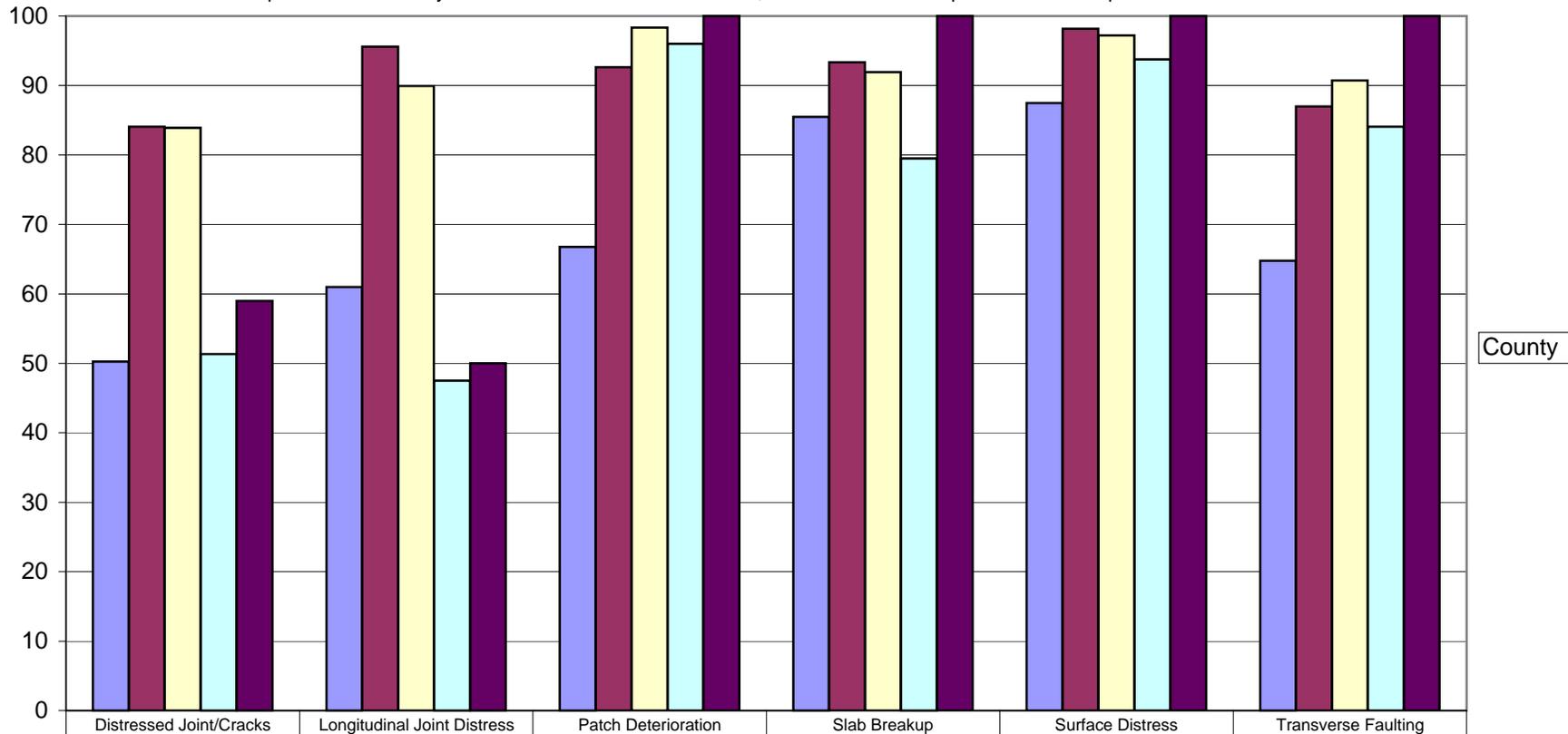
Data

Chart 4
Concrete Pavement

Year 2003 District 7

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



	Distressed Joint/Cracks	Longitudinal Joint Distress	Patch Deterioration	Slab Breakup	Surface Distress	Transverse Faulting
IRON	50	61	67	86	88	65
LINCOLN	84	96	93	93	98	87
ONEIDA	84	90	98	92	97	91
PRICE	51	48	96	80	94	84
VILAS	59	50	100	100	100	100

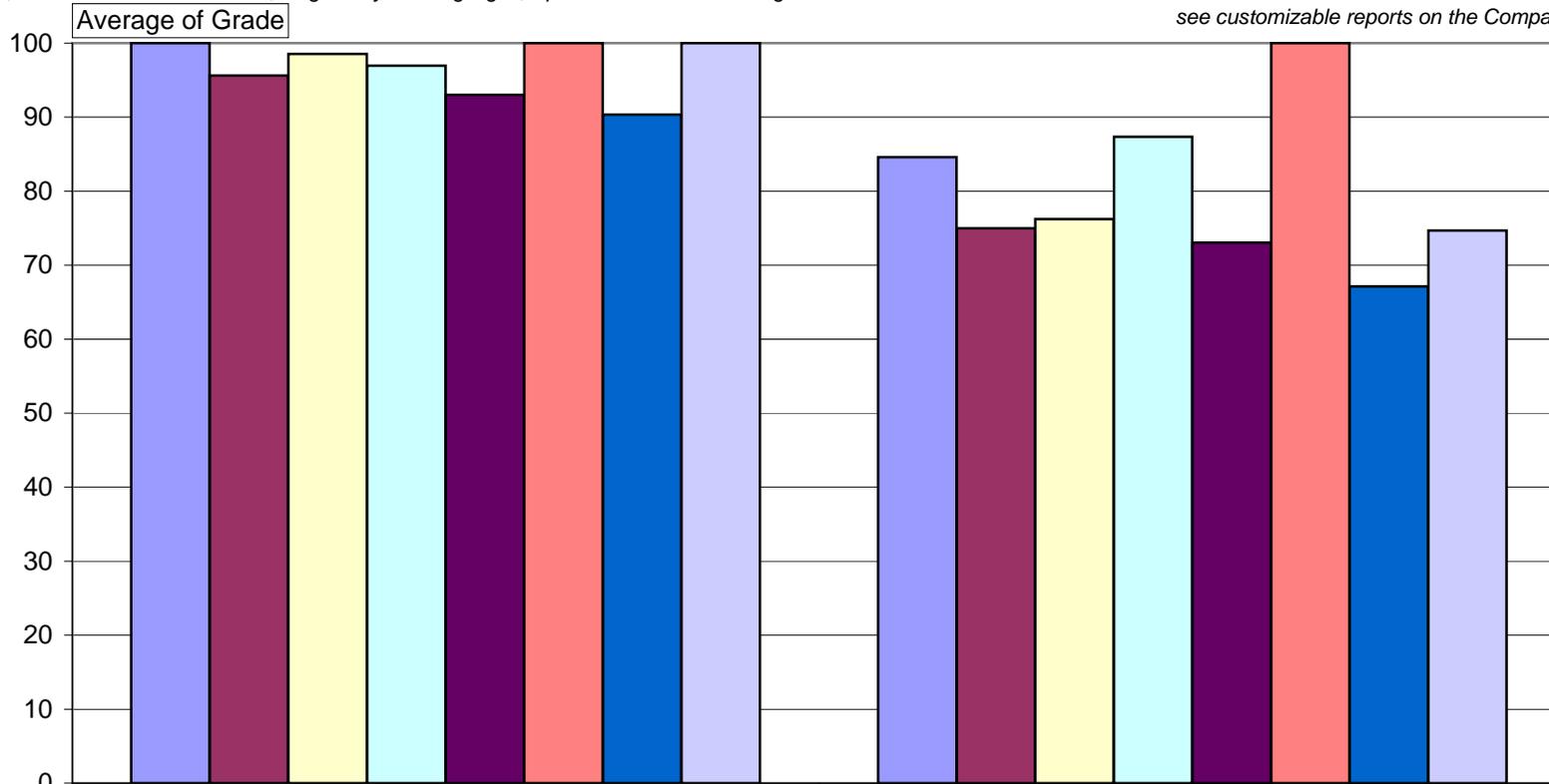
Data

Chart 6C

District 7 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings
FLORENCE	100	85
FOREST	96	75
IRON	99	76
LANGLADE	97	87
LINCOLN	93	73
ONEIDA	100	100
PRICE	90	67
VILAS	100	75

Feature Score (0-100)

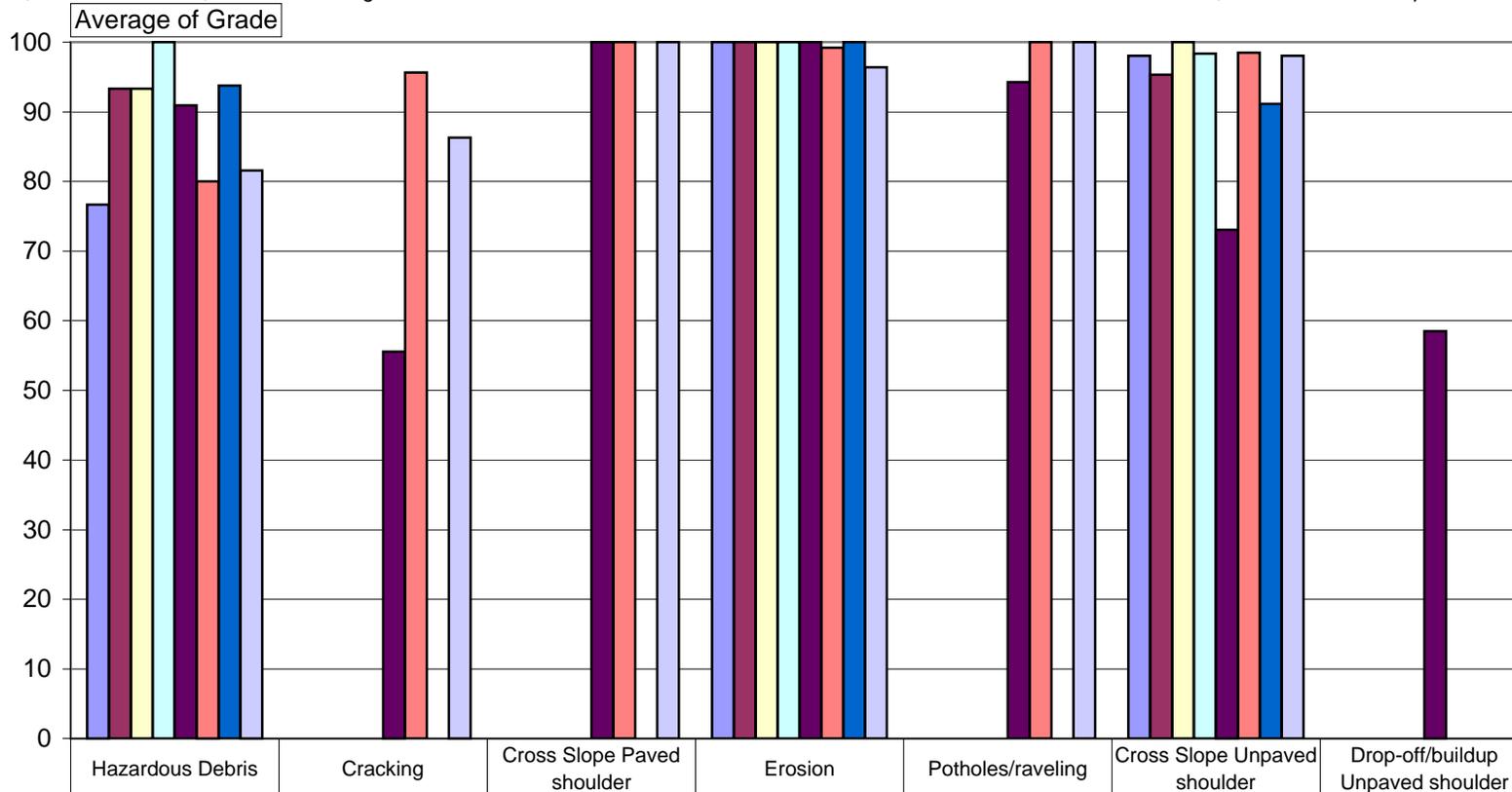
Feature

Chart 6D

District 7 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



County	Hazardous Debris	Cracking	Cross Slope Paved shoulder	Erosion	Potholes/raveling	Cross Slope Unpaved shoulder	Drop-off/buildup Unpaved shoulder
FLORENCE	77			100		98	
FOREST	93			100		95	
IRON	93			100		100	
LANGLADE	100			100		98	
LINCOLN	91	56	100	100	94	73	59
ONEIDA	80	96	100	99	100	99	
PRICE	94			100		91	
VILAS	82	86	100	96	100	98	

Feature Score (0-100)

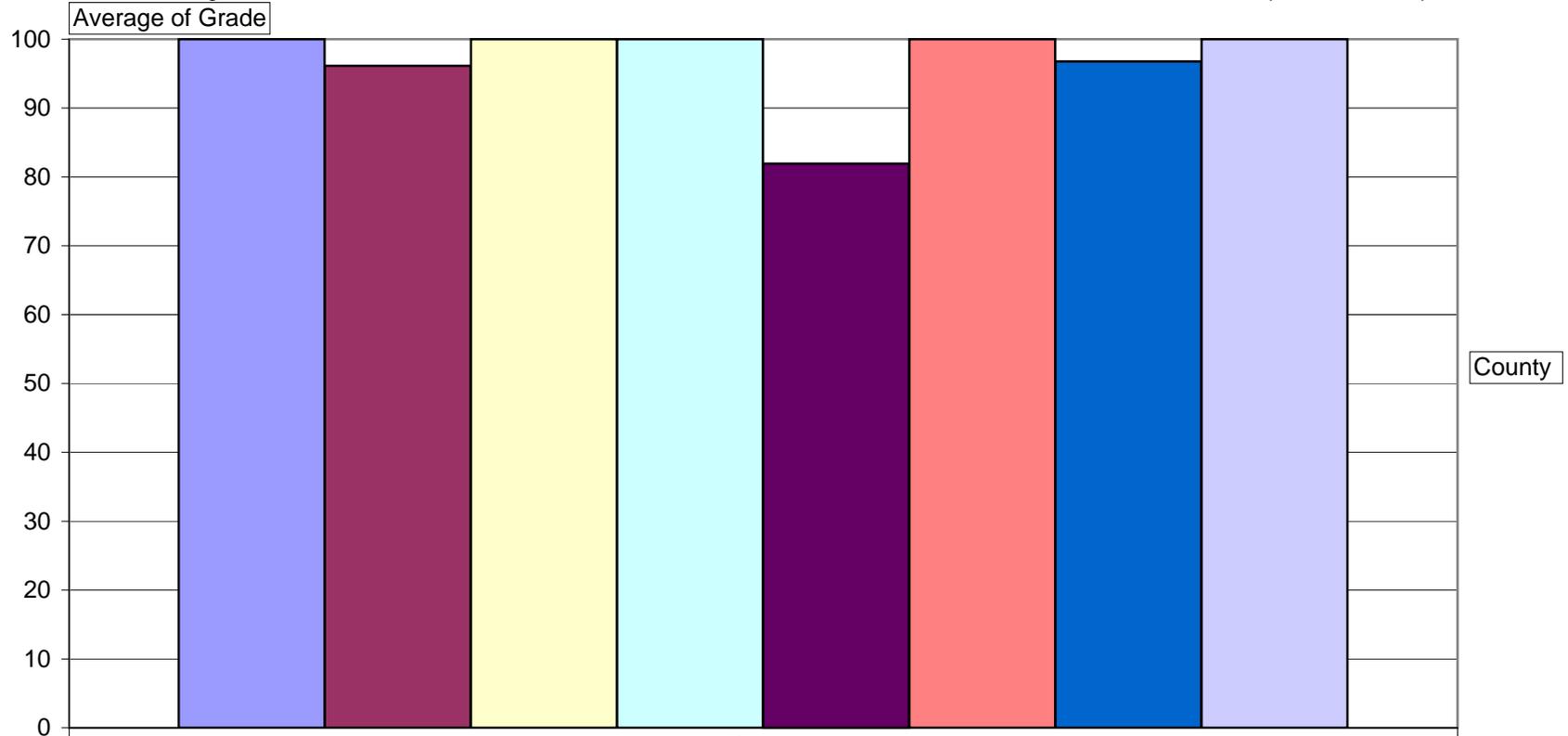
Feature

Chart 6E

District 7 Element Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



County	Ditches
FLORENCE	100
FOREST	96
IRON	100
LANGLADE	100
LINCOLN	82
ONEIDA	100
PRICE	97
VILAS	100

Feature Score (0-100)

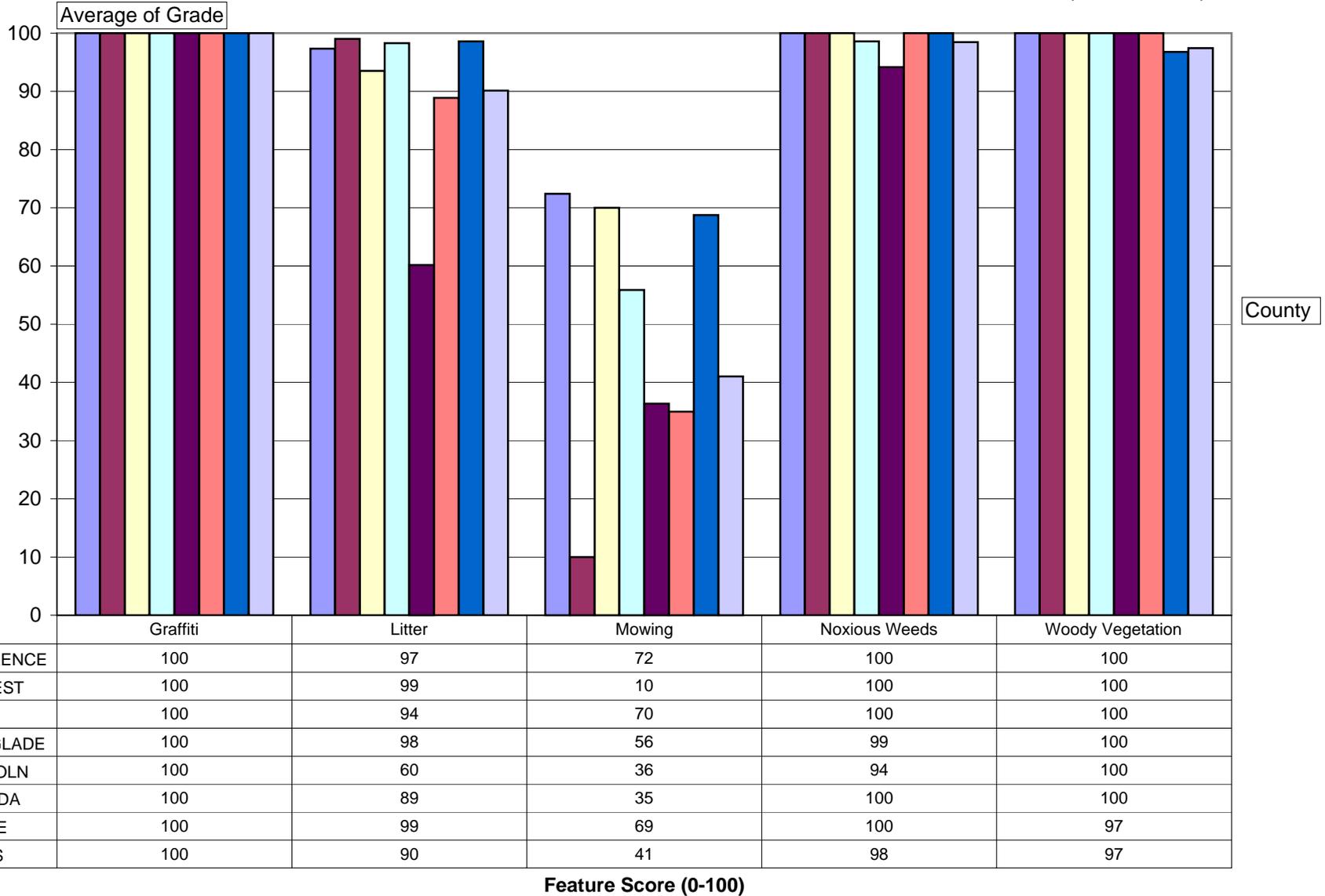
Feature

Chart 6F

District 7 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



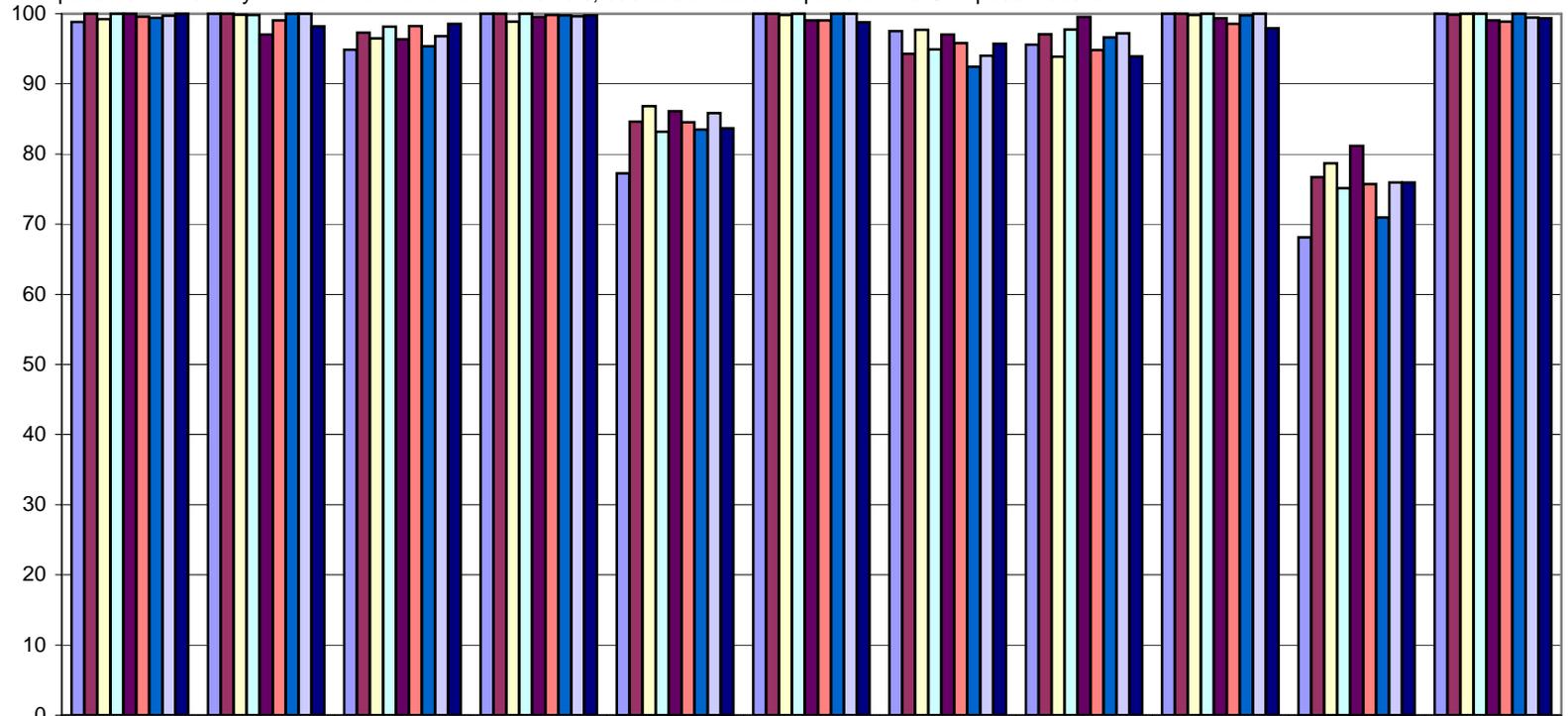
Feature

Chart 4
Asphalt Pavement

Year 2003 District 8

2003 County Asphalt Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County

	Alligator Cracking	Block Cracking	Edge Raveling	Flushing	Longitudinal Cracking	Longitudinal Distortion	Patch Deterioration	Rutting	Surface Raveling	Transverse Cracking	Transverse Distortion
■ ASHLAND	99	100	95	100	77	100	98	96	100	68	100
■ BARRON	100	100	97	100	85	100	94	97	100	77	100
■ BAYFIELD	99	100	96	99	87	100	98	94	100	79	100
■ BURNETT	100	100	98	100	83	100	95	98	100	75	100
■ DOUGLAS	100	97	96	100	86	99	97	100	99	81	99
■ POLK	100	99	98	100	85	99	96	95	99	76	99
■ RUSK	99	100	95	100	83	100	92	97	100	71	100
■ SAWYER	100	100	97	100	86	100	94	97	100	76	99
■ WASHBURN	100	98	99	100	84	99	96	94	98	76	99

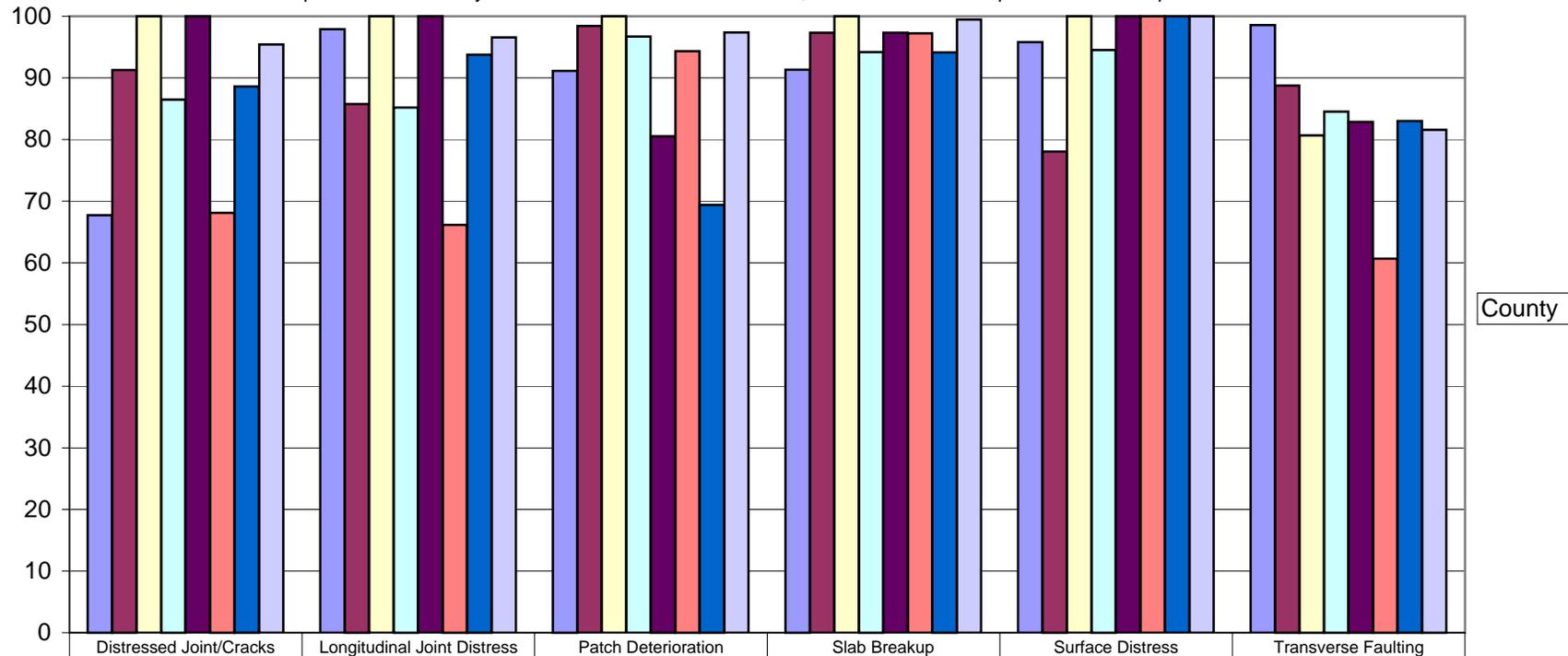
Data

Chart 4
Concrete Pavement

Year 2003 District 8

2003 County Concrete Pavement Scores

These bars show feature scores for each county in the district. Where a county does not appear, it does not have this pavement type in the WisDOT pavement inventory. For full information on all districts, see customizable reports on the Compass website.



County	Distressed Joint/Cracks	Longitudinal Joint Distress	Patch Deterioration	Slab Breakup	Surface Distress	Transverse Faulting
ASHLAND	68	98	91	91	96	99
BARRON	91	86	98	97	78	89
BAYFIELD	100	100	100	100	100	81
DOUGLAS	86	85	97	94	95	85
POLK	100	100	81	97	100	83
RUSK	68	66	94	97	100	61
SAWYER	89	94	69	94	100	83
WASHBURN	95	97	97	99	100	82

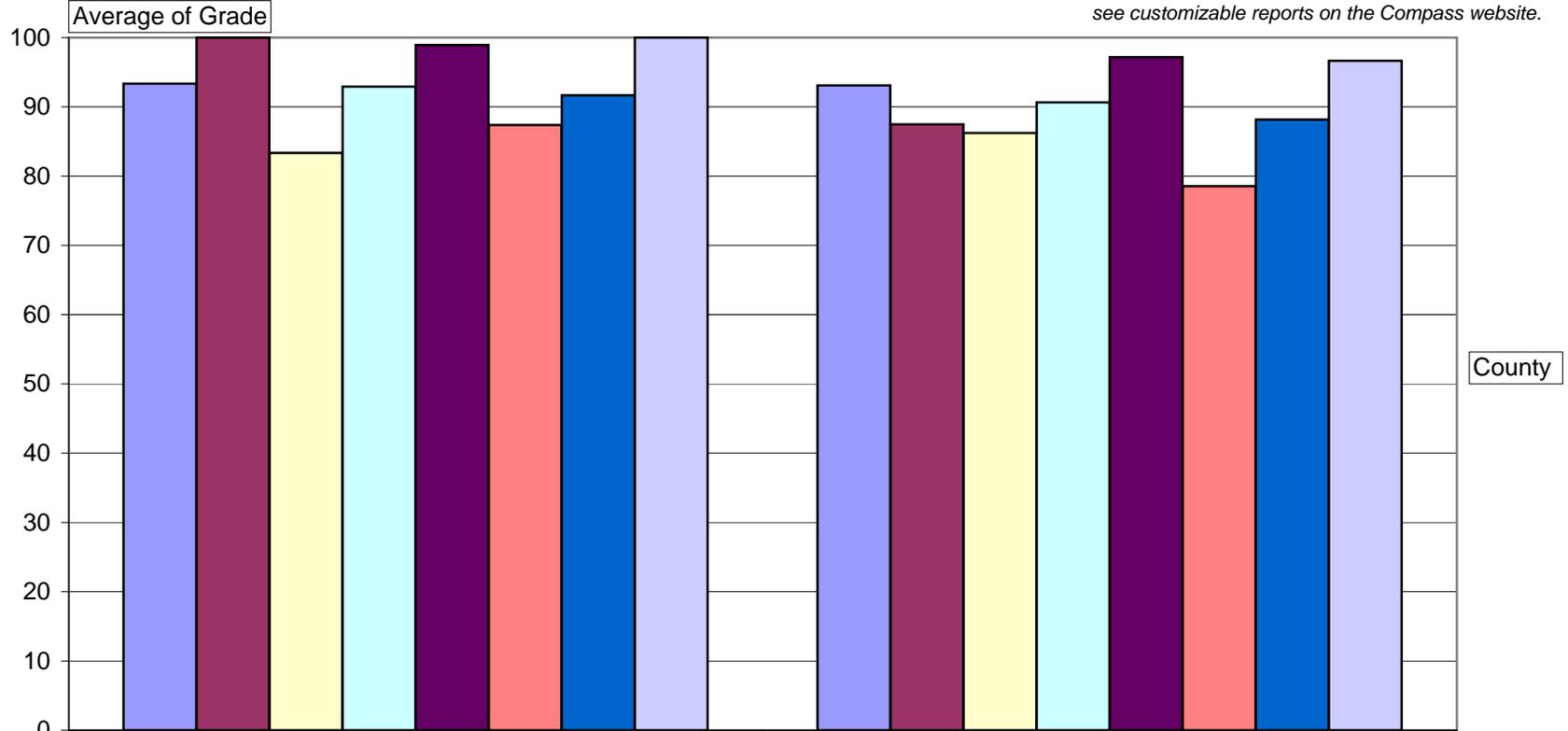
Data

Chart 6C

District 8 Element Traffic

2003 County Traffic Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Centerline Markings, Delineators, Edgeline Markings, Other Signs, Protective Barrier, Raised Pavement Markers, Regulatory/warning signs, Special Pavement Marking. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



	Centerline Markings	Edgeline Markings
■ BARRON	93	93
■ BURNETT	100	87
■ DOUGLAS	83	86
■ SAWYER	93	91
■ WASHBURN	99	97
■ ASHLAND	87	79
■ POLK	92	88
■ RUSK	100	97

Feature Score (0-100)

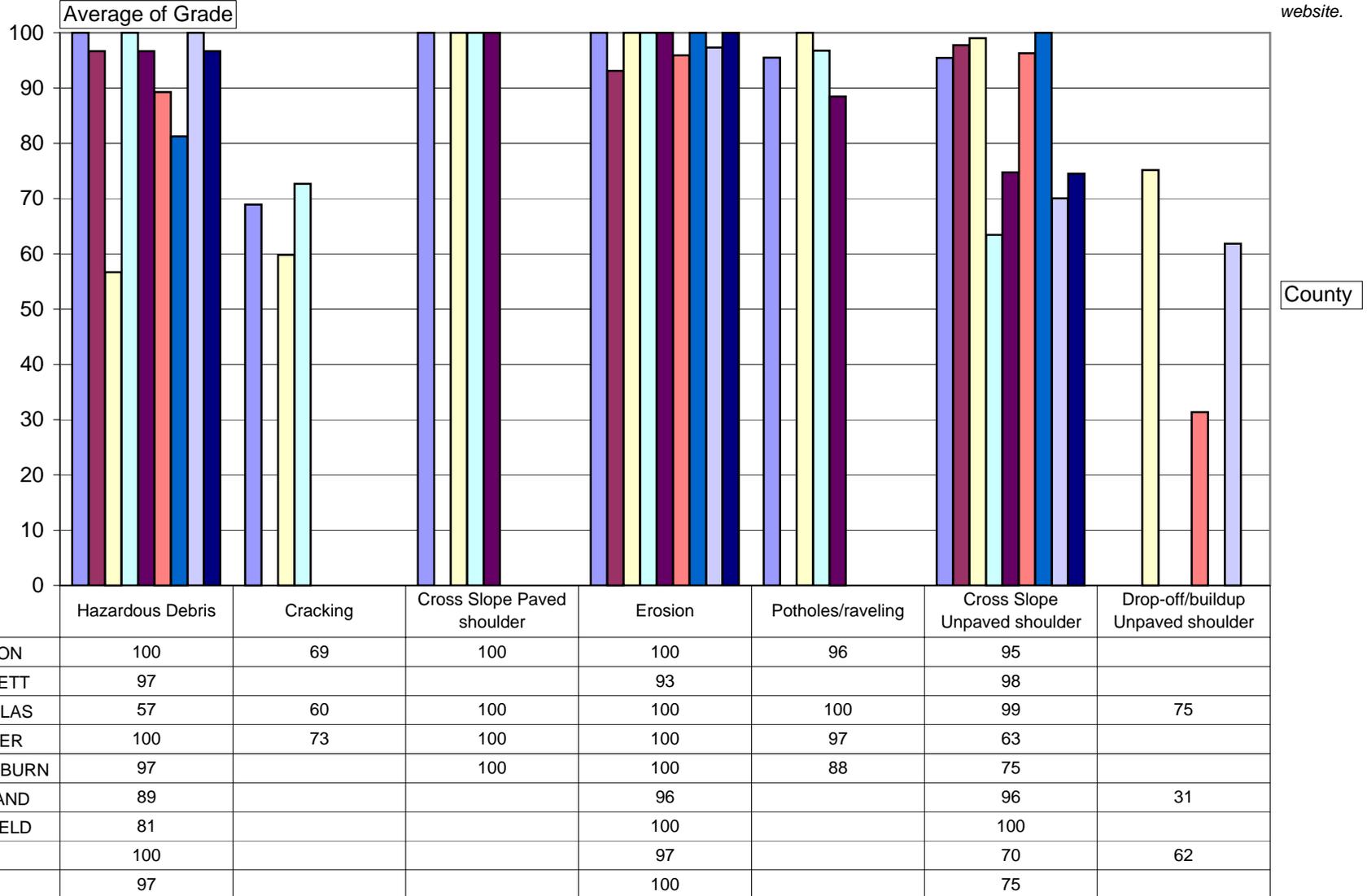
Feature

Chart 6D

District 8 Element Shoulder

2003 County Shoulder Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Cracking, Cross Slope Paved/Unpaved, Drop-off/buildup Paved/Unpaved, Erosion, Hazardous Debris, Potholes/raveling. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



Feature Score (0-100)

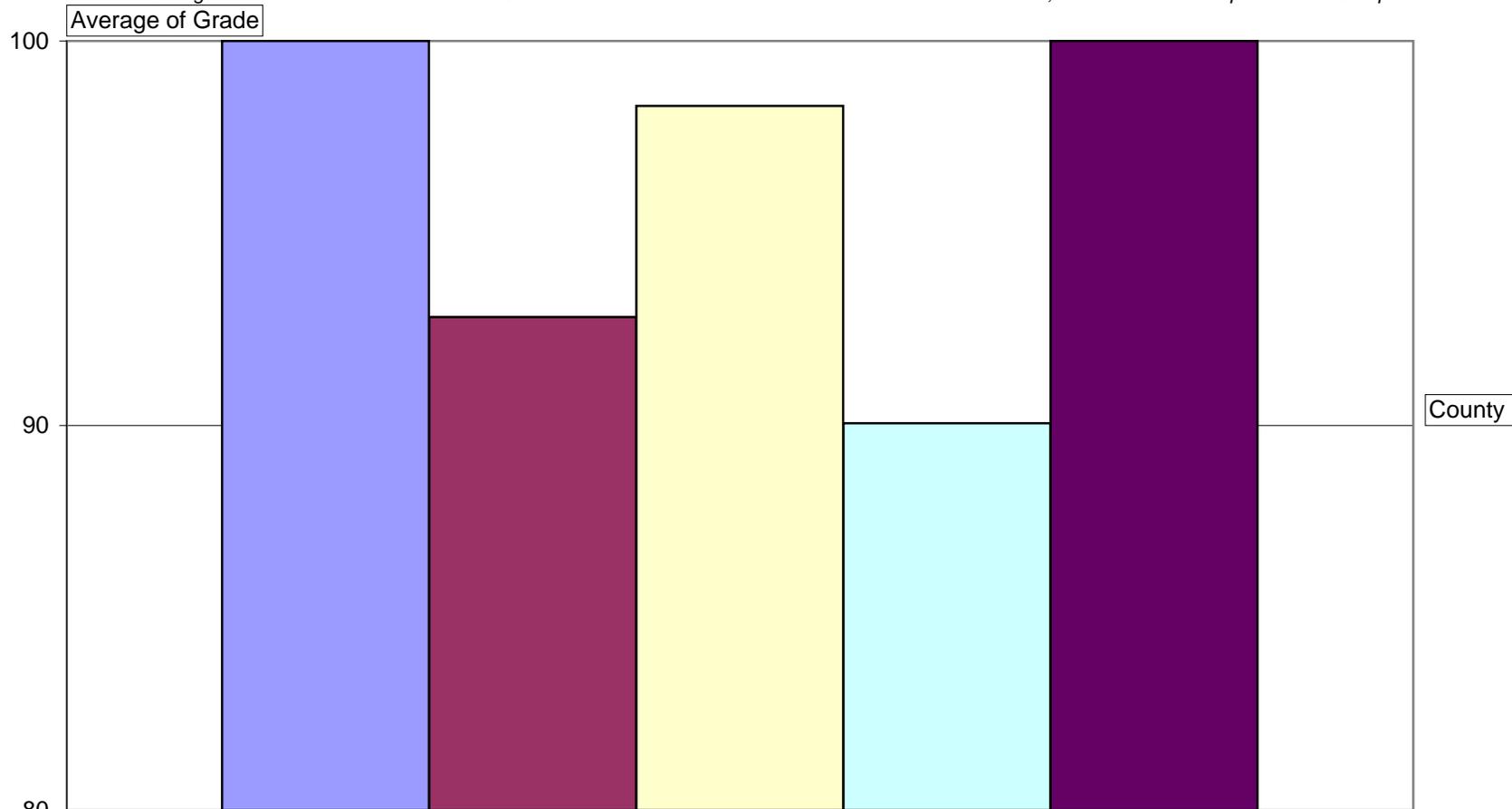
Feature

Chart 6E

District 8 Element Drainage

2003 County Drainage Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Culvert, Curb & Gutter, Ditches, Flumes, Storm Sewer System, Under-drain/edge-drain. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



■ BARRON	100
■ BURNETT	93
■ DOUGLAS	98
■ SAWYER	90
■ WASHBURN	100

Feature Score (0-100)

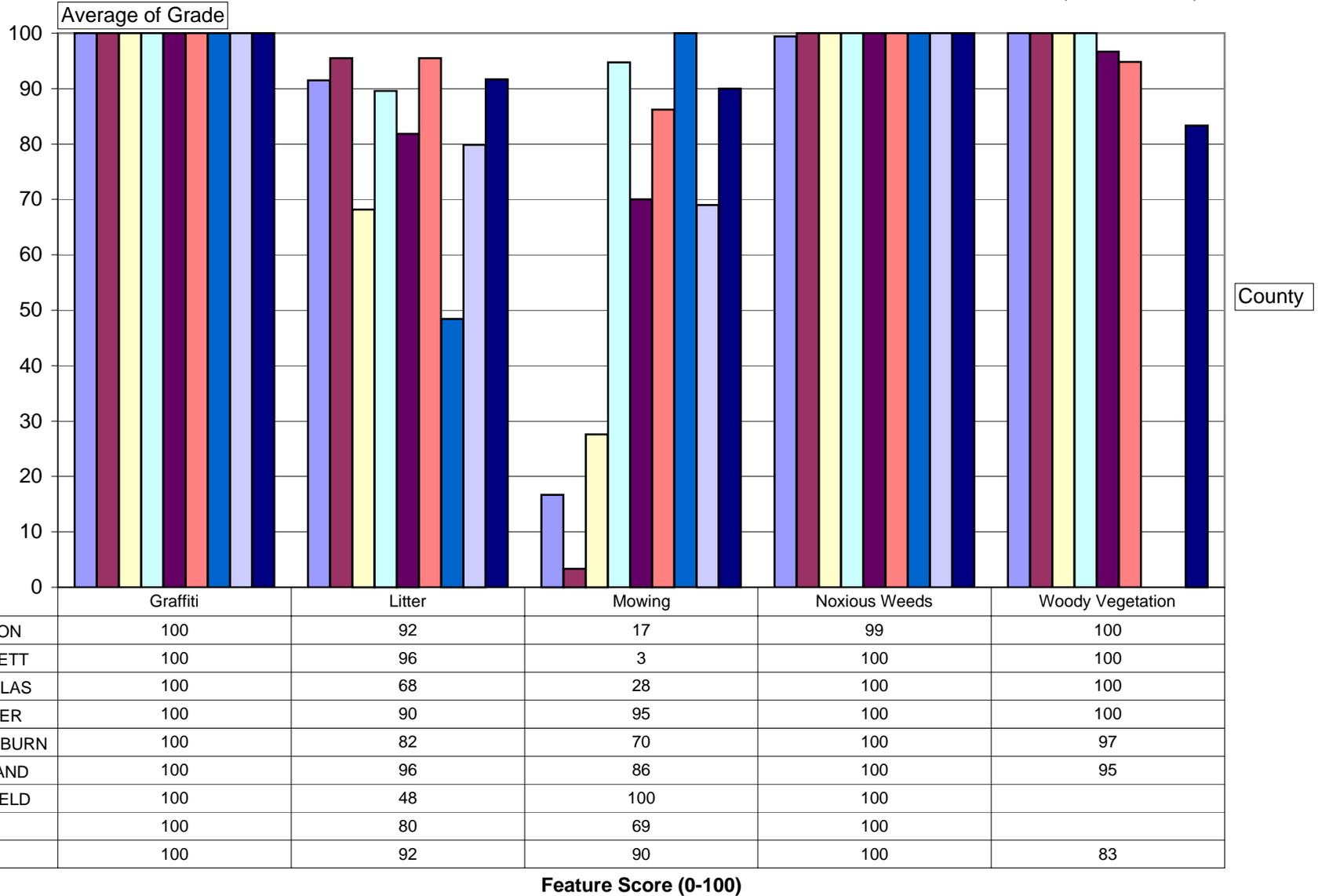
Feature

Chart 6F

District 8 Element Roadside

2003 County Roadside Scores

These bars show feature scores for each county in the district. For certain counties, a given feature was observed fewer than 25 times in this year's random sample of state highway segments; scores for those features could not be calculated. This element includes the following features: Barriers, Fences, Graffiti, Litter, Mowing, Noxious Weeds, Woody Vegetation. Features with fewer than 25 observations in all counties are not shown. For full information, see customizable reports on the Compass website.



Feature