



FINAL

Compass Report

Wisconsin State Highway 2008 Maintenance, Traffic, and Operations Conditions

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Executive Summary

The “Compass” program collects rating data each year to help the department understand current infrastructure conditions and trends. The data also helps WisDOT managers set reasonable maintenance targets that reflect department priorities and respond to limited resources. To ensure that maintenance targets are consistently reflected in work programs around the state, these priorities are shared with the WisDOT regions to help structure the Routine Maintenance Agreements with counties. And to evaluate the maintenance target setting process, existing conditions are compared to their target levels to see if the annual goals were met or exceeded.

The 2008 Compass Annual Report has been completed based on the yearly field review process and current data from the WisDOT Sign Inventory Management System, winter storm reports and Highway Structures Information System. Below are the significant messages on the current condition of the state highway system and specific examples of how the Bureau of Highway Operations uses the information to manage the system:

- *Continued focus on reducing shoulder drop-off:* There has been continued emphasis on fixing drop-off along unpaved shoulders so that drivers who veer off the traveled way can safely get back onto the paved surface. More aggressive maintenance targets have been set over the last five years to deal with this problem. The actual amount of drop-off increased four percentage points between 2007 and 2008 and there will be a continued focus on improving safety by reducing shoulder drop-off. The emphasis on fixing shoulder drop-off is also reflected in the department adding this feature to the “critical safety” category in 2008, creating a tougher “A through “F” grading curve to illustrate existing conditions. The increasing sensitivity to shoulder drop-off was also addressed in 2003 when the Compass program reduced the deficiency threshold for drop-off from over 2” to over 1-1/2”.
- *Removing hazardous debris on shoulders:* For several years the department has emphasized the safety benefits of removing hazardous debris from roadways. This year the backlog for hazardous debris remained consistent with the 9% level in 2007, which is the lowest level recorded during the previous five-year period.
- *More visible, longer lasting traffic signs:* Almost 25,000 new high-intensity signs were installed along the state highway system between 2007 and 2008. Sixty percent of the 287,000 signs on the state system now have high-intensity face material, providing better illumination to drivers during low light conditions and evenings. An added benefit is that the new signs last 72% longer than the older generation “engineering” grade signs.
- *Targeted replacement of regulatory and warning signs:* Over 105,000 signs around the state are older than their suggested useful life. This is a reduction of 5,000 signs from the 2007 backlog level. With limited sign replacement funds, the routine replacement of regulatory and warning signs (such as stop signs and speed limit signs) has been prioritized over the replacement of other types of signs. Based on this policy, 23% of the regulatory and warning signs are beyond their recommended service life, a two percentage point reduction from the 2007 level. Fifty-five percent of detour/object marker/recreation/guide signs are older than their suggested useful life. This is a one percentage point drop from last year.
- *Additional data on pavement markings.* The Compass evaluation process includes a visual assessment of pavement markings during daylight hours. WisDOT has started a pilot project to expand the evaluation process for pavement markings to include the assessment of the retro-reflectivity of markings during low light conditions and evenings.

Compass Annual Report

About this report

The *Compass Annual Report* is issued each year to communicate the condition of Wisconsin's state highway network and to demonstrate accountability for maintenance expenditures. The primary audience for this report includes Maintenance Supervisors and Operations Managers at the Wisconsin Department of Transportation (WisDOT) and partner organizations including the 72 counties. Compass reports are used to understand trends and conditions, prioritize resources, and set future target condition levels for the state highway system. The condition data is also used to estimate the costs to reduce maintenance backlogs to varying levels of service.

This report *includes* data on traveled ways (paved traffic lanes), shoulders, drainage, roadsides, selected traffic devices, specific aspects of winter maintenance activities, and bridges. The report *does not include* measures for preventive maintenance, operational services (like traveler information and incident management), or electrified traffic assets (like signals and lighting). It is important to consider what is not in the report when using this information to discuss comprehensive investment choices and needs.

The first section of this report provides a program overview and scorecard based on current conditions. Subsequent sections of the report provide detailed information on each roadway feature. The document is available on the Compass website (http://dotnet/dtid_bho/extranet/compass/reports/index.shtml) from within WisDOT or https://trust.dot.state.wi.us/extntgtwy/dtid_bho/extranet/compass/reports/index.shtml from outside WisDOT.

Feedback on format, content, and other aspects of the report is welcome and should be sent to Scott Bush, Compass Program Manager, at Scott.Bush@dot.wi.gov or (608) 266-8666.

Background

Compass was implemented statewide in 2002 as WisDOT's maintenance quality assurance and asset management program for highway operations. The Compass report is intended to provide a comprehensive overview of highway operations by integrating information from field reviews with inventory data and other information sources.

Process

The Compass report is issued annually in cooperation with the research team from the Wisconsin Transportation Center (WTC) at University of Wisconsin – Madison. Starting in September of each year, WTC and the Compass Program Manager work on the analysis of each element. The project team presents the draft report at the Compass Advisory Team meeting and the WisDOT Operations Managers meeting in the spring. The report is revised based on feedback from these meetings. The report is finalized and officially published in the summer each year.

This report uses inventory data for bridges, pavement, routine maintenance of signs, and winter storms. It uses sample data for highway maintenance features. The project team collected data from the WisDOT business areas between December 2008 and May 2009.

The highway maintenance data includes data sampled from the field. Two hundred and forty 1/10-mile segments are randomly selected in each of the five WisDOT regions. A WisDOT Maintenance Coordinator and a County Patrol Superintendent collect the field data in each county between August 15 and October 15 every year. The field survey includes a condition analysis of shoulders, drainage features, roadside attributes, pavement markings and signs.

Winter maintenance data is gathered from the winter season 2007-08 and includes Time to Bare Wet, Winter Severity Index, Winter VMT, and crash data. Figures and tables are taken directly from the 2007-08 WisDOT *Annual Winter Maintenance Report* prepared by WisDOT's Winter Operations unit, including the "Winter by the Numbers" table and the statewide snowfalls and Winter Severity Index figures.

Pavement data was obtained from the Pavement Information File (PIF) and contains the complete highway pavement inventory data in Wisconsin. Inspections of state-maintained highway pavements in Wisconsin are done regularly in two-year cycles, with half of the state's pavements inspected in one year and the other half in the next year. In the past two years, the pavement condition is calculated for the current year of the report, which means that at any one year, statewide numbers of pavement condition will represent half of the state. Starting with the 2008 Compass Annual Report, the pavement conditions on traveled ways are exclusively reported based on the deficiency thresholds and condition categories in the WisDOT Pavement Maintenance Management System (PMMS). Because of the two-year inspection cycles, data from 2008 and 2007 were combined to get a complete picture of the current pavement distresses from all WisDOT regions.

The routine replacement needs for signs comes from the Sign Inventory Management System (SIMS) and the bridge data comes from the Highway Structure Information System (HSIS).

Compass identifies backlog percentages for each feature at the county, region and statewide level. Backlog percentages indicate what percent of that feature is in a condition where maintenance work is required, assuming available budget. Therefore, an increasing backlog percentage reflects fiscal constraints rather than inadequate work in the field.

Appendix B identifies when assets are considered backlogged for highway maintenance features. For pavement features, the backlog is determined based on logic in the PMMS. In the PMMS, each segment of road receives a rating for each distress type. The ratings include "excellent", "fair", "moderate", or "bad", depending on the extent and severity of distress. For the Compass report, a pavement segment that receives a rating other than "excellent" requires maintenance and is considered backlogged. Traffic signs are considered backlogged for maintenance if it is in use past its expected service life.

WisDOT Maintenance Supervisors and Operations Managers annually set the targets for backlog percentage levels for each feature. These targets are intended to reflect priorities and goals for the year in light of fiscal constraints. Appendix D provides the maintenance targets for 2008.

Maintenance Report Card

Compass uses predefined backlog percentage thresholds to assign a letter grade to the overall maintenance condition of each feature (from "A" to "F"). A feature grade declines as more of a feature is backlogged. These grading scales are curved to account for the importance of the feature to the motorist and roadway system. The contribution categories include "Critical Safety", "Safety", "Ride/Comfort", "Stewardship", and "Aesthetics". For example, a feature that

contributes to critical safety would see its grade decline more rapidly than a feature that is primarily aesthetic in nature. A feature grade of “A” means that all basic routine maintenance needs have been met within the maintenance season and there is not a significant backlog. Appendix B lists the grading curve for each Compass feature and Appendix C identifies the contribution category for each feature.

System Overview

Below is a summary of the 2008 condition grades for the 28 features that are evaluated in the field each year for the Compass program. The individual grades for the 28 features translate to an overall system condition grade point average of 2.7 or grade level C. The one failing grade is for drop-off/build-up on unpaved shoulders.

- A grade: 12 features (43%)
- B grade: 4 features (14%)
- C grade: 5 features (18%)
- D grade: 6 features (21%)
- F grade: 1 feature (4%)

The condition grade for most features stayed constant between 2007 and 2008. Of the 28 features surveyed, the condition grade remained unchanged for 22 roadway components (79%). The grade for two features (7%) improved since 2007: the routine replacement of regulatory and warning signs went from a D in 2007 to a C grade in 2008 while protective barriers went from a B condition to an A. The condition grade for four features (14%) declined during the past year. Features that received a lower grade in 2008 include delineators (C to a D), flumes (C to a D), noxious weeds (C to a D), and drains (B to a C).

Eighteen features (64%) met the target condition in 2008, which is defined as within five percentage points of the actual target level. Six features (21%) exceeded the maintenance target, including two Safety features (special pavement markings and fences) one Ride/Comfort feature (routine replacement of other signs), two Stewardship features (cracking on paved shoulders and noxious weeds) and the one Aesthetics feature (litter). Four features (14%) had a condition below the targeted level, including one Critical Safety feature (drop-off/build-up on unpaved shoulders) and three Stewardship features (culverts, flumes and storm sewer systems).

The following tables identify the five-year trend in Compass feature grades by contribution category. Key observations are also provided for each contribution category.

Critical Safety Features

The roadway features considered critical for safety are those that require immediate action, with overtime pay if necessary, to remedy a problem situation.

| Feature | 2008 | 2007 | 2006 | 2005 | 2004 | Element |
|---|------|------|------|------|------|----------------------------|
| Hazardous debris | C | C | D | D | D | Shoulders |
| Centerline markings | B | B | B | B | B | Traffic and safety devices |
| Regulatory/warning signs (emergency repair) | A | A | A | A | A | Traffic and safety devices |
| Drop-off/build-up (unpaved) | F | F | F | F | F | Shoulders |

- The individual grades for the four Critical Safety features translate to an overall condition grade point average of 2.3 or grade level C.
- Drop-off/build-up on unpaved shoulders continued to receive an F grade, with the amount of deficiency increasing from 40% in 2007 to 44% in 2008. The actual condition was far worse than the targeted D grade at a 20% deficiency level.
- The emergency repair of regulatory/warning signs, centerline markings, and removal of hazardous debris on shoulders received grades of A, B and C, respectively. These grades are consistent with their 2007 condition grades and the 2008 targets.

Safety Features

Safety features are highway attributes and characteristics that protect users against -and provide them with a clear sense of freedom from -danger, injury or damage.

| Feature | 2008 | 2007 | 2006 | 2005 | 2004 | Element |
|--|-------------|-------------|-------------|-------------|-------------|----------------------------|
| Delineators | D | C | C | D | C | Traffic and safety devices |
| Regulatory/warning signs (routine replacement) | C | D | D | F | D | Traffic and safety devices |
| Mowing | C | C | C | C | C | Roadsides |
| Edgeline markings | A | A | B | B | B | Traffic and safety devices |
| Special pavement markings | B | B | A | A | C | Traffic and safety devices |
| Protective barriers | A | B | A | A | A | Traffic and safety devices |
| Fences | A | A | A | A | A | Roadsides |
| Mowing for vision | A | A | A | -- | D | Roadsides |
| Woody vegetation control | A | A | A | A | A | Roadsides |
| Woody vegetation control for vision | A | A | A | A | A | Roadsides |

- The individual grades for the ten Safety features translate to an overall condition grade point average of 3.2 or grade level B.
- The grade for the routine replacement of regulatory and warning signs improved in 2008 to C, after receiving a D or F in the previous four years. The 2008 target was a grade of D.
- The grade for delineators declined from a C in 2007 to a D, but the feature still met the 2008 target of a D.
- The grade for protective barriers improved from a B in 2007 to an A, although the 2008 target was B.
- There was no grade change in 2008 for the other seven Safety features.
- The grade for all safety features met or exceeded their 2008 target.

Ride/Comfort Features

The ride quality and comfort features provide a state of ease and quiet enjoyment for highway users. These features include proper signing and lack of obstructions.

| Feature | 2008 | 2007 | 2006 | 2005 | 2004 | Element |
|---|-------------|-------------|-------------|-------------|-------------|----------------------------|
| Detour/object marker/recreation/guide signs (routine replacement) | D | D | D | D | D | Traffic and safety devices |
| Potholes/raveling (paved) | A | A | A | B | A | Shoulders |
| Cross-slope (unpaved) | B | B | C | B | B | Shoulders |
| Detour/object markers/ recreation/ guide/signs (emergency repair) | A | A | A | A | A | Traffic and safety devices |

- The individual grades for the four Ride/Comfort features translate to an overall condition grade point average of 3.0 or grade level B.
- There were no changes in the grades for the four Ride/comfort features. These features have seen little or no change in grade levels during the five-year period.
- The routine replacement of detour, object markers, recreation, and guidance signs has a D grade but is better than the targeted F grade level.
- The grades for shoulder potholes/raveling and cross-slope exceeded the targets of B and C, respectively.

Stewardship Features

Stewardship monitors performance on routine and preventive maintenance activities that preserve investments and ensure they function for their expected service life.

| Feature | 2008 | 2007 | 2006 | 2005 | 2004 | Element |
|--------------------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Cracking (paved) | D | D | D | D | D | Shoulders |
| Culverts | C | C | B | B | B | Drainage |
| Flumes | D | C | C | C | C | Drainage |
| Noxious weeds | D | C | C | C | C | Roadsides |
| Storm sewer system | B | B | B | B | B | Drainage |
| Under-drains/edge-drains | C | B | B | B | B | Drainage |
| Erosion (unpaved) | A | A | A | A | A | Shoulders |
| Curb & gutter | A | A | A | A | A | Drainage |
| Ditches | A | A | A | A | A | Drainage |

- The individual grades for the nine Stewardship features translate to an overall condition grade point average of 2.4 or grade level C.
- The grades for three of the nine Stewardship features declined in 2008. The condition of flumes (C to a D), noxious weeds (C to a D) and drains (B to a C) declined since 2007.
- Most stewardship features met or exceeded their targets. The two exceptions were culverts (feature grade of C and a target grade of B) and flumes (feature grade of D and a target grade of C).

Aesthetics Feature

Aesthetics concerns the display of natural or fabricated beauty along highway corridors including landscaping and architectural features. Compass measures one Aesthetics feature - the presence of litter that detracts from roadway sightlines.

| Feature | 2008 | 2007 | 2006 | 2005 | 2004 | Element |
|----------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Litter | D | D | D | D | D | Roadsides |

- Litter has consistently received a D grade during the five-year period. The grade matches the 2008 target grade of D.

The Compass report also includes measures for winter maintenance and bridges. Target levels and grade curves have not been established for winter maintenance and bridges. Some key observations on winter maintenance and bridges include:

Winter maintenance:

- The winter of 2007-08 was significantly more severe than normal in the southern half of the state, with many locations shattering seasonal snowfall records. In northern Wisconsin, snowfall was closer to an average winter. Snowfall came relatively early across the southern part of the state, and never really abated until March. Nineteen winter storms or lake-effect events produced 6 or more inches of snow across at least a portion of the state. Nine of these events produced more than a foot of snow, and three produced at least 18 inches.
- The statewide average Winter Severity Index (WSI) in 2007-08 was 37.2 versus 28.4 in the previous year.
- In keeping with WisDOT guidelines, during similar storm events, drivers on major urban freeways and highways had less time to wait until they saw bare/wet pavement than did drivers on secondary roads. From storm to storm, however, variability in this time was due to specific local weather effects (type, duration and severity of storms throughout the winter season).
- The average time to bare/wet pavement during winter 2007-08 was 3 hours and 16 minutes, which is one hour and 48 minutes more than the previous winter.

Bridges:

- Thirty-two percent of bridge decks are in “Fair” condition and in need of reactive maintenance, based on their NBI ratings of 5 or 6. This is a 1% improvement from the 33% level in 2007.
- Twenty-eight percent of bridge superstructures are in “Fair” condition and in need of reactive maintenance, based on their NBI ratings of 5 or 6. The percentage of bridge superstructures in “Fair” condition stayed the same between 2007 and 2008.
- Twenty-nine percent of bridge substructures are in “Fair” condition and in need of reactive maintenance, based on their NBI ratings of 5 or 6. The percentage of bridge substructures in “Fair” condition stayed the same between 2007 and 2008.

Wisconsin 2008: Compass Report on Highway Maintenance Conditions

| Element | What are we spending? | | | | | Feature | How much of the system still needs work at the end of the maintenance season? | | | | | How well maintained is the system? | | | | | | |
|-----------------------------|--|------------------------------|------------------------------|------------------------------|------------------------------|--|---|------------------------|------|------|------|------------------------------------|---------------------|---|---|---|---|---|
| | Dollars spent (in millions) ¹ | | | | | | Condition change: 2007 to 2008 ² | % of system backlogged | | | | | 2008 Feature grades | | | | | |
| | FY 04 | FY 05 | FY 06 | FY 07 | FY 08 | | | 2004 | 2005 | 2006 | 2007 | 2008 | A | B | C | D | F | |
| Traffic & safety (selected) | 16.9 18.7 0.54 0.60 | 15.8 16.9 0.50 0.54 | 16.4 17.0 0.52 0.54 | 17.3 17.9 0.54 0.56 | 17.3 17.3 0.54 0.54 | Centerline markings | -- | 5 | 5 | 4 | 3 | 3 | | x | | | | |
| | | | | | | Delineators | ↓ | 21 | 24 | 21 | 21 | 26 | | | | | x | |
| | | | | | | Edgeline markings | -- | 7 | 5 | 6 | 4 | 4 | x | | | | | |
| | | | | | | Detour/object marker/recreation/guide signs (emergency repair) | -- | 0 | 1 | 1 | 0.3 | 0.4 | x | | | | | |
| | | | | | | Detour/object marker/recreation/guide signs (routine) | ↑ | 46 | 59 | 55 | 56 | 55 | | | | | | x |
| | | | | | | Protective barriers | ↑ | 3 | 4 | 4 | 5 | 3 | x | | | | | |
| | | | | | | Reg./warning signs (emergency) | -- | 1 | 1 | 1 | 1 | 1 | x | | | | | |
| | | | | | | Reg./warning signs (routine) | ↑ | 36 | 41 | 31 | 25 | 23 | | | | | x | |
| Special pavement markings | ↑ | 13 | 5 | 3 | 10 | 7 | | x | | | | | | | | | | |
| Shoulders | 8.2 9.1 0.26 0.29 | 7.5 8.0 0.24 0.26 | 8.2 8.5 0.26 0.27 | 9.8 10.2 0.31 0.32 | 8.2 8.2 0.26 0.26 | Hazardous debris | -- | 13 | 12 | 13 | 9 | 9 | | | x | | | |
| | | | | | | Cracking (paved) | -- | 51 | 52 | 50 | 53 | 53 | | | | | x | |
| | | | | | | Potholes/raveling (paved) | -- | 5 | 7 | 5 | 6 | 6 | x | | | | | |

¹ The dollar values listed in each column show the nominal dollars, real dollars (in 2008 constant dollars), nominal dollars per one thousand lane miles, and real dollars (in 2008 constant dollars) per one thousand lane miles, respectively.

² Arrows indicate a condition change from 2007 to 2008 (↑= improved condition/lower backlog percentage, ↓= worse condition/higher backlog percentage). Double arrows indicate a change of 8 or more percentage points.

| Element | What are we spending? | | | | | Feature | How much of the system still needs work at the end of the maintenance season? | | | | | How well maintained is the system? | | | | | |
|-----------|--|-------|-------|-------|-------|-------------------------------|---|------------------------|------|------|------|------------------------------------|---------------------|---|---|---|---|
| | Dollars spent (in millions) ¹ | | | | | | Condition change: 2007 to 2008 ² | % of system backlogged | | | | | 2008 Feature grades | | | | |
| | FY 04 | FY 05 | FY 06 | FY 07 | FY 08 | | | 2004 | 2005 | 2006 | 2007 | 2008 | A | B | C | D | F |
| | | | | | | Cross-slope (unpaved) | -- | 15 | 14 | 25 | 18 | 18 | | x | | | |
| | | | | | | Drop-off/build-up (unpaved) | ↓ | 37 | 36 | 40 | 40 | 44 | | | | | x |
| | | | | | | Erosion (unpaved) | ↓ | 3 | 3 | 3 | 1 | 2 | x | | | | |
| Drainage | 6.5 | 5.7 | 5.1 | 7.2 | 8.0 | Culverts | ↓↓↓ | 17 | 18 | 15 | 20 | 28 | | | x | | |
| | 7.2 | 6.1 | 5.3 | 7.5 | 8.0 | Curb & gutter | ↑ | 6 | 7 | 8 | 8 | 5 | x | | | | |
| | 0.21 | 0.18 | 0.16 | 0.23 | 0.26 | Ditches | -- | 2 | 2 | 3 | 2 | 2 | x | | | | |
| | 0.23 | 0.19 | 0.17 | 0.24 | 0.26 | Flumes | ↓↓↓ | 32 | 19 | 27 | 25 | 39 | | | | x | |
| | | | | | | Storm sewer system | ↓ | 9 | 9 | 9 | 11 | 16 | | x | | | |
| | | | | | | Under-drains/edge-drains | ↓↓↓ | 14 | 20 | 13 | 20 | 30 | | | x | | |
| | | | | | | Fences | ↑ | 4 | 2 | 3 | 2 | 1 | x | | | | |
| Roadsides | 19.4 | 20.2 | 21.9 | 24.0 | 19.4 | Litter | ↓ | 70 | 62 | 64 | 60 | 61 | | | | x | |
| | 21.5 | 21.7 | 22.7 | 24.9 | 19.4 | Mowing | ↓ | 40 | 35 | 39 | 36 | 42 | | | x | | |
| | 0.62 | 0.64 | 0.69 | 0.76 | 0.61 | Mowing for vision | ↓ | 26 | n/a | 2 | 2 | 3 | x | | | | |
| | 0.69 | 0.69 | 0.72 | 0.79 | 0.61 | Noxious weeds | ↓↓↓ | 30 | 29 | 34 | 29 | 38 | | | | x | |
| | | | | | | Woody vegetation | ↑ | 4 | 3 | 3 | 3 | 2 | x | | | | |
| | | | | | | Woody veg. control for vision | ↑ | 1 | 1 | 1 | 2 | 1 | x | | | | |

Wisconsin 2008: Targets for Highway Maintenance Conditions

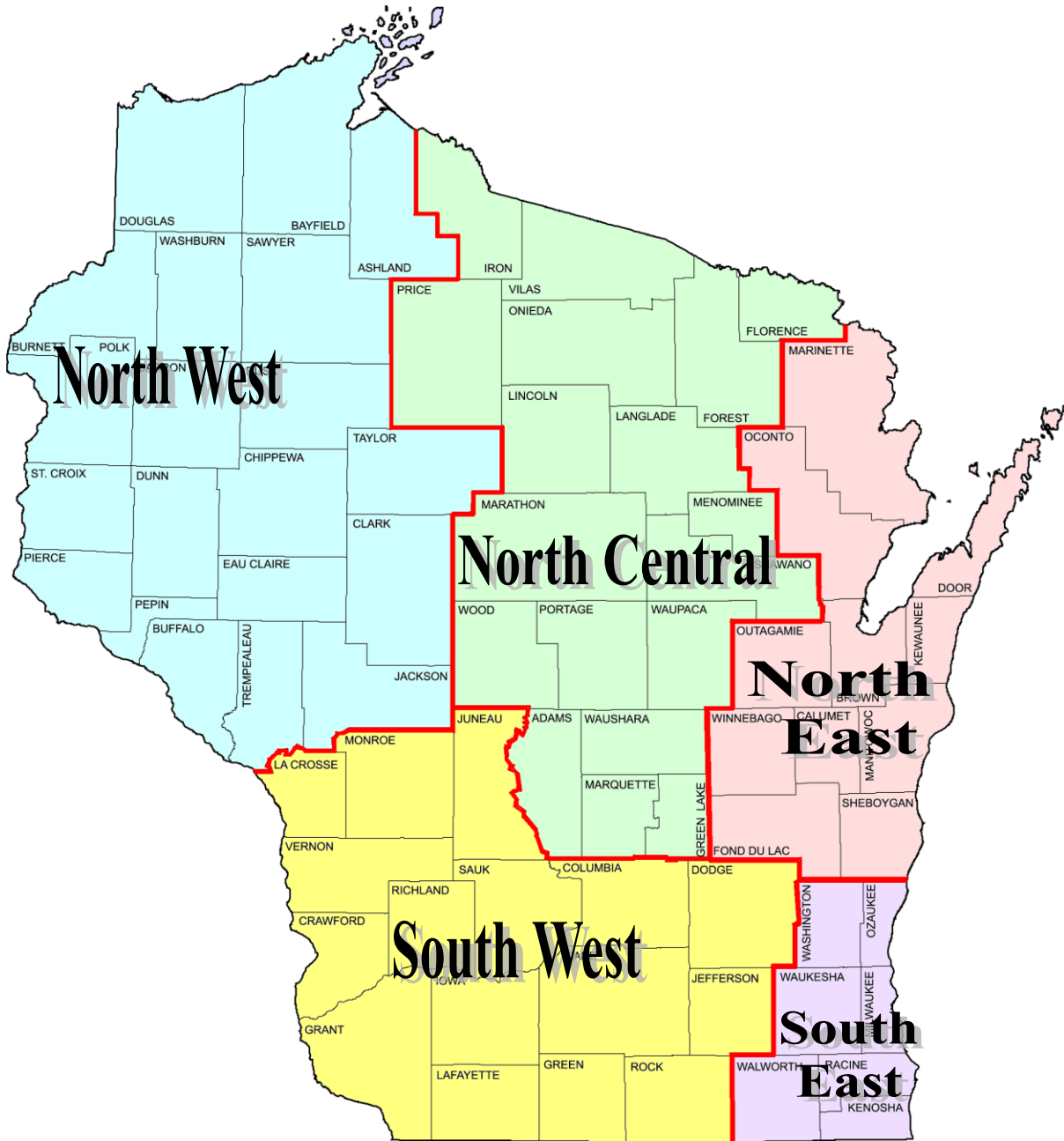
Targets are set annually, and are intended to reflect priorities for that year, given fiscal constraints. They are a measure of effective management, not system condition.

| Contribution Category | Feature | Element | Statewide | | | | | | Regions | | | | | |
|-----------------------|--------------------------------------|----------------------------|-----------------------|-----------------------|------------------------|----------------------|----|---|------------------|----|----|-----------------|----------------|------------------|
| | | | Actual % backlog 2008 | Target % backlog 2008 | On target ³ | Gap if target missed | | | | | | Worse condition | On Target | Better condition |
| | | | | | | Worse condition | | | Better condition | | | | | |
| | | | | | | 20 | 10 | 0 | 0 | 10 | 20 | | | |
| Critical Safety | Centerline markings | Traffic and safety devices | 3 | 5 | ⊙ | | | | | | | | All | |
| | Regulatory/warning signs (emergency) | Traffic and safety devices | 1 | 0 | ⊙ | | | | | | | | All | |
| | Hazardous debris | Shoulders | 9 | 6 | ⊙ | | | | | | | SW | NC, NE, NW, SE | |
| | Drop-off/build-up (unpaved) | Shoulders | 44 | 20 | | 24 | | | | | | All | | |
| Safety | Delineators | Traffic and safety devices | 26 | 25 | ⊙ | | | | | | | SE, SW | | NC, NE, NW |
| | Edgeline markings | Traffic and safety devices | 4 | 6 | ⊙ | | | | | | | | All | |
| | Protective barriers | Traffic and safety devices | 3 | 3 | ⊙ | | | | | | | | All | |
| | Regulatory/warning signs (routine) | Traffic and safety devices | 23 | 25 | ⊙ | | | | | | | NE | SE | NC, NW, SW |
| | Special pavement markings | Traffic and safety devices | 7 | 25 | | | | | | 18 | | | | All |
| | Fences | Roadsides | 1 | 14 | | | | | | 13 | | | | All |
| | Mowing | Roadsides | 42 | 40 | ⊙ | | | | | | | NE | NW, SE, SW | NC |
| | Mowing for vision | Roadsides | 3 | 5 | ⊙ | | | | | | | | All | |
| | Woody vegetation control | Roadsides | 2 | 5 | ⊙ | | | | | | | | All | |
| | Woody vegetation control for vision | Roadsides | 1 | 3 | ⊙ | | | | | | | | All | |

³ ⊙ This symbol indicates that the percent backlogged for that feature is the same as the target, or within 5 percentage points.

| | | | Statewide | | | | | | Regions | | | | | |
|-----------------------|--|----------------------------|-----------------------|-----------------------|------------------------|----------------------|----|---|------------------|----|----|-----------------|----------------|------------------|
| Contribution Category | Feature | Element | Actual % backlog 2008 | Target % backlog 2008 | On target ³ | Gap if target missed | | | | | | Worse condition | On Target | Better condition |
| | | | | | | Worse condition | | | Better condition | | | | | |
| | | | | | | 20 | 10 | 0 | 0 | 10 | 20 | | | |
| Ride/Comfort | Detour/object marker/recreation/guide signs (routine) | Traffic and safety devices | 55 | 70 | | | | | | 15 | | | NE | NC, NW, SE, SW |
| | Potholes/raveling (paved) | Shoulders | 6 | 10 | ⊙ | | | | | | | | NE, NW, SE | NC, SW |
| | Cross-slope (unpaved) | Shoulders | 18 | 20 | ⊙ | | | | | | | | NC, NE, NW, SW | SE |
| | Detour/object marker/recreation/guide signs (emergency repair) | Traffic and safety devices | 0 | 1 | ⊙ | | | | | | | | All | |
| Stewardship | Cracking (paved) | Shoulders | 53 | 60 | | | | | 7 | | | | NE, SE | NC, NW, SW |
| | Erosion (unpaved) | Shoulders | 2 | 5 | ⊙ | | | | | | | | All | |
| | Culverts | Drainage | 28 | 15 | | | 13 | | | | | All | | |
| | Curb & gutter | Drainage | 5 | 10 | ⊙ | | | | | | | SW | NC, NW | NE, SE |
| | Ditches | Drainage | 2 | 5 | ⊙ | | | | | | | | All | |
| | Flumes | Drainage | 39 | 30 | | | | | 9 | | | SE, SW | NC, NE, NW | |
| | Storm sewer system | Drainage | 16 | 10 | | | | | 6 | | | NW, SE, SW | NC, NE | |
| | Under-drains/edge-drains | Drainage | 30 | 25 | ⊙ | | | | | | | SE, SW | | NC, NE, NW |
| | Noxious weeds | Roadsides | 38 | 61 | | | | | | | 23 | | | All |
| Aesthetics | Litter | Roadsides | 61 | 75 | | | | | 14 | | | | SW | NC, NE, NW, SE |

WisDOT Regional Boundaries



2008 Traveled Way: Compass Report on Maintenance Condition

Data for this section comes from the Pavement Inventory File (PIF) dated April 2009 received from Mike Malaney.

Wisconsin 2008: Traveled Way Condition Distribution

| Asphalt traveled way distress | % of miles ⁴ in condition ⁵ | | | |
|------------------------------------|---|------|----------|------|
| | Excellent | Fair | Moderate | Poor |
| Alligator Cracking ⁶ | 98% | 1% | 1% | 0% |
| Block Cracking ⁶ | 95% | 2% | 2% | 1% |
| Edge Raveling | 93% | 6% | 0% | 1% |
| Flushing | 100% | 0% | 0% | 0% |
| Longitudinal Cracking ⁶ | 30% | 52% | 16% | 2% |
| Longitudinal Distortion | 100% | 0% | 0% | 0% |
| Patch Deterioration | 91% | 2% | 2% | 4% |
| Rutting | 88% | 12% | 0% | 1% |
| Surface Raveling | 100% | 0% | 0% | 0% |
| Transverse Cracking ⁶ | 33% | 49% | 17% | 1% |
| Transverse Distortion | 100% | 0% | 0% | 0% |

| Concrete traveled way distress | % of miles in condition | | | |
|--------------------------------|-------------------------|------|----------|------|
| | Excellent | Fair | Moderate | Poor |
| Distressed Joint/Cracks | 77% | 16% | 7% | 1% |
| Longitudinal Joint Distress | 92% | 4% | 2% | 2% |
| Patch Deterioration | 80% | 14% | 4% | 2% |
| Surface Distress | 94% | 3% | 3% | 0% |
| Transverse Faulting | 54% | 46% | 0% | 0% |

Key Observations:

- Starting with the 2008 Compass Annual Report, the pavement conditions on traveled ways are exclusively reported based on the deficiency thresholds and condition categories in the WisDOT Pavement Maintenance Management System (PMMS).
- Eighty eight percent of roads are in excellent condition for rutting, a critical safety feature. Approximately 12% of the roads are in fair condition for rutting, which is defined in PMMS as ruts between ¼” and ½” in depth. And 1% of roads are in poor condition for rutting, with ruts over ½” in depth.

⁴ Rows may not sum to 100% due to rounding.

⁵ Condition comes from WisDOT’s Pavement Maintenance Management System and reflects extent and severity of distress.

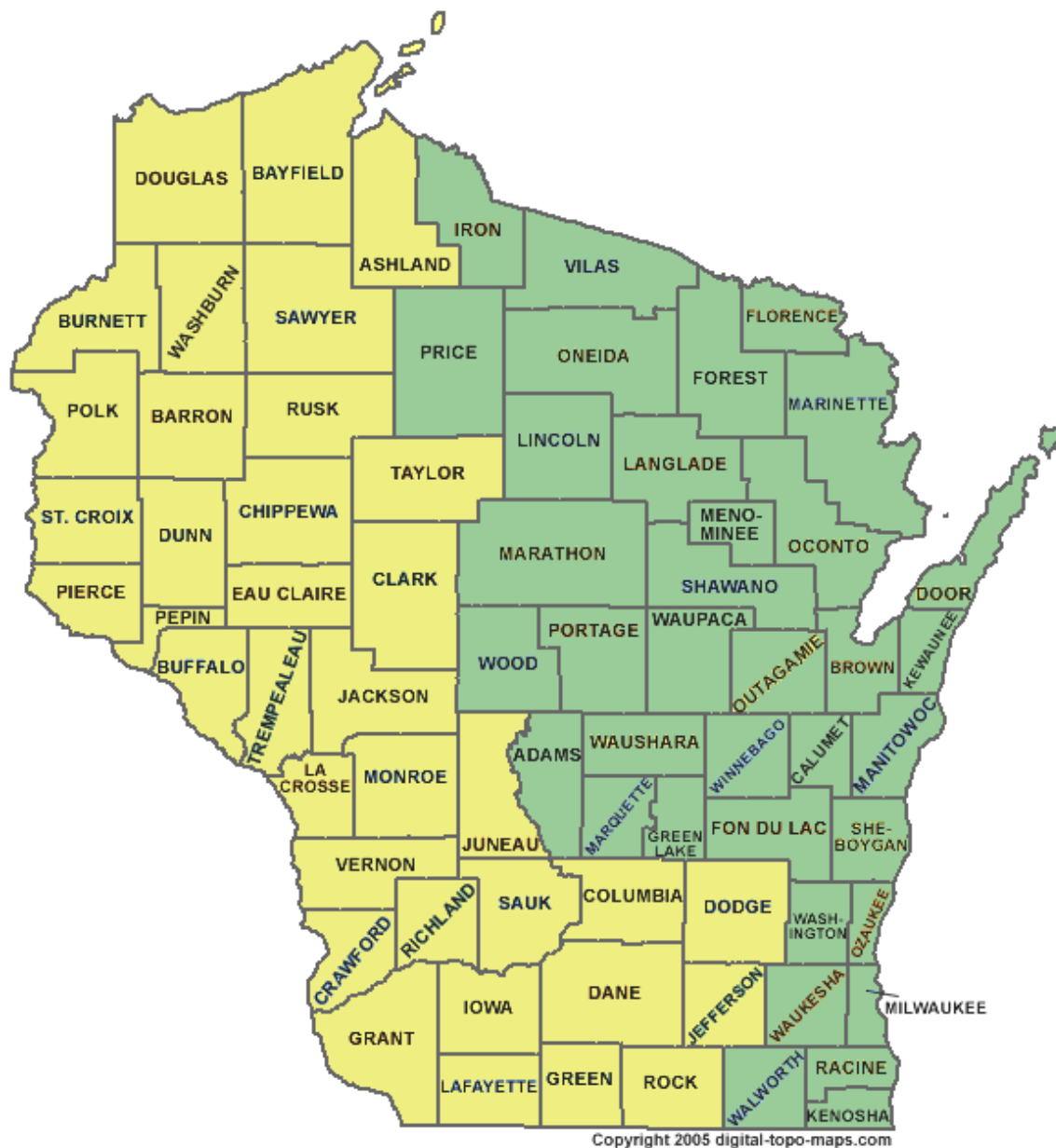
⁶ Cracks in asphalt pavement may be sealed or unsealed. Only miles with unsealed cracks are included in the % backlogged.

- A large amount of asphalt roads have longitudinal cracking and transverse cracking. Almost two-thirds of roads are in fair or moderate condition for these cracking distresses while only about one-third of the roads are in excellent condition.
- All asphalt roads are in excellent condition with regard to flushing, longitudinal distortion, surface raveling and transverse distortion.
- Over 90% of all asphalt roads are in excellent condition with regard to alligator cracking (98%), block cracking (95%), edge raveling (93%) and patch deterioration (91%). Four percent of asphalt roads, though, are in poor condition for patch deterioration.
- There are varied results for the five pavement distresses on concrete traveled ways. Over 90% of all concrete roads are in excellent condition with regard to longitudinal joint distress (92%) and surface distress (94%).
- The amount of concrete roads in excellent condition for other pavement distresses is lower, including distressed joints/cracks (77%) and patch deterioration (80%).
- Almost half of the concrete roads are in excellent condition for transverse faulting (54%) and the balance of concrete roads (46%) are in fair condition for this pavement distress.

Pavement Inspection Schedule Map

Note: The map below has two colors. If you are not viewing a color copy, please contact the Compass Program Manager at the Bureau of Highway Operations for a color version to be mailed or emailed to you

The map below shows the pavement evaluation schedule in Wisconsin. Pavement inventory data is collected every two years with the data from half the state collected in one year and the other half of the state in the other year. The yellow (lightly shaded) counties show the NW and SW regions with segments evaluated in 2003, 2005, and 2007 (odd years), while the green (darker shaded) counties show the NC, NE, and SE regions with segments evaluated in 2002, 2004, and 2006 (even years).



Regions 2008: Traveled Way Condition Distribution

| Asphalt traveled way distress | Condition | % of miles in Region | | | | |
|-------------------------------|-----------|----------------------|------|------|------|------|
| | | NC | NE | NW | SE | SW |
| Alligator Cracking | Excellent | 98% | 97% | 99% | 95% | 97% |
| | Fair | 1% | 2% | 1% | 1% | 2% |
| | Moderate | 1% | 1% | 0% | 2% | 1% |
| | Poor | 0% | 0% | 0% | 1% | 0% |
| Block Cracking | Excellent | 94% | 95% | 98% | 95% | 94% |
| | Fair | 2% | 1% | 1% | 1% | 2% |
| | Moderate | 3% | 3% | 1% | 2% | 2% |
| | Poor | 1% | 1% | 0% | 2% | 2% |
| Edge Raveling | Excellent | 100% | 99% | 92% | 97% | 82% |
| | Fair | 0% | 1% | 7% | 2% | 15% |
| | Moderate | 0% | 0% | 0% | 0% | 1% |
| | Poor | 0% | 0% | 1% | 0% | 2% |
| Flushing | Excellent | 100% | 100% | 98% | 100% | 100% |
| | Fair | 0% | 0% | 1% | 0% | 0% |
| | Poor | 0% | 0% | 1% | 0% | 0% |
| Longitudinal Cracking | Excellent | 31% | 27% | 35% | 21% | 30% |
| | Fair | 59% | 56% | 51% | 48% | 46% |
| | Moderate | 9% | 17% | 11% | 31% | 20% |
| | Poor | 0% | 1% | 3% | 0% | 4% |
| Longitudinal Distortion | Excellent | 100% | 100% | 100% | 100% | 100% |
| | Fair | 0% | 0% | 0% | 0% | 0% |
| | Moderate | 0% | 0% | 0% | 0% | 0% |
| | Poor | 0% | 0% | 0% | 0% | 0% |
| Patch Deterioration | Excellent | 95% | 94% | 95% | 80% | 88% |
| | Fair | 1% | 2% | 1% | 9% | 2% |
| | Moderate | 2% | 2% | 1% | 6% | 3% |
| | Poor | 2% | 2% | 3% | 6% | 7% |
| Rutting | Excellent | 92% | 97% | 82% | 94% | 84% |
| | Fair | 8% | 3% | 17% | 6% | 16% |
| | Poor | 0% | 0% | 1% | 0% | 1% |
| Surface Raveling | Excellent | 100% | 100% | 100% | 100% | 100% |
| | Fair | 0% | 0% | 0% | 0% | 0% |
| | Moderate | 0% | 0% | 0% | 0% | 0% |
| | Poor | 0% | 0% | 0% | 0% | 0% |
| Transverse Cracking | Excellent | 35% | 31% | 30% | 21% | 42% |
| | Fair | 52% | 56% | 55% | 48% | 37% |
| | Moderate | 13% | 13% | 14% | 30% | 19% |
| | Poor | 0% | 0% | 2% | 0% | 3% |
| Transverse Distortion | Excellent | 100% | 100% | 100% | 100% | 100% |
| | Fair | 0% | 0% | 0% | 0% | 0% |
| | Moderate | 0% | 0% | 0% | 0% | 0% |
| | Poor | 0% | 0% | 0% | 0% | 0% |

| Concrete traveled way distress | Condition | % of miles Region | | | | |
|--------------------------------|-----------|----------------------|-----|------|-----|------|
| | | NC | NE | NW | SE | SW |
| Distressed Joint/Cracks | Excellent | 80% | 84% | 73% | 80% | 74% |
| | Fair | 16% | 13% | 17% | 14% | 16% |
| | Moderate | 4% | 3% | 10% | 4% | 9% |
| | Poor | 0% | 0% | 1% | 2% | 1% |
| Longitudinal Joint Distress | Excellent | 87% | 83% | 100% | 75% | 100% |
| | Fair | 6% | 8% | 0% | 10% | 0% |
| | Moderate | 3% | 4% | 0% | 7% | 0% |
| | Poor | 3% | 5% | 0% | 7% | 0% |
| Patch Deterioration | Excellent | 84% | 79% | 80% | 81% | 79% |
| | Fair | 11% | 16% | 15% | 12% | 14% |
| | Moderate | 3% | 4% | 4% | 4% | 6% |
| | Poor | 2% | 1% | 1% | 3% | 1% |
| Surface Distress | Excellent | 100% | 99% | 86% | 99% | 91% |
| | Fair | 0% | 0% | 4% | 0% | 7% |
| | Moderate | 0% | 1% | 10% | 1% | 2% |
| Transverse Faulting | Excellent | 99% | 91% | 15% | 82% | 23% |
| | Fair | 1% | 8% | 85% | 16% | 77% |
| | Moderate | 0% | 1% | 0% | 1% | 0% |
| | Poor | 0% | 0% | 0% | 0% | 0% |

2008 Highway Maintenance Conditions: Report on Traffic, Shoulders, Drainage, Roadsides

Data in this section comes from the field review of random road segments performed by WisDOT region Maintenance Coordinators and county Patrol Superintendents. No statistical analysis has been completed on the county level data in Appendix F. Readers should take the number of observations into account when reviewing the information. Extreme caution should be exercised when analyzing data that has less than 30 observations.

Below is a summary of the change between 2007 and 2008 in the percentage of roadways that are backlogged for maintenance. These changes didn't necessarily result in a new level of service grade. Refer to the "Maintenance Report Card" in the front part of the report for a complete summary of condition grade level changes between 2007 and 2008.

- Eight features (29%) had a reduction in the percentage of roadways that are backlogged for maintenance.
- Nine features (32%) did not have a change in the amount of roadways that are backlogged for maintenance.
- Eleven features (39%) had an increase in the percentage of roadways that are backlogged for maintenance.
- All of the changes in backlog levels were ten percentage points or less, except for the 14% change in Flumes.

Traffic Control and Safety Devices:

- The individual grades for the nine Traffic Control and Safety Devices translate to an overall condition grade point average of 2.9 or grade level C+.
- Four of the nine features had a reduction in the percentage of roadways that are backlogged for maintenance. These features include the routine replacement of regulatory and warning signs (-2%), the routine replacement of other signs (-1%), protective barriers (-2%), and special pavement markings (-3%). Two of these changes were significant enough to change the level of service grade: the routine replacement of regulatory and warning signs went from a D to a C grade while protective barriers went from a B condition to an A.
- Four of the features did not have a change in the amount of roadways that are backlogged for maintenance. These features include centerline markings, edgeline markings, the emergency repair of regulatory and warning signs, and the emergency repair of other signs.
- One feature, delineators, had an increase in the percentage of roadways (+5%) that are backlogged for maintenance. The change was significant enough to change the level of service grade from a C to a D.

Shoulders:

- The individual grades for the six Shoulder features translate to an overall condition grade point average of 2.3 or grade level C.

- No Shoulder features had a reduction in the percentage of roadways that are backlogged for maintenance.
- Four of the six features did not have a change in the amount of roadways that are backlogged for maintenance. These features include hazardous debris, cracking, potholes/raveling, and cross-slope on unpaved shoulders.
- Two features had an increase in the percentage of roadways that are backlogged for maintenance. These features include drop-off/buildup on unpaved shoulders (+4%) and erosion (+1%).
- No backlog changes were significant enough to change the level of service grade for any Shoulder feature.
- Drop-off /buildup on unpaved shoulders received a feature grade of F for the fifth consecutive year. The percentage of roadways that are backlogged for maintenance increased from 40% in 2007 to 44% in 2008.

Drainage:

- The individual grades for the six Drainage features translate to an overall condition grade point average of 2.7 or grade level C.
- One of the six Drainage features, curb and gutter, had a reduction in the percentage of roadways (-3%) that are backlogged for maintenance.
- One feature, ditches, did not have a change in the amount of roadways that are backlogged for maintenance.
- Four features had an increase in the percentage of roadways that are backlogged for maintenance. These features include culverts (+8%), flumes (+14%), storm sewer systems (+5%), and drains (+10%). The changes were significant enough to change the level of service grade for flumes from a C to a D, and for drains from a B to a C.

Roadsides:

- The individual grades for the seven Roadside features translate to an overall condition grade point average of 2.9 or grade level C+.
- Three of the seven Roadside features had a reduction in the percentage of roadways that are backlogged for maintenance. These features include fences (-1%), woody vegetation control (-1%), and woody vegetation control for vision (-1%).
- Four features had an increase in the percentage of roadways that are backlogged for maintenance. These features include litter (+1%), mowing (+6%), mowing for vision (+1%), and noxious weeds (+9%).
- The change was significant enough to change the level of service grade for noxious weeds from a C to a D. However, the maintenance backlog of 38% is much lower than the 2008 target of 61%. Due to budget limitations, current WisDOT policy includes a moratorium on spraying noxious weeds.

Regions 2008: Compass Report on Highway Maintenance Conditions

| Element | Feature | How much of the system needs work at the end of the season? <i>What did it cost to achieve this condition?</i> | | | | | |
|---------------------------------------|--|---|------|------|------|------|-----------|
| | | Region | | | | | |
| | | Percent of System Backlogged | | | | | |
| | | NC | NE | NW | SE | SW | Statewide |
| Traffic and safety (selected devices) | Centerline markings | 1 | 2 | 5 | 3 | 3 | 3 |
| | Delineators | 15 | 15 | 12 | 41 | 34 | 26 |
| | Edgeline markings | 6 | 1 | 6 | 5 | 4 | 4 |
| | Detour/object marker/recreation/guide signs (emergency repair) | 0 | 0 | 1 | 1 | 0 | 0 |
| | Detour/object marker/recreation/guide signs (routine) | 51 | 65 | 55 | 51 | 54 | 55 |
| | Protective barriers | 5 | 3 | 0 | 3 | 5 | 3 |
| | Regulatory/warning signs (emergency) | 0 | 1 | 1 | 1 | 1 | 1 |
| | Regulatory/warning signs (routine) | 18 | 38 | 16 | 28 | 18 | 23 |
| | Special pavement markings | 4 | 6 | 0 | 7 | 17 | 7 |
| | Dollars spent on traffic and safety (selected) (in millions) | 3.14 | 2.04 | 3.74 | 3.74 | 4.62 | 17.28 |
| Shoulders | Hazardous debris | 8 | 8 | 5 | 5 | 18 | 9 |
| | Cracking (paved) | 47 | 56 | 44 | 63 | 53 | 53 |
| | Potholes/raveling (paved) | 4 | 5 | 6 | 11 | 4 | 6 |
| | Cross-slope (unpaved) | 19 | 17 | 24 | 14 | 15 | 18 |
| | Drop-off/build-up (unpaved) | 38 | 46 | 35 | 60 | 44 | 44 |
| | Erosion (unpaved) | 0 | 1 | 1 | 2 | 4 | 2 |
| | Dollars spent on shoulders (in millions) | 0.26 | 1.26 | 2.74 | 1.47 | 2.48 | 8.22 |
| Drainage | Culverts | 21 | 23 | 25 | 36 | 34 | 28 |
| | Curb & gutter | 8 | 3 | 9 | 3 | 16 | 5 |
| | Ditches | 1 | 1 | 1 | 5 | 2 | 2 |
| | Flumes | 32 | 25 | 33 | 42 | 67 | 39 |
| | Storm sewer system | 15 | 13 | 26 | 16 | 21 | 16 |
| | Under-drains/edge-drains | 7 | 9 | 0 | 36 | 76 | 30 |
| | Dollars spent on drainage (in millions) | 0.66 | 0.58 | 2.02 | 1.71 | 3.05 | 8.01 |
| Roadsides | Fences | 4 | 0 | 0 | 1 | 4 | 1 |
| | Litter | 49 | 69 | 57 | 57 | 71 | 61 |
| | Mowing | 32 | 49 | 41 | 43 | 45 | 42 |
| | Mowing for vision | 3 | 2 | 4 | 0 | 6 | 3 |
| | Noxious weeds | 38 | 50 | 9 | 49 | 45 | 38 |
| | Woody vegetation control | 1 | 1 | 4 | 1 | 4 | 2 |
| | Woody vegetation control for vision | 0 | 0 | 2 | 1 | 0 | 1 |
| | Dollars spent on roadsides (in millions) | 2.53 | 2.44 | 4.14 | 5.51 | 4.75 | 19.36 |

Mowing

The following table shows the number of segments that are backlogged for Mowing and the statewide distribution of the deficiencies: ‘how’ (shown as columns) and ‘why’ (shown as rows). For the report, all of the segments shown are considered backlogged and contributed to the backlog percentage reported for Mowing. Note that multiple reasons for mowing deficiency are allowed; therefore the sum of percentages for each deficiency type can be more than 100%.

How roadway segments are backlogged for mowing is based on WisDOT policy for grass height and width. The following are the general components of the WisDOT mowing policy:

- Height: Grass should be between six inches and twelve inches.
- Outside shoulder width: Grass should be cut a maximum of fifteen feet in width or to the bottom of the ditch, whichever is less.
- Inside shoulder width (medians): Grass should be cut a maximum of five feet in width or one pass with a single unit mower. If the remaining vegetation width is ten feet or less, the entire median should be mowed.
- No-Mow Zones: Grass should not be cut in areas that have been designated and signed as “No-Mow” zones.

| | | How is it deficient? | | | |
|--------------------------|-------------------------|--|-----------|----------|--------------------|
| | | # of segments with observed deficiency | | | |
| | | % of segment | | | |
| | | Too Wide | Too Short | Too High | In the No Mow Zone |
| Why is it deficient? | Safety/Equipment | 6 | 0 | 9 | 0 |
| | | 2% | 0% | 4% | 0% |
| | Mowed by Property Owner | 248 | 396 | 73 | 1 |
| | | 85% | 96% | 31% | 33% |
| Woody Vegetation Control | | 8 | 0 | 2 | 0 |
| | | 3% | 0% | 1% | 0% |
| Maintenance Decision | | 89 | 80 | 219 | 2 |
| | | 31% | 19% | 92% | 67% |
| | Total | 291 | 411 | 238 | 3 |

2008 Signs: Compass Report on Routine Replacement and Age Distribution

Data in this section comes from the WisDOT Sign Inventory Management System (SIMS). This section covers only routine replacement, not emergency replacement of knocked-down signs and related work.

The analysis looks at the age distribution and service life of highway signs. The expected service life is determined relative to the date signs are manufactured rather than the date they are installed. It is possible that a sign is installed one year or more after it is manufactured.

Regulatory and warning signs on Wisconsin's highways are critically important for the safety of Wisconsin's motorists. As such, WisDOT prioritizes the routine replacement of regulatory and warning signs over the routine replacement of other signs, including detour, object marker, recreation and guide signs.

Key Observations:

- The backlog for routine replacement of all signs decreased slightly. The backlog for routine replacement of regulatory and warning signs dropped from 25% in 2007 to 23%. The backlog for replacement of detour/object marker/recreation/guide signs dropped from 56% in 2007 to 55%.
- Regulatory and warning signs are being used for an average 4.7 years beyond their recommended service lives. On average, detour/object marker/recreation/guide signs remain in service for 6.3 years beyond their recommended service lives.
- Wisconsin had 13,516 regulatory or warning signs and 39,574 detour/object marker/recreation/guide signs in service more than five years beyond their recommended service life. This represents 9% and 32%, respectively of the state's highway signs.
- WisDOT is migrating from engineering grade sign face material (i.e. grade 1) to more visible high intensity sign face material (grade 2). Currently 60% of all signs have high intensity sign face material and 40% of all signs have engineering grade face material.
- This year notes a big progress in the migration of sign face material. Almost 25,000 signs switched out from grade 1 to grade 2. This is a nearly 10% increase compared to last year's composition of only 49% signs with high intensity and 51% signs with engineering grade.

Wisconsin and Regions 2008: Sign Condition

| | Regulatory/Warning/School Signs | | | | Detour/object marker/recreation/guide Signs | | | |
|------|---------------------------------|----------|-----------------|--|---|----------|-----------------|--|
| | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life ⁷ | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life ⁷ |
| 2005 | 160,185 | 41% | 65,092 | 5.7 | 113,693 | 59% | 67,449 | 6.0 |
| 2006 | 157,742 | 31% | 49,457 | 5.0 | 126,362 | 55% | 69,051 | 5.9 |
| 2007 | 160,206 | 25% | 40,548 | 4.8 | 125,891 | 56% | 70,099 | 6.3 |
| 2008 | 163,215 | 23% | 37,060 | 4.7 | 124,333 | 55% | 68,430 | 6.3 |

| Region | Regulatory/Warning/School Signs | | | | Detour/object marker/recreation/guide Signs | | | |
|--------|---------------------------------|----------|-----------------|--|---|----------|-----------------|--|
| | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life ⁷ | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life ⁷ |
| NC | 28,917 | 18% | 5,272 | 4.5 | 18,477 | 51% | 9,456 | 6.7 |
| NE | 22,375 | 38% | 8,426 | 5.4 | 22,138 | 65% | 14,314 | 6.5 |
| NW | 32,837 | 16% | 5,321 | 4.3 | 29,798 | 55% | 16,337 | 5.2 |
| SE | 37,249 | 28% | 10,461 | 4.7 | 27,477 | 51% | 14,133 | 6.2 |
| SW | 41,837 | 18% | 7,580 | 3.9 | 26,443 | 54% | 14,190 | 7.4 |

⁷ When comparing the 'Average years beyond service life column', please note that starting with the 2006 data the useful life standard for signs with high intensity face material changes from 10 years to 12 years. Useful life standard for engineer-grade signs remained at 7 years.

Regions 2008: Routine Replacement of Signs

| Region | Regulatory/Warning/School Signs | | | | Detour/object marker/recreation/guide Signs | | | | |
|--------|---------------------------------|----------|-----------------|-----------------------------------|---|----------|-----------------|-----------------------------------|-----|
| | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | |
| NC | 2005 | 26,164 | 45% | 11,746 | 6.1 | 18,480 | 66% | 12,177 | 6.6 |
| | 2006 | 26,117 | 35% | 9,097 | 5.4 | 20,152 | 61% | 12,342 | 6.5 |
| | 2007 | 26,663 | 25% | 6,660 | 4.5 | 19,226 | 60% | 11,494 | 6.5 |
| | 2008 | 28,917 | 18% | 5,272 | 4.5 | 18,477 | 51% | 9,456 | 6.7 |
| NE | 2005 | 22,246 | 47% | 10,346 | 5.4 | 20,367 | 62% | 12,647 | 5.5 |
| | 2006 | 21,520 | 39% | 8,463 | 5 | 21,517 | 60% | 12,953 | 5.5 |
| | 2007 | 21,887 | 39% | 8,459 | 5.3 | 21,776 | 64% | 13,831 | 6.1 |
| | 2008 | 22,375 | 38% | 8,426 | 5.4 | 22,138 | 65% | 14,314 | 6.5 |
| NW | 2005 | 36,737 | 37% | 13,606 | 5.4 | 29,848 | 59% | 17,541 | 5.2 |
| | 2006 | 34,087 | 26% | 8,883 | 4.7 | 31,874 | 52% | 16,544 | 5.1 |
| | 2007 | 33,786 | 19% | 6,372 | 4.4 | 31,566 | 54% | 16,962 | 5.3 |
| | 2008 | 32,837 | 16% | 5,321 | 4.3 | 29,798 | 55% | 16,337 | 5.2 |
| SE | 2005 | 32,872 | 32% | 10,533 | 4.9 | 21,077 | 50% | 10,439 | 5.7 |
| | 2006 | 35,226 | 30% | 10,426 | 4.7 | 26,987 | 48% | 12,835 | 5.7 |
| | 2007 | 36,390 | 28% | 10,234 | 5 | 27,341 | 49% | 13,386 | 6.2 |
| | 2008 | 37,249 | 28% | 10,461 | 4.7 | 27,477 | 51% | 14,133 | 6.2 |
| SW | 2005 | 42,166 | 45% | 18,861 | 6.3 | 23,921 | 61% | 14,645 | 7.0 |
| | 2006 | 40,792 | 31% | 12,588 | 5.1 | 25,832 | 56% | 14,377 | 6.9 |
| | 2007 | 41,480 | 21% | 8,823 | 4.7 | 25,982 | 56% | 14,426 | 7.4 |
| | 2008 | 41,837 | 18% | 7,580 | 3.9 | 26,443 | 54% | 14,190 | 7.4 |

Wisconsin and Regions 2008: Sign Face Material Distribution

| Face | | Region | | | | | Statewide | |
|-------|------------------------------------|--------|--------|--------|--------|--------|-----------|------------|
| Grade | Type | NC | NE | NW | SE | SW | Total | Percentage |
| 1 | Non-Reflective | 5 | 75 | 355 | 124 | 107 | 666 | 0.2% |
| | Other or Varies | 149 | 63 | 335 | 37 | 825 | 1,409 | 0.5% |
| | Reflective - Engineering Grade | 14,802 | 23,328 | 24,297 | 27,628 | 23,978 | 114,033 | 39.7% |
| 2 | Type D - Diamond Grade | 32 | 15 | 4 | 4 | 122 | 177 | 0.1% |
| | Type F - Fluorescent | 529 | 196 | 341 | 795 | 739 | 2,600 | 0.9% |
| | Type H - High Intensity | 16,788 | 16,017 | 23,702 | 23,300 | 26,444 | 106,251 | 37.0% |
| | Type HP - Prismatic High Intensity | 15,089 | 4,819 | 13,601 | 12,838 | 16,065 | 62,412 | 21.7% |
| Total | | 47,394 | 44,513 | 62,635 | 64,726 | 68,280 | 287,548 | 100.0% |

Wisconsin and Regions 2008: Sign Face Material Trends

| Region | 2006 | | 2007 | | 2008 | |
|-----------|-------------------|----------------|-------------------|----------------|-------------------|----------------|
| | Engineering Grade | High Intensity | Engineering Grade | High Intensity | Engineering Grade | High Intensity |
| NC | 24,877 | 21,392 | 20,112 | 25,777 | 14,956 | 32,438 |
| NE | 25,942 | 17,095 | 25,225 | 18,438 | 23,466 | 21,047 |
| NW | 38,240 | 27,721 | 32,395 | 32,957 | 24,987 | 37,648 |
| SE | 34,430 | 27,783 | 31,927 | 31,804 | 27,789 | 36,937 |
| SW | 34,528 | 32,096 | 29,962 | 37,500 | 24,910 | 43,370 |
| Statewide | 158,017 | 126,087 | 139,621 | 146,476 | 116,108 | 171,440 |
| | 56% | 44% | 49% | 51% | 40% | 60% |

Wisconsin and Regions 2008: Sign Age Distribution

Regulatory/warning/school signs

| | Years prior to the end of service life | | | | | | | Years beyond service life | | | | | | Total |
|-------|--|-------|-------|-------|-------|-------|-------|---------------------------|-------|-------|-------|--------|-------|---------|
| | 6-10 | 5 | 4 | 3 | 2 | 1 | 0 | 1 | 2 | 3 | 4 | 5-10 | >10 | |
| NC | 17,592 | 915 | 913 | 1,267 | 1,071 | 1,039 | 848 | 609 | 867 | 1,297 | 774 | 1,461 | 264 | 28,917 |
| | 61% | 3% | 3% | 4% | 4% | 4% | 3% | 2% | 3% | 4% | 3% | 5% | 1% | 100% |
| NE | 9,132 | 1,081 | 645 | 679 | 527 | 985 | 900 | 1,196 | 1,048 | 774 | 1,019 | 3,600 | 789 | 22,375 |
| | 41% | 5% | 3% | 3% | 2% | 4% | 4% | 5% | 5% | 3% | 5% | 16% | 4% | 100% |
| NW | 22,405 | 973 | 801 | 1,107 | 789 | 718 | 723 | 995 | 967 | 766 | 1,064 | 1,202 | 327 | 32,837 |
| | 68% | 3% | 2% | 3% | 2% | 2% | 2% | 3% | 3% | 2% | 3% | 4% | 1% | 100% |
| SE | 20,459 | 1,095 | 1,054 | 910 | 565 | 866 | 1,839 | 2,175 | 1,296 | 1,378 | 1,146 | 3,399 | 1,067 | 37,249 |
| | 55% | 3% | 3% | 2% | 2% | 2% | 5% | 6% | 3% | 4% | 3% | 9% | 3% | 100% |
| SW | 26,740 | 1,134 | 1,189 | 1,677 | 1,094 | 1,278 | 1,145 | 1,313 | 963 | 1,440 | 1,457 | 1,774 | 633 | 41,837 |
| | 64% | 3% | 3% | 4% | 3% | 3% | 3% | 3% | 2% | 3% | 3% | 4% | 2% | 100% |
| State | 96,328 | 5,198 | 4,602 | 5,640 | 4,046 | 4,886 | 5,455 | 6,288 | 5,141 | 5,655 | 5,460 | 11,436 | 3,080 | 163,215 |
| | 59% | 3% | 3% | 3% | 2% | 3% | 3% | 4% | 3% | 3% | 3% | 7% | 2% | 100% |

Detour/object marker/recreation/guide signs

| | Years prior to the end of service life | | | | | | | Years beyond service life | | | | | | Total |
|-------|--|-------|-------|-------|-------|-------|-------|---------------------------|-------|-------|-------|--------|--------|---------|
| | 6-10 | 5 | 4 | 3 | 2 | 1 | 0 | 1 | 2 | 3 | 4 | 5-10 | >10 | |
| NC | 5,468 | 314 | 981 | 322 | 521 | 536 | 879 | 770 | 946 | 1,462 | 1,022 | 3,527 | 1,729 | 18,477 |
| | 30% | 2% | 5% | 2% | 3% | 3% | 5% | 4% | 5% | 8% | 6% | 19% | 9% | 100% |
| NE | 3,868 | 504 | 639 | 221 | 507 | 782 | 1,303 | 1,067 | 874 | 987 | 1,658 | 7,668 | 2,060 | 22,138 |
| | 17% | 2% | 3% | 1% | 2% | 4% | 6% | 5% | 4% | 4% | 7% | 35% | 9% | 100% |
| NW | 9,109 | 253 | 1,105 | 407 | 422 | 687 | 1,478 | 2,534 | 2,036 | 1,660 | 2,615 | 5,523 | 1,969 | 29,798 |
| | 31% | 1% | 4% | 1% | 1% | 2% | 5% | 9% | 7% | 6% | 9% | 19% | 7% | 100% |
| SE | 7,327 | 1,198 | 1,293 | 358 | 625 | 950 | 1,593 | 1,673 | 1,195 | 1,805 | 1,359 | 4,974 | 3,127 | 27,477 |
| | 27% | 4% | 5% | 1% | 2% | 3% | 6% | 6% | 4% | 7% | 5% | 18% | 11% | 100% |
| SW | 7,253 | 372 | 1,166 | 589 | 613 | 1,008 | 1,252 | 1,554 | 972 | 1,382 | 1,285 | 5,085 | 3,912 | 26,443 |
| | 27% | 1% | 4% | 2% | 2% | 4% | 5% | 6% | 4% | 5% | 5% | 19% | 15% | 100% |
| State | 33,025 | 2,641 | 5,184 | 1,897 | 2,688 | 3,963 | 6,505 | 7,598 | 6,023 | 7,296 | 7,939 | 26,777 | 12,797 | 124,333 |
| | 27% | 2% | 4% | 2% | 2% | 3% | 5% | 6% | 5% | 6% | 6% | 22% | 10% | 100% |

2008 Winter: Compass Report on Winter Operations

This section of the report looks at winter operations on state highways from November 1, 2007 to April 30, 2008.

The Bureau of Highway Operations issues two reports on winter. This Compass report presents measures for winter maintenance focused on a few key winter operations outcomes critical to drivers and taxpayers, and is directed toward a general audience. The Annual Winter Maintenance Report focuses on operational measures and analysis, and is directed toward front-line operations managers.

The Winter Severity Index (WSI) is a tool WisDOT uses to analyze individual storms and the winter as a whole. It facilitates comparisons from one winter to the next and from county to county within the same season. The average WSI in 2007-08 was 37.2 versus 28.4 in the previous year.

The winter of 2007-2008 was one of the snowiest on record. The amount of snowfall and lack of road salt at the end of the season led to some unusual challenges. These challenges involved stretching out the existing salt supplies and moving salt to where it was needed most. During this winter season, the state experiences severe winter and salt shortage (plus the potential for future salt shortages), and also a February snowstorm that left many motorists stranded on Interstate 90 for several hours.

Statewide measures for winter

| | 2003-04 | 2004-05 | 2005-06 | 2006-07 | 2007-08 |
|---------------------------|--|--|--|--|--|
| Time to bare/wet pavement | 2 hours 38 minutes after the storm ended | 2 hours 4 minutes after the storm ended | 1 hour 55 minutes after the storm ended | 1 hour 28 minutes after the storm ended | 3 hour 16 minutes after the storm ended |
| Cost per lane mile | \$1,279 | \$1,374 | \$1,386 | \$1,549 | \$2,591 |
| Winter severity index | 31.2 | 31.9 | 31.8 | 28.4 | 37.2 |
| Winter related crash | 26 per 100 million vehicle miles traveled | 25 per 100 million vehicle miles traveled | 24 per 100 million vehicle miles traveled | 23 per 100 million vehicle miles traveled | 43 per 100 million vehicle miles traveled |

Key Observations:

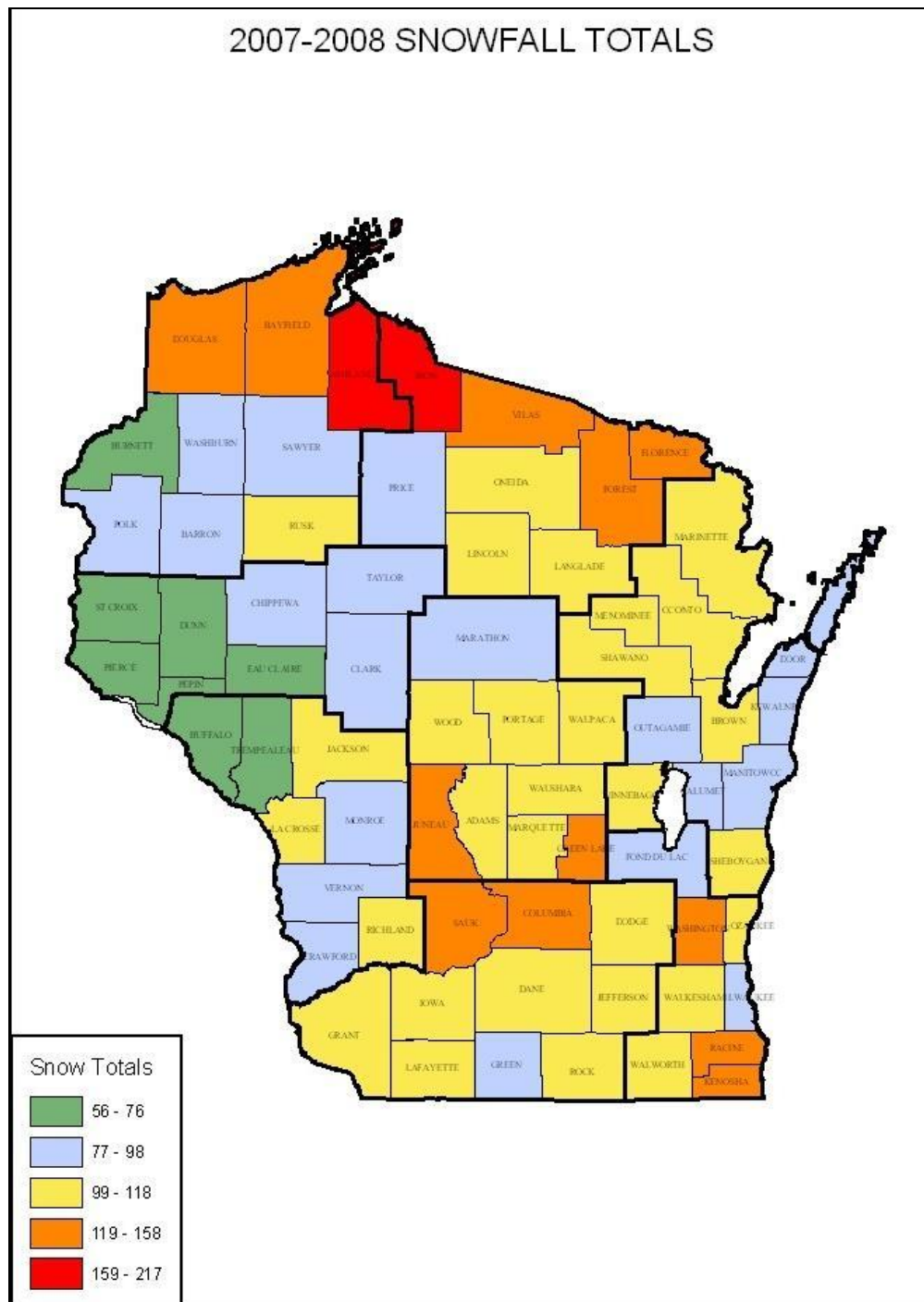
- This winter was significantly more severe than normal in the southern half of the state, with many locations shattering seasonal snowfall records. In northern Wisconsin, snowfall was closer to an average winter. Snowfall came relatively early across the southern part of the state, and never really abated until March. Nineteen winter storms or lake-effect events produced 6 or more inches of snow across at least a portion of the state. Nine of these events produced more than a foot of snow, and three produced at least 18 inches.
- The average time to bare/wet pavement during winter 2007-08 was 3 hours and 16 minutes, which is one hour and 48 minutes more than the previous winter. From storm to storm, most of the variability in this time is due to weather effects (type, duration and severity of storms throughout the winter season).

- This year's total salt use was higher than average relative to the severity index, which may be partly due to the timing of storms. This winter crews faced multiple storms in quick succession spread across many months, as well as extended bouts of lower temperatures when salt is less effective, which may lead crews to use more salt than they would need to on warmer days.
- A total of 80,133 cubic yards of sand was used on state highways this winter, compared to only 13,636 cubic yards last year. This unusually high total was due in large part to the salt shortages in the southern counties, as many counties mixed their salt with sands in order to stretch their salt supplies to cover more storms.

2007-2008 Winter season snowfall for Wisconsin

Note: The below map is in color. If you are not viewing a color copy, please contact the Compass Program Manager at the Bureau of Highway Operations for a color version to be mailed or emailed to you.

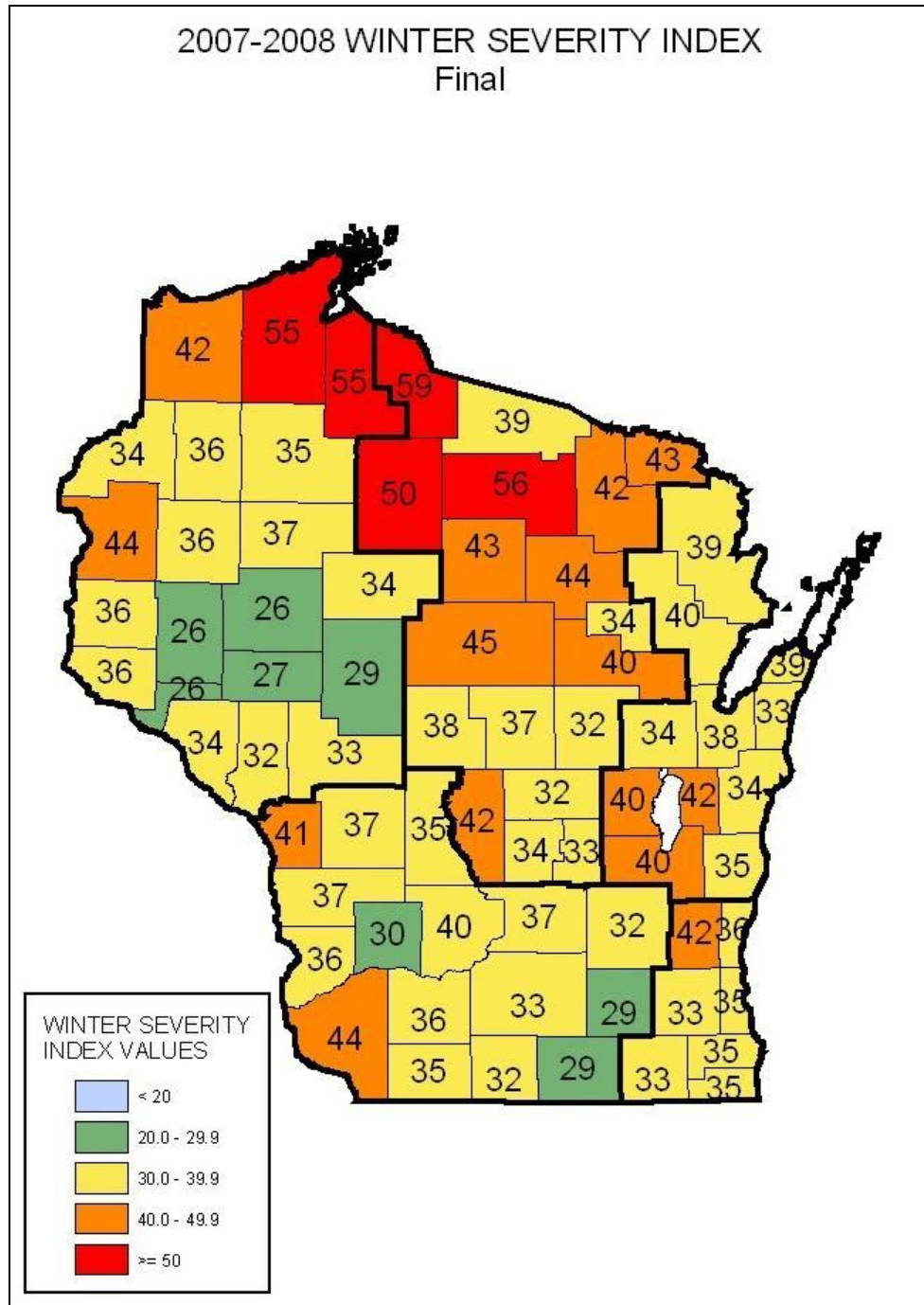
The National Weather Service (NWS) map below shows the snowfall for Wisconsin during the period July 1, 2007 to June 30, 2008.



2007-2008 Wisconsin Winter Severity Index

Note: The below map is in color. If you are not viewing a color copy, please contact the Compass Program Manager at the Bureau of Highway Operations for a color version to be mailed or emailed to you.

Wisconsin's Winter Severity Index (WSI) is highly correlated with snowfall. Looking at the statewide winter severity numbers, the statewide average for winter 2007-2008 was 37.2. The average for the previous ten-years (winter 1997-1998 to winter 2006-2007) is 30.7.



Winter by the numbers

| | | 2004-05 | 2005-06 | 2006-07 | 2007-08 |
|-----------------------------------|---|---|---|---|---|
| Infrastructure | Lane miles | 31,810 miles | 33,022 miles | 33,221 miles | 33,297 miles |
| | Road Weather Information System (RWIS) stations | 59 | 59 | 58 | 59 |
| Material usage⁴ | Salt | 407,924 tons 12.8 tons per lane mile | 426,723 tons 12.9 tons per lane mile | 405,793 tons 12.2 tons per lane mile | 644,485 tons 19.4 tons per lane mile |
| | Average cost of salt | \$31.42 per ton | \$35.25 per ton | \$39.04 per ton | \$41.69 per ton |
| | Pre-wetting liquid used | 638,685 gal. | 803,131 gal. | 745,919 gal. | 1,293,655 gal. |
| | Anti-icing agent | 272,856 gal. | 435,277 gal. | 485,485 gal. | 331,179 gal. |
| | Sand | 15,843 cu. yd. | 15,997 cu. yd. | 13,636 cu. yd. | 80,133 cu. yd. |
| Services | Regular county hours on winter ⁸ | 110,390 hrs. | 110,354 hrs. | 112,087 hrs. | 178,682 hrs. |
| | Overtime county hours on winter | 123,300 hrs. | 112,522 hrs. | 120,603 hrs. | 199,835 hrs. |
| | Public service announcements aired | 6,382 total 5,735 radio; 647 TV | 6,989 total 6,353 radio; 636 TV | 5,545 total 4,966 radio; 579 TV | 6,786 total 6,109 radio; 677 TV |
| | Cost of public service announcements | \$31,500 | \$31,500 | \$35,000 | \$35,000 (\$301,463 market value) |
| | | | | | |
| Management and Technology | Patrol sections | 719 | 733 | 768 | 768 |
| | Average patrol section length | 44.24 miles | 45.05 miles | 43.00 miles | 43.36 miles |
| | Salt spreaders equipped with on-board pre-wetting unit ⁹ | 639 of 2647 (24%) | 639 of 2647 (24%) | 658 of 2586 (25%) | N/A |
| | Counties with salt spreaders equipped with on-board pre-wetting unit | 59 of 72 (82%) | 59 of 72 (82%) | 56 of 72 (78%) | 52 of 72 (72%) |
| | Salt spreaders equipped with ground-speed controller unit | 1316 of 2647 (50%) | 1316 of 2647 (50%) | 1332 of 2586 (52%) | N/A |
| | Counties with salt spreaders equipped with ground-speed controller unit | 69 of 72 (96%) | 69 of 72 (96%) | 65 of 72 (90%) | 67 of 72 (93%) |
| | Underbody plows | 508 | 508 | 507 | 565 |
| | Counties with underbody plows | 51 of 72 (71%) | 51 of 72 (71%) | 51 of 72 (71%) | 55 of 72 (76%) |
| | Counties equipped to use anti-icing agents | 65 of 72 (90%) | 65 of 72 (90%) | 65 of 72 (90%) | 65 of 72 (90%) |

⁸ Costs and hours come from county storm reports, and reflect sanding, salting, plowing and anti-icing efforts.

⁹ County equipment may be used on either state or county roads.

⁴ All material usage quantities are from the county storm reports except for salt. The salt quantities are from the Salt Inventory Reporting System.

| | | 2004-05 | 2005-06 | 2006-07 | 2007-08 |
|--|---|----------------|----------------|----------------|----------------|
| | Counties that used anti-icing agents during 2007-08 winter season | 56 of 72 (78%) | 50 of 72 (69%) | 56 of 72 (78%) | 52 of 72 (72%) |

Compass winter operations measures

Time to bare/wet pavement

The counties, under contract to WisDOT, provide different levels of effort during and after a storm depending on how busy and how critical a given category of highway is. State highways fall into five such categories, with category 1 being the highest priority. It is expected that an urban freeway (category 1) receives more materials, labor and equipment – and consequently experiences shorter time to bare/wet pavement – than a rural two-lane highway (category 5).

The following table shows the average time to bare/wet pavement after storms end for each of the highway categories. In general, it is expected that the more critical the highway the shorter the average time to bare/wet pavement. This is true this year with the exception of highways in category 2 having the shortest time to bare/wet pavement.

Time to bare/wet pavement is measured from the reported end time of a storm. ‘Bare/wet never achieved’ means that it took more than 24 hours to achieve bare/wet condition, or the next storm began before the bare/wet condition was achieved. Less critical highways are more likely to have snow on them 24 hours after a storm has ended than are more critical highways. This suggests that major urban freeways and highways are receiving a higher level of effort for winter operations than secondary roads.

Further analysis suggests that variability of time to bare/wet pavement within a category is due more to weather effects (type, duration and severity of storms throughout the winter season) than to differences in the level of effort or relative resources.

| Highway category | | Average time to bare/wet pavement (hours after end of storm)* | | | | |
|------------------------|---|---|-----------|-----------|-----------|-----------|
| | | 2003 - 04 | 2004 - 05 | 2005 - 06 | 2006 - 07 | 2007 - 08 |
| More critical highways | 1 | 1.07 | 0.45 | -1.21 | -2.50 | 2.20 |
| | 2 | 1.31 | 0.64 | 0.2 | -0.55 | 0.76 |
| | 3 | 1.52 | 1.82 | 1.32 | 1.57 | 3.14 |
| ↓ | | | | | | |
| | | | | | | |
| Less critical highways | 4 | 2.45 | 3.06 | 2.47 | 2.70 | 4.01 |
| | 5 | 3.63 | 2.89 | 3.4 | 2.73 | 4.84 |

* Only includes storms where bare/wet pavement was achieved

Costs per lane mile versus winter severity index

The following table lists the WSI and total cost per lane mile for winter operations in each Region. The costs were obtained from the WisDOT’s FOS (Financial Operating System). The statewide average cost per lane mile was \$2,591 with average severity index of 37.2. Total costs include material, labor, equipment, and administrative costs.

| Region | Average WSI | | | | Cost/LM | | | | Relative cost per WSI point | | | |
|-----------|-------------|---------|---------|---------|---------|---------|---------|---------|-----------------------------|---------|---------|---------|
| | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2004-05 | 2005-06 | 2006-07 | 2007-08 |
| NC | 36.0 | 40.2 | 32.4 | 41.2 | \$1,481 | \$1,612 | \$1,509 | \$2,373 | \$41 | \$40 | \$47 | \$58 |
| NE | 31.0 | 32.5 | 26.7 | 37.5 | \$1,389 | \$1,396 | \$1,492 | \$2,618 | \$45 | \$43 | \$56 | \$70 |
| NW | 34.4 | 32.6 | 28.7 | 35.7 | \$1,244 | \$1,309 | \$1,288 | \$1,914 | \$36 | \$40 | \$45 | \$54 |
| SE | 25.3 | 20.3 | 24.2 | 35.6 | \$1,733 | \$1,431 | \$2,138 | \$3,233 | \$69 | \$70 | \$88 | \$91 |
| SW | 27.9 | 25.9 | 26.7 | 35.1 | \$1,201 | \$1,199 | \$1,467 | \$2,909 | \$43 | \$46 | \$55 | \$83 |
| Statewide | 31.9 | 31.8 | 28.4 | 37.2 | \$1,374 | \$1,386 | \$1,549 | \$2,591 | \$43 | \$44 | \$55 | \$70 |

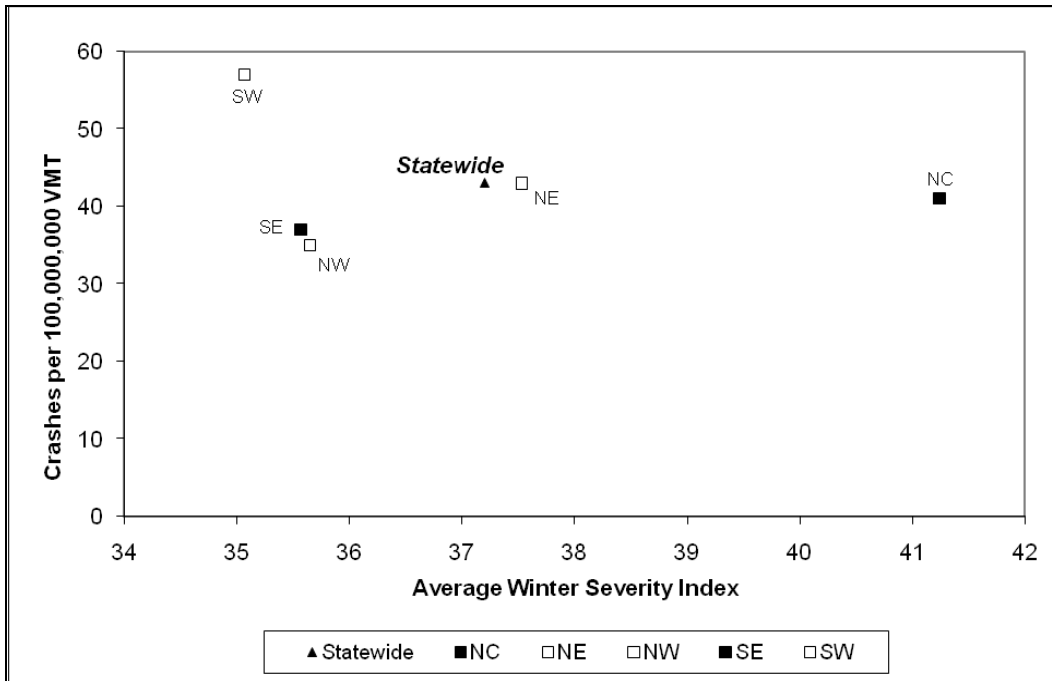
Winter weather crashes per vehicle miles traveled (VMT)

The following table shows the four-year trend of crashes per 100 million VMT statewide and in each Region. The state average is 43 winter crashes per 100 million VMT.

| Scope | VMT* (100 million) | Crashes | Crashes per 100 million VMT | | | | Average Winter Severity Index | | | |
|-----------|-----------------------|---------|-----------------------------|-----------|-----------|-----------|-------------------------------|-----------|-----------|-----------|
| | | | 2004 - 05 | 2005 - 06 | 2006 - 07 | 2007 - 08 | 2004 - 05 | 2005 - 06 | 2006 - 07 | 2007 - 08 |
| NC | 33.97 | 1,387 | 31 | 31 | 25 | 41 | 36.04 | 40.16 | 32.41 | 41.24 |
| NE | 50.20 | 2,165 | 25 | 24 | 21 | 43 | 31.04 | 32.48 | 26.67 | 37.53 |
| NW | 39.45 | 1,379 | 31 | 28 | 20 | 35 | 34.43 | 32.61 | 28.69 | 35.65 |
| SE | 86.14 | 3,166 | 17 | 17 | 21 | 37 | 25.29 | 20.32 | 24.19 | 35.57 |
| SW | 69.55 | 3,963 | 26 | 27 | 27 | 57 | 27.89 | 25.93 | 26.66 | 35.07 |
| Statewide | 279.31 | 12,060 | 25 | 24 | 23 | 43 | 31.91 | 31.80 | 28.42 | 37.20 |

*100 million vehicle miles traveled (VMT) for November 1, 2007 through April 30, 2008 determined from annual average daily traffic (AADT) counts, gallons of gas sold, fuel tax collected, and average vehicle miles per gallon.

Based on the information from the table above, the following figure shows the relationship between the severity of the winter and the number of crashes per VMT. As severity of the winter increases, it is expected that the number of winter crashes per VMT also increases. In 2007-08 the SW region has the largest number of crashes per VMT despite having the least severe winter compared to the other regions



Winter Data, Definitions, and Categories

Data

Unless otherwise noted, all material and labor figures come from the winter storm reports that are submitted by each county for every event or anti-icing procedure throughout the winter season. The data quality is unknown. Weather, road conditions, and materials usages are based upon the observations of county patrol superintendents and sometimes on their expert judgment and, as such, contain more variability than direct measurements.

Definitions

Dollars: Cost data are from the fiscal year, July 1, 2007 to June 30, 2008.

Winter: November 1 through April 30, unless otherwise noted.

Winter Activities: Actual cost data incorporates all winter activities, including putting up snow fence, transporting salt, filling salt sheds, thawing out frozen culverts, calibrating salt spreaders, producing and storing salt brine, and anti-icing applications, as well as plowing and salting. Costs from storm reports, however, cover only plowing, sanding, salting, and anti-icing.

Roads: The roads referred to in this report are state maintained highways, including Interstate and US highways. See the following tables for groupings.

Categories & groupings

Winter service group assignments

| Winter Service Group | County Name |
|-----------------------------|---|
| A | Brown, Dane, Eau Claire, Kenosha, La Crosse, Marathon, Milwaukee, Ozaukee, Portage, Racine, Waukesha, Winnebago |
| B | Chippewa, Columbia, Dodge, Dunn, Jefferson, Manitowoc, Marquette, Oneida, Outagamie, Rock, Sauk, Shawano, Sheboygan, St. Croix, Walworth, Washington, Waushara |
| C | Calumet, Clark, Crawford, Door, Douglas, Fond Du Lac, Grant, Iowa, Jackson, Juneau, Kewaunee, Lafayette, Lincoln, Monroe, Oconto, Trempealeau, Vernon, Vilas, Washburn, Waupaca, Wood |
| D | Adams, Ashland, Barron, Bayfield, Buffalo, Burnett, Florence, Forest, Green, Green Lake, Iron, Langlade, Marinette, Menominee, Pepin, Pierce, Polk, Price, Richland, Rusk, Sawyer, Taylor |

Passable roadway expectation categories

| Category | Definition | Lane miles | % of total |
|-----------------|--|-------------------|-------------------|
| 1 | Major urban freeways and most highways with six lanes and greater | 2,863 | 9% |
| 2 | High volume four-lane highways (ADT \geq 25,000) and some four-lane highways (ADT < 25,000), and some 6-lane highways. | 3,199 | 10% |
| 3 | All other four-lane highways (ADT < 25,000) | 8,202 | 25% |
| 4 | Most high volume two-lane highways (ADT \geq 5,000) and some 2-lanes (ADT < 5000) | 4,933 | 15% |
| 5 | All other two-lane highways | 14,100 | 42% |

2008 Bridges: Compass Report on Condition, Maintenance, and Inspection Backlog

The Compass bridge report uses data from the Highway Structures Information System (HSI) online report. Data was taken during the period of four weeks from April 7th to May 7th, 2008.

Key observations:

Bridge Deck Condition Distribution

- 32% of decks statewide are in Fair condition and need reactive maintenance, based on their NBI ratings of 5 or 6. These include 26% of concrete bridges and 42% of steel bridges.
- The SE region has the lowest percent of decks in good condition, only 51% of decks in good condition and 4% of decks in poor condition. However, this is a 3% improvement from last year, and SE region does have the largest deck area to maintain (14,866,293 ft²).
- The NE region (837 bridges) has the best bridge ratings in the state with 81% of decks in Good condition and an impressive 0% in Poor condition. This is a 2% improvement from last year.

Bridge Maintenance Needs

- Maintenance actions are those recommended by bridge inspectors for each bridge at the time of inspection.
- The following maintenance actions are recommended as needed. As approaches settle, brush continually grows, decks eventually crack and drainage issues arise at wings, these actions become necessary:
 - Expansion Joints – Clean
 - Decks - Seal Surface Cracks
 - Expansion Joints – Seal
 - Miscellaneous - Cut Brush
 - Approaches - Seal Approach to Paving Block
 - Decks – Clean and Sweep Deck/Drains
 - Drainage - Repair Washouts / Erosion

Bridge Special Inspection Backlog

- Backlog for bridge inspection is calculated based on the mandatory inspection frequency for each inspection type. Bridges without a ‘Last Inspection Date’ are reported in HSI as ‘Unknown’ and are regarded as non-compliant (backlogged) for this report. All bridges require initial and biennial routine inspections. Initial inspections, routine inspections, and Underwater – Diving inspections are the most up to date with 1% of backlogs statewide, while Fracture-Critical inspections is the next lowest with only 4% backlog.
- All nine bridges that need Load Posting inspections still need to get inspected (100% backlog), while the backlog for Underwater Probe/visual inspections is 33% (574 bridges still needs this inspection).

Wisconsin 2008: Bridge Condition Distribution

| | Bridges | Deck Area (ft ²) | Component | % of bridges in condition | | | |
|----------|---------|------------------------------|-----------------|---------------------------|-------------------|-------------------|-----------------------|
| | | | | Good ¹ | Fair ² | Poor ³ | Critical ³ |
| All | 5,084 | 50,071,378 | Decks | 66% | 32% | 2% | 0% |
| | | | Superstructures | 70% | 28% | 2% | 0% |
| | | | Substructures | 70% | 29% | 1% | 0% |
| Concrete | 3,506 | 27,310,158 | Decks | 72% | 26% | 2% | 0% |
| | | | Superstructures | 79% | 20% | 1% | 0% |
| | | | Substructures | 80% | 20% | 0% | 0% |
| Steel | 1,578 | 22,761,220 | Decks | 54% | 42% | 4% | 0% |
| | | | Superstructures | 54% | 44% | 2% | 0% |
| | | | Substructures | 52% | 46% | 2% | 0% |

Region 2008: Bridge Condition Distribution

| Region | Bridges | Deck Area (ft ²) | Component | % of bridges in condition | | | |
|--------|---------|------------------------------|-----------------|---------------------------|-------------------|-------------------|-----------------------|
| | | | | Good ¹ | Fair ² | Poor ³ | Critical ³ |
| NC | 637 | 4,819,859 | Decks | 77% | 21% | 2% | 0% |
| | | | Superstructures | 82% | 17% | 1% | 0% |
| | | | Substructures | 81% | 18% | 1% | 0% |
| NE | 859 | 8,999,617 | Decks | 81% | 19% | 0% | 0% |
| | | | Superstructures | 81% | 18% | 1% | 0% |
| | | | Substructures | 76% | 24% | 1% | 0% |
| NW | 1,067 | 9,459,791 | Decks | 53% | 45% | 2% | 0% |
| | | | Superstructures | 67% | 31% | 2% | 0% |
| | | | Substructures | 69% | 29% | 2% | 0% |
| SE | 1,055 | 14,866,293 | Decks | 51% | 45% | 4% | 0% |
| | | | Superstructures | 51% | 47% | 2% | 0% |
| | | | Substructures | 53% | 46% | 1% | 0% |
| SW | 1,466 | 11,925,818 | Decks | 73% | 24% | 3% | 0% |
| | | | Superstructures | 75% | 23% | 2% | 0% |
| | | | Substructures | 77% | 22% | 1% | 0% |

¹Good: Bridges with NBI rating 7-9 should receive Preventive Maintenance

²Fair: Bridges with NBI 5-6 should receive Reactive Maintenance. These bridges are considered backlogged for maintenance

³Poor and Critical: Bridges with NBI 0-4 should receive Rehabilitation or Replacement.

Wisconsin and Regions 2008: Bridge Condition

| Region | Year | Percent of Bridges Feature in Fair condition | | | Number of state-maintained bridges | Dollar spent on bridges (in millions) |
|-----------|------|--|-----------------|---------------|------------------------------------|---------------------------------------|
| | | Decks | Superstructures | Substructures | | |
| NC | 2006 | 19% | 14% | 17% | 604 | |
| | 2007 | 21% | 15% | 17% | 620 | |
| | 2008 | 21% | 17% | 18% | 637 | |
| NE | 2006 | 23% | 15% | 27% | 771 | |
| | 2007 | 21% | 17% | 25% | 837 | |
| | 2008 | 19% | 18% | 24% | 859 | |
| NW | 2006 | 44% | 35% | 34% | 1040 | |
| | 2007 | 47% | 32% | 31% | 1067 | |
| | 2008 | 45% | 31% | 29% | 1067 | |
| SE | 2006 | 51% | 52% | 51% | 1034 | |
| | 2007 | 48% | 50% | 50% | 1023 | |
| | 2008 | 45% | 47% | 47% | 1055 | |
| SW | 2006 | 24% | 20% | 16% | 1451 | |
| | 2007 | 24% | 22% | 18% | 1462 | |
| | 2008 | 24% | 23% | 22% | 1466 | |
| statewide | 2006 | 33% | 29% | 29% | 4900 | \$10.50 |
| | 2007 | 33% | 28% | 29% | 5007 | \$11.40 |
| | 2008 | 32% | 28% | 29% | 5084 | \$11.78 |

Wisconsin and Regions 2008: Bridge Maintenance Needs

| Region | Year | Percent of Bridges needing maintenance | | | | | | # of Bridges needing maintenance | | | | | | | |
|-----------|------|--|-----|-------------------------|-----|-------------------|-----|--|-----|-----------------|-----|--------------------------------------|-----|---------------------------|-----|
| | | Maintenance Action | | | | | | | | | | | | | |
| | | Deck – Seal Surface Cracks | | Expansion Joints – Seal | | Misc. – Cut Brush | | Approach – Seal Approach to Paving Block | | Deck – Patching | | Drainage - Repair Washouts / Erosion | | Approach - Wedge Approach | |
| NC | 2006 | 24% | 144 | 8% | 48 | 2% | 12 | 1% | 4 | 10% | 61 | 1% | 8 | 2% | 14 |
| | 2007 | 39% | 241 | 11% | 66 | 4% | 24 | 1% | 5 | 12% | 75 | 2% | 11 | 3% | 17 |
| | 2008 | 45% | 287 | 22% | 141 | 7% | 42 | 2% | 11 | 16% | 101 | 8% | 48 | 4% | 26 |
| NE | 2006 | 13% | 102 | 22% | 167 | 2% | 18 | 2% | 15 | 6% | 48 | 7% | 56 | 1% | 5 |
| | 2007 | 18% | 150 | 25% | 209 | 4% | 32 | 4% | 37 | 9% | 78 | 9% | 78 | 1% | 11 |
| | 2008 | 21% | 182 | 28% | 238 | 6% | 53 | 12% | 107 | 12% | 103 | 13% | 115 | 2% | 13 |
| NW | 2006 | 8% | 78 | 1% | 11 | 8% | 85 | 17% | 175 | 4% | 37 | 5% | 50 | 3% | 31 |
| | 2007 | 7% | 77 | 2% | 24 | 5% | 57 | 16% | 174 | 4% | 37 | 4% | 45 | 2% | 25 |
| | 2008 | 2% | 22 | 3% | 28 | 1% | 16 | 5% | 51 | 3% | 29 | 5% | 49 | 1% | 14 |
| SE | 2006 | 12% | 122 | 15% | 150 | 13% | 138 | 6% | 63 | 8% | 87 | 11% | 112 | 11% | 109 |
| | 2007 | 14% | 140 | 18% | 181 | 17% | 174 | 9% | 89 | 9% | 96 | 12% | 121 | 12% | 126 |
| | 2008 | 15% | 153 | 19% | 203 | 21% | 226 | 14% | 147 | 11% | 121 | 13% | 140 | 14% | 147 |
| SW | 2006 | 8% | 114 | 3% | 39 | 5% | 68 | 5% | 74 | 2% | 33 | 3% | 46 | 4% | 65 |
| | 2007 | 13% | 188 | 4% | 51 | 12% | 174 | 10% | 146 | 4% | 65 | 6% | 83 | 7% | 95 |
| | 2008 | 18% | 260 | 4% | 61 | 18% | 257 | 14% | 203 | 6% | 94 | 9% | 131 | 9% | 138 |
| statewide | 2006 | 11% | 560 | 8% | 415 | 7% | 321 | 7% | 331 | 5% | 266 | 6% | 272 | 5% | 224 |
| | 2007 | 16% | 796 | 11% | 531 | 9% | 461 | 9% | 451 | 7% | 351 | 7% | 338 | 5% | 274 |
| | 2008 | 17% | 904 | 12% | 671 | 11% | 594 | 10% | 519 | 8% | 448 | 9% | 483 | 6% | 338 |

Wisconsin and Regions 2008: Bridge Special Inspection Backlog

Inspection backlogs are shown as 'percent of bridges in the county/region/state requiring this type of inspection'. Shown under the percentages are the numbers of bridges backlogged for that inspection type in the county/region/state. Data was extracted from WisDOT's Highway Structures Information System on-line reports.

The special inspection types have a mandatory inspection frequency. The inspection frequencies for each special inspection are as follows:

- Initial: After construction and major rehabilitations, or 48 months
- Routine: 24 months
- Load Posted: 12 months
- In-depth: 72 months
- Fracture Critical: 24 months
- Underwater Diving: 60 months
- Underwater Probe/Visual: 24 months

| Region | Special Inspection Type | | | | | | |
|-----------|---|---------|-------------|----------|-------------------|-------------------|-------------------------|
| | % of bridges backlogged for inspection type # of bridges backlogged for inspection | | | | | | |
| | Initial | Routine | Load Posted | In-depth | Fracture Critical | Underwater Diving | Underwater Probe/Visual |
| NC | 2% | 0% | -- | 7% | 0% | 0% | 44% |
| | 2 | 1 | -- | 3 | 0 | 0 | 156 |
| NE | 0% | 1% | 100% | 29% | 3% | 0% | 34% |
| | 0 | 8 | 5 | 4 | 1 | 0 | 85 |
| NW | 0% | 0% | 100% | 83% | 6% | 1% | 22% |
| | 0 | 1 | 2 | 10 | 1 | 1 | 114 |
| SE | 2% | 2% | 100% | 8% | 10% | 13% | 46% |
| | 2 | 25 | 9 | 7 | 1 | 1 | 120 |
| SW | 2% | 1% | 100% | 0% | 3% | 2% | 28% |
| | 3 | 10 | 3 | 9 | 1 | 2 | 99 |
| Statewide | 1% | 1% | 100% | 19% | 4% | 1% | 33% |
| | 7 | 45 | 19 | 33 | 4 | 4 | 574 |

Appendices

- A. Program Contributors**
- B. Feature Thresholds and Grade Ranges**
- C. Feature Contribution Categories**
- D. 2008 Maintenance Targets**
- E. 2008 Compass Rating Sheet**
- F. County Data:**
 - 1. Field Review: Traffic, Shoulders, Drainage and Roadside**
 - 2. Signs (routine replacement needs)**
 - 3. Bridge Maintenance Needs**

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B. Compass Feature Thresholds and Grade Ranges

| Element | Feature | Threshold | Ranges for System Grades <i>Grade determined by percent backlogged shown: top of range</i> | | | | |
|---|--|--|---|-----|-----|-----|------|
| | | | A | B | C | D | F |
| Traffic control & safety devices (selected) | Centerline markings | Line with > 20% paint missing (by mile) | 2% | 5% | 9% | 15% | >15% |
| | Edgeline markings | Line with > 20% paint missing (by mile) | 4% | 9% | 18% | 30% | >30% |
| | Delineators | Missing OR not visible at posted speed OR damaged (by delineator) | 5% | 12% | 23% | 40% | >40% |
| | Detour/object marker/recreation/guide signs (emergency repair) | Missing OR not visible at posted speed (by sign) | 4% | 9% | 18% | 30% | >30% |
| | Detour/object marker/recreation/guide signs (routine) | | 7% | 18% | 35% | 60% | >60% |
| | Protective barriers | Not functioning as intended (linear feet of barrier) | 4% | 9% | 18% | 30% | >30% |
| | Regulatory/warning signs (emergency repair) | Missing OR not visible at posted speed (by sign) | 2% | 5% | 9% | 15% | >15% |
| | Regulatory/warning signs (routine) | Beyond recommended service life (by sign) | 5% | 12% | 23% | 40% | >40% |
| | Special pavement markings | Missing OR not functioning as intended (by marking) | 5% | 12% | 23% | 40% | >40% |
| Shoulders | Hazardous debris | Any items large enough to cause a safety hazard (by mile) | 2% | 5% | 9% | 15% | >15% |
| | Cracking on paved shoulder | 200 linear feet or more of unsealed cracks > ¼ inch (by mile) | 7% | 18% | 35% | 60% | >60% |
| | Potholes/raveling on paved shoulder | Any potholes OR raveling > 1 square foot by 1 inch deep (by mile) | 6% | 15% | 29% | 50% | >50% |
| | Cross-slope on unpaved shoulder | 200 linear feet or more of cross-slope at least 2x planned slope with the maximum cross slope of 8% (by mile) | 7% | 18% | 35% | 60% | >60% |
| | Drop-off/build-up on unpaved shoulder | 200 linear feet or more with drop-off or build-up > 1.5 inches (by mile) | 2% | 5% | 9% | 15% | >15% |
| | Erosion on unpaved shoulder | 200 linear feet or more with erosion >2 inches deep (by mile) | 7% | 18% | 35% | 60% | >60% |
| Drainage | Culverts | 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 (by culvert) | 7% | 18% | 35% | 60% | >60% |

| Element | Feature | Threshold | Ranges for System Grades <i>Grade determined by percent backlogged shown: top of range</i> | | | | |
|-----------|-------------------------------------|--|---|-----|-----|-----|------|
| | | | A | B | C | D | F |
| | Curb & gutter | Curb & gutter with severe structural distress OR >1 inch structural misalignment OR >1 inch of debris build-up in the curb line (by linear feet of curb & gutter) | 9% | 22% | 41% | 70% | >70% |
| | Ditches | Ditch with greater than minimal erosion of ditch line OR obstructions to flow of water requiring action (by linear feet of ditch) | 7% | 18% | 35% | 60% | >60% |
| | Flumes | Not functioning as intended OR deteriorated to the point that they are causing erosion (by flume) | 7% | 18% | 35% | 60% | >60% |
| | Storm sewer system | 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 (by inlet, catch basin & outlet pipes) | 7% | 18% | 35% | 60% | >60% |
| | Under-drains/edge-drains | Under- and edge-drains with outlets, endwalls or end protection closed or crushed OR water flow or end protection is obstructed (by drain) | 9% | 22% | 41% | 70% | >70% |
| Roadsides | Fences | Fence missing OR not functioning as intended (by LF of fence) | 4% | 9% | 18% | 30% | >30% |
| | Litter | Any pieces of litter on shoulders and roadside visible at posted speed, but not causing a safety threat. (by mile) | 10% | 25% | 47% | 80% | >80% |
| | Mowing | Any roadside has mowed grass that is too short, too wide or is mowed in a no-mow zone (by mile) | 10% | 25% | 47% | 80% | >80% |
| | Mowing for vision | Any instances in which grass is too high or blocks a vision triangle (by mile) | 4% | 9% | 18% | 30% | >30% |
| | Noxious weeds | Any visible clumps (by mile) | 7% | 18% | 35% | 60% | >60% |
| | Woody vegetation control | Any 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 (by mile) | 4% | 9% | 18% | 30% | >30% |
| | Woody vegetation control for vision | Any instances in which woody vegetation blocks a vision triangle (by mile) | 4% | 9% | 18% | 30% | >30% |

C. Feature Contribution Categories

| | | <i>This Feature Contributes Primarily To:</i> | | | | |
|-----------------------------|------------------------------|---|------------------------|---------------------|--------------------|-------------------|
| Element | Feature | Critical Safety | Safety/Mobility | Ride/Comfort | Stewardship | Aesthetics |
| Asphalt Traveled Way | Alligator Cracking | | | | ✓ | |
| | Block Cracking | | | | ✓ | |
| | Edge Raveling | | | | ✓ | |
| | Flushing | | | | ✓ | |
| | Longitudinal Cracking | | | | ✓ | |
| | Longitudinal Distortion | | | ✓ | | |
| | Patch Deterioration | | | ✓ | | |
| | Rutting | ✓ | | | | |
| | Surface Raveling | | | ✓ | | |
| | Transverse Cracking | | | | ✓ | |
| | Transverse Distortion | | | ✓ | | |
| | Concrete Traveled Way | Distressed Joints/Cracks | | | ✓ | |
| Longitudinal Joint Distress | | | | ✓ | | |
| Patch Deterioration | | | | ✓ | | |
| Slab Breakup | | | | ✓ | | |
| Surface Distress | | | | | ✓ | |
| Transverse Faulting | | | | ✓ | | |

| | | <i>This Feature Contributes Primarily To:</i> | | | | |
|-----------------------------|--|---|-----------------|--------------|-------------|------------|
| Element | Feature | Critical Safety | Safety/Mobility | Ride/Comfort | Stewardship | Aesthetics |
| Traffic and Safety | Centerline Markings | ✓ | | | | |
| | Delineators | | ✓ | | | |
| | Edgeline Markings | | ✓ | | | |
| | Detour/object marker/recreation/guide signs (emerg. repair) | | ✓ | | | |
| | Detour/object marker/recreation/guide signs (routine repair) | | | ✓ | | |
| | Protective Barriers | | ✓ | | | |
| | Reg./Warning Signs (emerg.) | ✓ | | | | |
| | Reg./Warning Signs (routine) | | ✓ | | | |
| | Special Pavement Markings | | ✓ | | | |
| | Shoulders | Hazardous Debris | ✓ | | | |
| Cracking (paved) | | | | | ✓ | |
| Potholes/Raveling (paved) | | | | ✓ | | |
| Cross-Slope (unpaved) | | | | ✓ | | |
| Drop-off/Build-up (unpaved) | | ✓ | | | | |
| Erosion (unpaved) | | | | | ✓ | |

| | | <i>This Feature Contributes Primarily To:</i> | | | | |
|-----------------|-------------------------------|---|-----------------|--------------|-------------|------------|
| Element | Feature | Critical Safety | Safety/Mobility | Ride/Comfort | Stewardship | Aesthetics |
| Drainage | Culverts | | | | ✓ | |
| | Curb & Gutter | | | | ✓ | |
| | Ditches | | | | ✓ | |
| | Flumes | | | | ✓ | |
| | Storm Sewer System | | | | ✓ | |
| | Under-drains/Edge-drains | | | | ✓ | |
| Roadside | Fences | | ✓ | | | |
| | Litter | | | | | ✓ |
| | Mowing | | ✓ | | | |
| | Mowing for Vision | | ✓ | | | |
| | Noxious Weeds | | | | ✓ | |
| | Woody Vegetation | | ✓ | | | |
| | Woody Veg. Control for Vision | | ✓ | | | |

Category Definitions:

Critical safety: Critical safety features that would necessitate immediate action – with overtime pay if necessary - to remedy if not properly functioning.

Safety: Highway features and characteristics that protect users against – and provide them with a clear sense of freedom from – danger, injury or damage.

Ride/comfort: Highway features and characteristics, such as ride quality, proper signing, or lack of obstructions, that provide a state of ease and quiet enjoyment for highway users.

Stewardship: Actions taken to help a highway element obtain its full potential service life.

Aesthetics: The display of natural or fabricated beauty items, such as landscaping or decorative structures, located along a highway corridor. Also, the absence of things like litter and graffiti, that detract from the sightlines of the road.

WisDOT Highway Operations 2008 Target Service Levels

January 22, 2008

Issued by
David Vieth, Director of the Bureau of Highway Operations

Attached are the 2008 target service levels for highway operations. Highway operations managers expect these targets to provide guidance to central and regional highway operations staff in selecting activities and expending resources. The 2008 targets will help structure the process for developing 2008 Routine Maintenance Agreements.

Targets are the conditions expected on state highways at the end of the summer maintenance season. They were selected by highway operations managers in the regions and BHO to set priorities within the budget, and to increase consistency across region and county lines.

The condition measure used is the percent of inventory with backlogged maintenance work. A measure greater than 0% backlogged reflects work left undone at the end of the summer season. Under full funding of operations needs, we would expect to see features at or close to 0%. The following chart provides historical service levels statewide and by region for 2006. Please remember that targets have not yet been set for a portion of highway operations expenditures including winter operations, certain traffic devices and electrical operations.

Targets do not necessarily reflect an optimal maintenance condition for the highways, but instead reflect organizational priorities, existing highway conditions, and dollars available. It is assumed that all highway operations staff is doing the best job possible, given constrained resources. These organizational priorities include:

- Focusing our resources on keeping the system safe and operating from day to day. Highway operations will:
 - Decrease the amount of hazardous debris on shoulders.
 - Decrease drop-off on unpaved shoulders.
 - Increase the routine replacement of regulatory and warning signs.
- Expending far fewer resources based on limited funding.
 - Activities that address pavement cracking, noxious weeds and fence maintenance will be done infrequently, and primarily to address safety concerns. Litter removal and mowing will be reduced over time and will also have a safety focus.
 - No maintenance of lane-line raised pavement markers and other wet reflective markings. Special pavement markings will only be addressed for the most critical safety needs. Some edgeline markings will be deferred due to reduced funding.
- Leveraging improvements that can decrease the maintenance workload.
 - Now and going forward, operations managers will step up their work with the improvement program to decrease pavement rutting and to improve culverts.

Thank you to Scott Bush and the Compass program for coordinating this effort and preparing this report.

D. 2008 Highway Operations Targets

| Element | Feature | 2004 Target Percent Backlogged and Feature Grade - Statewide | 2005 Target Percent Backlogged and Feature Grade - Statewide | 2006 Target Percent Backlogged and Feature Grade - Statewide | 2007 Target Percent Backlogged and Feature Grade - Statewide | 2004 Actual Percent Backlogged and Feature Grade - Statewide | 2005 Actual Percent Backlogged and Feature Grade - Statewide | 2006 Actual Percent Backlogged and Feature Grade - Statewide* | 2008 Target Percent Backlogged and Feature Grade - Statewide |
|-----------------------------|--------------------------------|--|--|--|--|--|--|---|--|
| Asphalt Traveled Way | Alligator Cracking | 3=A | 5=A | 5=A | 5=A | 1=A | 1=A | 2=A | 5=A |
| | Block Cracking | 5=A | 5=A | 5=A | 5=A | 3=A | 3=A | 2=A | 5=A |
| | Edge Raveling | 15=B | 15=B | 18=B | 20=C | 15=B | 15=B | 17=B | 20=C |
| | Flushing | 1=A | 1=A | 1=A | 1=A | 0=A | 0=A | 0=A | 1=A |
| | Longitudinal Cracking | 21=C | 25=C | 28=C | 30=C | 26=C | 26=C | 62=F | 30=C |
| | Longitudinal Distortion | 0=A | 1=A | 1=A | 1=A | 0=A | 0=A | 0=A | 1=A |
| | Patch Deterioration | 10=B | 10=B | 10=B | 10=B | 9=B | 9=B | 7=B | 10=B |
| | Rutting | 17=F | 15=D | 13=D | 10=D | 9=C | 9=C | 7=B | 7=B |
| | Surface Raveling | 2=A | 2=A | 2=A | 2=A | 1=A | 1=A | 0=A | 2=A |
| | Transverse Cracking | 24=C | 25=C | 28=C | 30=C | 24=C | 24=C | 62=F | 30=C |
| | Transverse Distortion | 5=A | 5=A | 5=A | 5=A | 1=A | 1=A | 0=A | 5=A |
| Concrete Traveled Way | Distressed Joints/Cracks | 43=D | 43=D | 43=D | 43=D | 34=D | 33=D | 18=C | 43=D |
| | Longitudinal Joint Distress | 27=C | 27=C | 27=C | 27=C | 21=C | 21=C | 0=A | 27=C |
| | Patch Deterioration | 30=D | 30=D | 30=D | 30=D | 28=C | 28=C | 18=C | 30=D |
| | Slab Breakup | 44=D | 45=D | 45=D | 45=D | 45=D | 44=D | 29=C | 45=D |
| | Surface Distress | 25=C | 25=C | 25=C | 25=C | 20=C | 20=C | 8=B | 25=C |

| | | | | | | | | | |
|--------------------|--|------|------|------|------|------|------|------|------|
| | Transverse Faulting | 80=F | 75=F | 75=F | 75=F | 74=F | 74=F | 61=F | 75=F |
| Traffic and Safety | Centerline Markings | 6=C | 5=B | 5=B | 6=C | 5=B | 5=B | 4=B | 5=B |
| | Delineators | 15=C | 15=C | 25=D | 25=D | 21=C | 24=D | 21=C | 25=D |
| | Edgeline Markings | 6=B | 6=B | 6=B | 7=B | 7=B | 5=B | 6=B | 6=B |
| | Detour/object marker/recreation/guide signs (emerg. repair) | 15=C | 1=A | 1=A | 1=A | 0=A | 1=A | 1=A | 1=A |
| | Detour/object marker/recreation/guide signs (routine repair) | -- | 50=D | 65=F | 70=F | 46=D | 59=D | 55=D | 70=F |
| | Protective Barriers | 9=B | 3=A | 3=A | 3=A | 3=A | 4=A | 4=A | 3=A |
| | Reg./Warning Signs (emerg.) | 6=C | 0=A | 0=A | 0=A | 1=A | 1=A | 1=A | 0=A |
| | Reg./Warning Signs (routine) | -- | 40=D | 35=D | 30=D | 36=D | 41=F | 31=D | 25=D |
| | Special Pavement Markings | 21=C | 25=D | 25=D | 25=D | 13=C | 5=A | 3=A | 25=D |
| Shoulders | Hazardous Debris | 6=C | 6=C | 6=C | 6=C | 13=D | 12=D | 13=D | 6=C |
| | Cracking (paved) | 50=D | 60=D | 60=D | 60=D | 51=D | 52=D | 50=D | 60=D |
| | Potholes/Raveling (paved) | 12=B | 10=B | 10=B | 10=B | 5=A | 7=B | 5=A | 10=B |
| | Cross-Slope (unpaved) | 9=B | 20=C | 20=C | 20=C | 15=B | 14=B | 25=C | 20=C |
| | Drop-off/Build-up (unpaved) | 34=F | 35=F | 30=D | 25=D | 37=F | 36=F | 40=F | 20=D |
| | Erosion (unpaved) | 8=B | 5=A | 5=A | 5=A | 3=A | 3=A | 3=A | 5=A |
| Drainage | Culverts | 13=B | 15=B | 15=B | 15=B | 17=B | 18=B | 15=B | 15=B |

| | | | | | | | | | |
|----------|-------------------------------|------|------|------|------|------|------|------|------|
| | Curb & Gutter | 8=A | 8=A | 10=B | 10=B | 6=A | 7=A | 8=A | 10=B |
| | Ditches | 2=A | 2=A | 2=A | 2=A | 2=A | 2=A | 3=A | 5=A |
| | Flumes | 14=B | 30=C | 30=C | 30=C | 32=C | 19=C | 27=C | 30=C |
| | Storm Sewer System | 8=B | 10=B | 10=B | 10=B | 9=B | 9=B | 9=B | 10=B |
| | Under-drains/Edge-drains | 11=B | 20=B | 25=C | 25=C | 14=B | 20=B | 13=B | 25=C |
| Roadside | Fences | 16=C | 14=C | 14=C | 14=C | 4=A | 2=A | 3=A | 14=C |
| | Litter | 71=D | 75=D | 75=D | 75=D | 70=D | 62=D | 64=D | 75=D |
| | Mowing | 58=D | 40=C | 40=C | 40=C | 40=C | 35=C | 39=C | 40=C |
| | Mowing for Vision | 5=B | 5=B | 5=B | 5=B | 26=D | -- | 2=A | 5=B |
| | Noxious Weeds | 48=D | 50=D | 50=D | 50=D | 30=C | 29=C | 34=C | 61=F |
| | Woody Vegetation | 7=B | 5=B | 5=B | 5=B | 4=A | 3=A | 3=A | 5=B |
| | Woody Veg. Control for Vision | 5=B | 5=B | 3=A | 3=A | 1=A | 1=A | 1=A | 3=A |

E. 2008 Compass Rating Sheet



2008 Compass Rating Sheet
Wisconsin Department of Transportation

«MySegment», «MyRoute», «MyCounty», «MyDistrict»
Directions: «PrimaryDir»
Alternate Directions: «AltDir»

Segments can only be discarded for the following reasons. If this segment meets one of these criteria, please check the appropriate box and add the next highest numbered "spare" segment to your list of segments to be rated. Please enter the reject reason in the database.

- | | |
|--|---|
| <input type="checkbox"/> A piece or all of the segment falls on a bridge. | <input type="checkbox"/> A piece or all of the segment is currently under construction. |
| <input type="checkbox"/> We believe it would be unsafe to rate this segment. | <input type="checkbox"/> We cannot locate this segment. |
| <input type="checkbox"/> An organization other than WisDOT is responsible for the maintenance of ANY of the four elements within this section. | |

| Shoulders | Standard | Value | Comments |
|---|--|-------|----------|
| Hazardous Debris (S-1) | Number of items large enough to cause a safety hazard | | |
| Paved Shoulder <input type="checkbox"/> None (If none, skip to Unpaved Shoulder) | | | |
| Cracking (S-2) | Linear ft. of unsealed cracks greater than 1/4" (up to 150' on undivided or 300' on divided hwy) | | |
| Potholes/Raveling (S-3) | Total sq. ft. of BOTH potholes AND raveling greater than 1 ft ² x 1" deep | | |
| Unpaved Shoulder <input type="checkbox"/> None (If none, skip to Drainage) | | | |
| Drop off/build-up (S-4) | Linear ft. of <u>paved-to-unpaved</u> drop-off/build-up greater than 1.5" | | |
| Cross Slope (S-5) | Linear ft. with unpaved cross slope greater than 2x planned angle | | |
| Erosion (S-6) | Linear ft. with ruts deeper than 2 inches | | |

| Drainage | Value & Repair/Clean | Comments |
|--------------------------------|---|----------|
| Ditches (D-1) | <input type="checkbox"/> None Total linear ft. of ditch | |
| | Linear ft. with more than minimal erosion of ditch line OR obstructions to the flow of water requiring action <input type="checkbox"/> Repair <input type="checkbox"/> Clean | |
| Culverts (D-2) | <input type="checkbox"/> None Total number of culverts | |
| | Number more than 25% obstructed OR where a sharp object (a shovel) can be pushed thru bottom of pipe OR pipe is collapsing | |
| Under/Edge Drain (D-3) | <input type="checkbox"/> None Total number of drains | |
| | Number with outlets, endwalls or end protection closed or crushed OR where water flow or end protection is obstructed | |
| Flumes (D-4) | <input type="checkbox"/> None Total number of flumes | |
| | Number not functioning as intended OR deteriorated to the point that they are causing erosion | |
| Curb & Gutter (D-5) | <input type="checkbox"/> None Total linear ft. of curb and gutter | |
| | Linear ft. with severe structural distress OR more than 1" structural misalignment OR more than 1" of debris build up in the curb line | |
| Storm Sewer (D-6) | <input type="checkbox"/> None Total number of inlets, catch basins and outlet pipes | |
| | Number with more than 50% capacity obstructed OR less than 80% structurally sound OR more than 1" vertical displacement OR not functioning as intended | |

| Roadsides | | Value | Comments |
|-------------------------------|---|--|----------|
| Litter (R-1) | Number of pieces (up to 15) of litter & non-natural encroachments on shoulders & roadside visible at posted speed, but not causing a safety threat..... | | |
| Mowing (R-2) | Mowing meets standard..... If NO, grass is mowed: <input type="checkbox"/> too wide <input type="checkbox"/> too short <input type="checkbox"/> too tall <input type="checkbox"/> in a no mow zone If NO, why: <input type="checkbox"/> safety/equipment <input type="checkbox"/> mowed by property owner <input type="checkbox"/> woody vegetation control <input type="checkbox"/> maintenance decision | <input type="checkbox"/> yes <input type="checkbox"/> no | |
| Mowing Vision (R-2) | <input type="checkbox"/> None Grass blocks a vision triangle or sightlines | <input type="checkbox"/> yes <input type="checkbox"/> no | |
| Noxious Weeds (R-3) | Visible clumps of noxious weeds are present..... | <input type="checkbox"/> yes <input type="checkbox"/> no | |
| Woody Vegetation (R-4) | Number of instances in which a tree > 4" in diameter is present in the clear zone OR trees and/or branches overhang the roadway or shoulder creating a clearance problem..... | | |
| Woody Vegetation Vision (R-4) | Woody vegetation causes a vision problem..... | <input type="checkbox"/> yes <input type="checkbox"/> no | |
| Fences (R-5) | <input type="checkbox"/> None Total linear ft. of right-of-way fence | | |
| | Linear ft. missing OR not functioning as intended..... | | |

| Traffic Control and Safety | | Value | Comments |
|---------------------------------|--|---|----------|
| Centerline Markings (T-1) | <input type="checkbox"/> None Over total segment, > 20% centerline paint missing..... | <input type="checkbox"/> yes <input type="checkbox"/> no | |
| Edgeline Markings (T-1) | <input type="checkbox"/> None Over total segment, > 20% edgeline paint missing..... | <input type="checkbox"/> yes <input type="checkbox"/> no | |
| Special Pavement Markings (T-2) | <input type="checkbox"/> None Total number | | |
| | Number missing OR not functioning as intended..... | | |
| Regulatory/ Warning Signs (T-3) | <input type="checkbox"/> None Total number | | |
| | Number missing OR not visible at posted speed... | | |
| Other Signs (T-4) | <input type="checkbox"/> None Total number | | |
| | Number missing OR not visible at posted speed... | | |
| Delineators (T-5) | <input type="checkbox"/> None Total number | | |
| | Number missing OR not visible at posted speed OR damaged..... | | |
| Protective Barriers (T-6) | <input type="checkbox"/> None Total linear ft. of beam guard, concrete barrier, and cable guard..... | | |
| | Linear ft. of protective barriers not functioning as intended and type of deficient protective barrier(s)..... | <input type="checkbox"/> Beam Guard <input type="checkbox"/> Damaged Terminal <input type="checkbox"/> Concrete Barrier <input type="checkbox"/> Cable Guard | |

Indicates some or all of feature rating must be completed while driving at posted speed OR rated through the eyes of a driver traveling at posted speed.

| | |
|-----------|---------|
| 1/10-mile | 528 ft |
| X2 | 1056 ft |
| X3 | 1584 ft |
| X4 | 2112 ft |

Rating Sheets should be entered into your laptop database and the ratings should be emailed or given to your LAN administrator **by October 16, 2008**

Questions? Please call Scott Bush, Compass Program Manager at 608-266-8666 or email him at scott.bush@dot.state.wi.us

F. County Data

Counties 2008: Traffic and Shoulders

| Region | County | Condition | | | | | | | | | | | | |
|--------|------------|------------|-------------|-------------------|--|---------------------|-------------------------------------|---------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| | | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| NC | ADAMS | 0% | -- | 0% | 0% | -- | 0% | -- | 0% | 27% | 9% | 9% | 43% | 0% |
| | | 11 | -- | 11 | 1 | -- | 3 | -- | 11 | 11 | 11 | 11 | 7 | 7 |
| | FLORENCE | 0% | -- | 0% | -- | 100% | 0% | -- | 0% | 60% | 0% | 0% | 60% | 0% |
| | | 5 | -- | 5 | -- | 1 | 3 | -- | 5 | 5 | 5 | 5 | 5 | 5 |
| | FOREST | 0% | -- | 0% | 0% | 0% | 0% | -- | 0% | 43% | 0% | 44% | 56% | 0% |
| | | 11 | -- | 9 | 9 | 1 | 8 | -- | 11 | 7 | 7 | 9 | 18 | 18 |
| | GREEN LAKE | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% | 0% | 0% |
| | | 5 | 1 | 5 | 1 | 1 | 1 | 1 | 5 | 5 | 5 | 5 | 2 | 2 |
| | IRON | 5% | -- | 42% | 0% | -- | 0% | -- | 11% | 29% | 0% | 26% | 9% | 0% |
| | | 19 | -- | 19 | 2 | -- | 4 | -- | 19 | 7 | 7 | 19 | 11 | 11 |
| | LANGLADE | 0% | 0% | 0% | 0% | -- | 0% | -- | 0% | 29% | 0% | 5% | 21% | 0% |
| | | 20 | 1 | 20 | 3 | -- | 4 | -- | 20 | 14 | 14 | 20 | 19 | 19 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|-----------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| | | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | LINCOLN | 0% | 0% | 0% | 0% | -- | 0% | 0% | 13% | 71% | 21% | 36% | 39% | 0% |
| | | 15 | 2 | 15 | 3 | -- | 10 | 2 | 15 | 14 | 14 | 14 | 18 | 18 |
| | MARATHON | 0% | 22% | 0% | 0% | 0% | 0% | 25% | 5% | 71% | 18% | 20% | 44% | 0% |
| | | 21 | 6 | 21 | 6 | 1 | 13 | 5 | 21 | 17 | 17 | 20 | 27 | 27 |
| | MARQUETTE | 0% | 7% | 0% | 0% | 0% | 0% | -- | 0% | 50% | 0% | 0% | 71% | 0% |
| | | 10 | 3 | 10 | 5 | 1 | 4 | -- | 10 | 10 | 10 | 10 | 14 | 14 |
| | MENOMINEE | 0% | -- | 67% | 0% | -- | 0% | -- | 0% | 0% | 0% | 0% | 100% | 0% |
| | | 4 | -- | 3 | 1 | -- | 1 | -- | 4 | 1 | 1 | 3 | 2 | 2 |
| | ONEIDA | 0% | -- | 0% | 0% | -- | 0% | 0% | 0% | 50% | 0% | 5% | 31% | 0% |
| | | 23 | -- | 23 | 6 | -- | 7 | 1 | 23 | 22 | 22 | 22 | 13 | 13 |
| | PORTAGE | 0% | 36% | 0% | 0% | -- | 0% | 0% | 21% | 67% | 0% | 14% | 0% | 0% |
| | | 14 | 4 | 14 | 6 | -- | 6 | 2 | 14 | 12 | 12 | 14 | 13 | 13 |
| | PRICE | 0% | 0% | 0% | 0% | 0% | 0% | -- | 6% | 36% | 9% | 19% | 8% | 0% |
| | | 16 | 1 | 16 | 3 | 1 | 3 | -- | 16 | 11 | 11 | 16 | 13 | 13 |
| | SHAWANO | 0% | 0% | 0% | 0% | -- | 5% | 0% | 22% | 81% | 0% | 59% | 50% | 0% |
| | | 18 | 2 | 17 | 4 | -- | 7 | 1 | 18 | 16 | 16 | 17 | 12 | 12 |

| | | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|-------------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| Region | County | Centerline | Delineators | EdgeLine Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | VILAS | 0% | 100% | 8% | 0% | 14% | 0% | -- | 23% | 67% | 0% | 23% | 67% | 7% |
| | | 13 | 1 | 13 | 7 | 2 | 7 | -- | 13 | 9 | 9 | 13 | 15 | 15 |
| | WAUPACA | 0% | 0% | 21% | 0% | -- | 0% | 0% | 14% | 13% | 0% | 21% | 38% | 0% |
| | | 14 | 2 | 14 | 13 | -- | 10 | 1 | 14 | 8 | 8 | 14 | 16 | 16 |
| | WAUSHARA | 0% | -- | 0% | 7% | -- | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% |
| | | 11 | -- | 11 | 7 | -- | 7 | 1 | 11 | 9 | 9 | 11 | 11 | 11 |
| | WOOD | 10% | -- | 10% | 0% | -- | 0% | 0% | 0% | 0% | 0% | 13% | 56% | 0% |
| | | 10 | -- | 10 | 7 | -- | 5 | 3 | 10 | 4 | 4 | 8 | 16 | 16 |
| NE | BROWN | 4% | 14% | 4% | 0% | 4% | 0% | 14% | 8% | 76% | 4% | 13% | 86% | 3% |
| | | 25 | 17 | 25 | 18 | 5 | 16 | 5 | 25 | 25 | 25 | 24 | 29 | 29 |
| | CALUMET | 0% | -- | 0% | 0% | -- | 0% | 0% | 22% | 56% | 11% | 0% | 20% | 0% |
| | | 9 | -- | 9 | 7 | -- | 6 | 2 | 9 | 9 | 9 | 8 | 15 | 15 |
| | DOOR | 0% | -- | 0% | 0% | -- | 0% | 0% | 5% | 58% | 5% | 21% | 54% | 8% |
| | | 20 | -- | 20 | 3 | -- | 11 | 3 | 20 | 19 | 19 | 19 | 13 | 13 |
| | FOND DU LAC | 3% | 60% | 0% | 0% | 18% | 0% | 0% | 3% | 83% | 7% | 31% | 57% | 0% |
| | | 30 | 4 | 29 | 6 | 2 | 13 | 7 | 30 | 29 | 29 | 29 | 28 | 28 |

| | | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|-----------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| Region | County | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | KEWAUNEE | 0% | -- | 0% | 0% | -- | 0% | 50% | 0% | 56% | 0% | 56% | 50% | 0% |
| | | 9 | -- | 9 | 4 | -- | 3 | 2 | 9 | 9 | 9 | 9 | 8 | 8 |
| | MANITOWOC | 0% | 0% | 0% | 0% | -- | 0% | 0% | 0% | 92% | 23% | -- | 56% | 0% |
| | | 13 | 4 | 13 | 10 | -- | 10 | 3 | 13 | 13 | 13 | -- | 16 | 16 |
| | MARINETTE | 3% | 14% | 0% | 0% | 0% | 8% | 0% | 3% | 68% | 4% | 13% | 35% | 0% |
| | | 31 | 2 | 31 | 12 | 1 | 12 | 2 | 31 | 28 | 28 | 31 | 23 | 23 |
| | OCONTO | 0% | 10% | 0% | 0% | 0% | 0% | -- | 0% | 44% | 0% | 0% | 19% | 0% |
| | | 27 | 6 | 27 | 8 | 2 | 5 | -- | 27 | 25 | 25 | 27 | 21 | 21 |
| | OUTAGAMIE | 0% | 13% | 0% | 0% | 0% | 0% | 0% | 25% | 35% | 5% | 13% | 38% | 0% |
| | | 24 | 8 | 24 | 13 | 8 | 12 | 4 | 24 | 20 | 20 | 23 | 24 | 24 |
| | SHEBOYGAN | 4% | 3% | 4% | 0% | 0% | 0% | 0% | 19% | 38% | 4% | 20% | 40% | 0% |
| | | 26 | 6 | 25 | 10 | 2 | 9 | 5 | 26 | 26 | 26 | 25 | 25 | 25 |
| | WINNEBAGO | 0% | 5% | 0% | 0% | 0% | 0% | 18% | 5% | 18% | 0% | 0% | 38% | 3% |
| | | 22 | 6 | 21 | 14 | 3 | 10 | 5 | 22 | 22 | 22 | 3 | 29 | 29 |
| NW | ASHLAND | 30% | -- | 20% | 0% | -- | 0% | -- | 0% | 33% | 11% | 20% | 36% | 0% |
| | | 10 | -- | 10 | 2 | -- | 4 | -- | 10 | 9 | 9 | 10 | 11 | 11 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|----------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| | | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | BARRON | 17% | 0% | 0% | 0% | -- | 0% | 0% | 17% | 67% | 0% | 33% | 38% | 0% |
| | | 6 | 1 | 6 | 8 | -- | 4 | 1 | 6 | 6 | 6 | 6 | 16 | 16 |
| | BAYFIELD | 0% | -- | 10% | 0% | 0% | 0% | -- | 0% | 50% | 17% | 30% | 33% | 0% |
| | | 10 | -- | 10 | 4 | 1 | 5 | -- | 10 | 6 | 6 | 10 | 12 | 12 |
| | BUFFALO | 9% | 40% | 36% | 0% | 12% | 0% | -- | 0% | 71% | 29% | 82% | 87% | 0% |
| | | 11 | 1 | 11 | 3 | 1 | 8 | -- | 11 | 7 | 7 | 11 | 15 | 15 |
| | BURNETT | 0% | 0% | 0% | 17% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 57% | 0% |
| | | 6 | 1 | 6 | 4 | 1 | 6 | 1 | 6 | 4 | 4 | 6 | 7 | 7 |
| | CHIPPEWA | 4% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 27% | 0% |
| | | 23 | 3 | 23 | 5 | 1 | 6 | 1 | 23 | 21 | 21 | 23 | 15 | 15 |
| | CLARK | 0% | 5% | 0% | 0% | 0% | 0% | -- | 0% | 38% | 0% | 0% | 31% | 0% |
| | | 13 | 3 | 13 | 6 | 3 | 4 | -- | 13 | 13 | 13 | 13 | 16 | 16 |
| | DOUGLAS | 0% | -- | 0% | -- | -- | 0% | -- | 0% | 50% | 0% | 0% | 50% | 0% |
| | | 9 | -- | 9 | -- | -- | 2 | -- | 9 | 8 | 8 | 9 | 8 | 8 |
| | DUNN | 0% | 19% | 0% | 0% | 0% | 0% | -- | 7% | 57% | 14% | 27% | 36% | 9% |
| | | 15 | 3 | 15 | 3 | 2 | 3 | -- | 15 | 14 | 14 | 15 | 11 | 11 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|------------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| | | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | EAU CLAIRE | 0% | 6% | 0% | 0% | 0% | 0% | 0% | 21% | 85% | 8% | 0% | 33% | 0% |
| | | 14 | 7 | 13 | 5 | 4 | 7 | 5 | 14 | 13 | 13 | 12 | 15 | 15 |
| | JACKSON | 8% | 0% | 8% | 0% | 0% | 0% | 0% | 0% | 50% | 10% | 23% | 47% | 0% |
| | | 13 | 4 | 13 | 3 | 3 | 3 | 1 | 13 | 10 | 10 | 13 | 15 | 15 |
| | PEPIN | 0% | -- | 0% | 0% | -- | 0% | -- | 0% | 80% | 0% | 60% | 100% | 100% |
| | | 5 | -- | 5 | 1 | -- | 1 | -- | 5 | 5 | 5 | 5 | 1 | 1 |
| | PIERCE | 0% | 37% | 0% | 0% | 1% | 0% | 0% | 14% | 80% | 0% | 0% | 18% | 0% |
| | | 7 | 7 | 7 | 4 | 7 | 6 | 1 | 7 | 5 | 5 | 7 | 11 | 11 |
| | POLK | 5% | 0% | 0% | 0% | -- | 0% | 0% | 9% | 33% | 10% | 50% | 38% | 0% |
| | | 22 | 1 | 22 | 6 | -- | 8 | 1 | 22 | 21 | 21 | 22 | 13 | 13 |
| | RUSK | 0% | -- | 0% | 0% | -- | 0% | 0% | 0% | 11% | 11% | 56% | 30% | 0% |
| | | 9 | -- | 9 | 2 | -- | 4 | 1 | 9 | 9 | 9 | 9 | 10 | 10 |
| | SAWYER | 6% | 0% | 0% | 0% | -- | 0% | -- | 0% | 7% | 0% | 6% | 38% | 0% |
| | | 17 | 2 | 17 | 4 | -- | 4 | -- | 17 | 14 | 14 | 17 | 13 | 13 |
| | ST. CROIX | 5% | 5% | 5% | 0% | 0% | 0% | -- | 11% | 68% | 5% | 26% | 10% | 0% |
| | | 19 | 6 | 19 | 6 | 1 | 7 | -- | 19 | 19 | 19 | 19 | 20 | 20 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|-------------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| | | Centerline | Delineators | EdgeLine Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | TAYLOR | 0% | -- | 0% | 0% | -- | 0% | 0% | 0% | 44% | 0% | 0% | 11% | 0% |
| | | 9 | -- | 9 | 6 | -- | 3 | 1 | 9 | 9 | 9 | 9 | 9 | 9 |
| | TREMPEALEAU | 18% | -- | 27% | 0% | -- | 40% | -- | 0% | 56% | 0% | 73% | 18% | 0% |
| | | 11 | -- | 11 | 3 | -- | 4 | -- | 11 | 9 | 9 | 11 | 11 | 11 |
| | WASHBURN | 0% | 0% | 9% | 0% | -- | 0% | -- | 9% | 27% | 9% | 18% | 30% | 0% |
| | | 11 | 4 | 11 | 1 | -- | 4 | -- | 11 | 11 | 11 | 11 | 10 | 10 |
| SE | KENOSHA | 3% | 34% | 3% | 0% | 0% | 0% | 4% | 7% | 24% | 8% | 22% | 78% | 0% |
| | | 29 | 8 | 29 | 18 | 7 | 20 | 13 | 29 | 25 | 25 | 23 | 18 | 18 |
| | MILWAUKEE | 5% | 60% | 19% | 1% | 6% | 3% | 9% | 5% | 64% | 18% | 50% | 90% | 0% |
| | | 39 | 3 | 27 | 32 | 16 | 24 | 33 | 39 | 22 | 22 | 12 | 10 | 10 |
| | OZAUKEE | 0% | 17% | 0% | 0% | 0% | 0% | 0% | 0% | 63% | 0% | 6% | 67% | 7% |
| | | 19 | 9 | 19 | 7 | 7 | 10 | 5 | 19 | 16 | 16 | 16 | 15 | 15 |
| | RACINE | 0% | 76% | 3% | 0% | 0% | 0% | 0% | 0% | 54% | 18% | 40% | 37% | 0% |
| | | 31 | 3 | 31 | 9 | 3 | 17 | 5 | 31 | 28 | 28 | 25 | 19 | 19 |
| | WALWORTH | 5% | 64% | 5% | 0% | 6% | 0% | 10% | 5% | 71% | 13% | 0% | 38% | 3% |
| | | 38 | 8 | 38 | 15 | 4 | 14 | 6 | 38 | 38 | 38 | 38 | 39 | 39 |

| | | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|------------|--|-------------|-------------------|--|---------------------|-------------------------------------|---------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| Region | County | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | WASHINGTON | 3% | 33% | 0% | 0% | 4% | 4% | 12% | 3% | 87% | 3% | 6% | 71% | 0% |
| | | 32 | 6 | 32 | 17 | 5 | 19 | 9 | 32 | 31 | 31 | 32 | 14 | 14 |
| | WAUKESHA | 4% | 8% | 4% | 2% | 0% | 1% | 7% | 10% | 65% | 13% | 3% | 68% | 4% |
| | | 51 | 17 | 51 | 26 | 7 | 38 | 21 | 51 | 40 | 40 | 37 | 53 | 53 |
| SW | COLUMBIA | 0% | 37% | 0% | 0% | 0% | 0% | 0% | 50% | 73% | 0% | 69% | 86% | 0% |
| | | 16 | 3 | 16 | 6 | 2 | 8 | 1 | 16 | 11 | 11 | 16 | 14 | 14 |
| | CRAWFORD | 0% | 85% | 11% | 0% | 0% | 5% | -- | 0% | 0% | 0% | 13% | 67% | 0% |
| | | 9 | 6 | 9 | 3 | 3 | 9 | -- | 9 | 8 | 8 | 8 | 18 | 18 |
| | DANE | 7% | 19% | 7% | 0% | 0% | 0% | 5% | 7% | 74% | 13% | 4% | 25% | 3% |
| | | 28 | 4 | 27 | 16 | 3 | 13 | 9 | 28 | 23 | 23 | 28 | 32 | 32 |
| | DODGE | 0% | 32% | 0% | 0% | 0% | 0% | 38% | 38% | 69% | 15% | 15% | 70% | 0% |
| | | 13 | 7 | 13 | 10 | 3 | 8 | 5 | 13 | 13 | 13 | 13 | 20 | 20 |
| | GRANT | 0% | 13% | 0% | 0% | 0% | 11% | -- | 0% | 25% | 0% | 11% | 33% | 0% |
| | | 9 | 4 | 9 | 3 | 1 | 5 | -- | 9 | 8 | 8 | 9 | 12 | 12 |
| | GREEN | 0% | -- | 11% | 0% | -- | -- | 0% | 0% | 40% | 0% | 0% | 29% | 14% |
| | | 9 | -- | 9 | 4 | -- | -- | 1 | 9 | 5 | 5 | 9 | 7 | 7 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------|-----------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| | | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | IOWA | 0% | 6% | 0% | 0% | 0% | 0% | -- | 0% | 73% | 0% | 0% | 29% | 7% |
| | | 12 | 4 | 12 | 2 | 1 | 5 | -- | 12 | 11 | 11 | 12 | 14 | 14 |
| | JEFFERSON | 0% | 0% | 5% | 0% | 0% | 0% | 0% | 16% | 50% | 0% | 32% | 13% | 7% |
| | | 19 | 4 | 19 | 8 | 2 | 8 | 4 | 19 | 18 | 18 | 19 | 15 | 15 |
| | JUNEAU | 6% | 0% | 6% | 0% | -- | 0% | -- | 13% | 54% | 0% | 0% | 20% | 0% |
| | | 16 | 1 | 16 | 1 | -- | 4 | -- | 16 | 13 | 13 | 16 | 15 | 15 |
| | LA CROSSE | 0% | 24% | 0% | 0% | 9% | 0% | 50% | 33% | 63% | 0% | 11% | 83% | 0% |
| | | 9 | 6 | 9 | 5 | 6 | 6 | 1 | 9 | 8 | 8 | 9 | 12 | 12 |
| | LAFAYETTE | 9% | 75% | 9% | 0% | 0% | 0% | -- | 0% | 11% | 0% | 0% | 17% | 17% |
| | | 11 | 2 | 11 | 4 | 4 | 1 | -- | 11 | 9 | 9 | 11 | 6 | 6 |
| | MONROE | 7% | 0% | 7% | 0% | 0% | 0% | -- | 30% | 70% | 0% | 0% | 37% | 5% |
| | | 27 | 4 | 27 | 7 | 1 | 2 | -- | 27 | 10 | 10 | 27 | 19 | 19 |
| | RICHLAND | 0% | 0% | 7% | 0% | 0% | 0% | 0% | 0% | 29% | 0% | 7% | 14% | 0% |
| | | 14 | 1 | 14 | 3 | 1 | 7 | 1 | 15 | 14 | 14 | 14 | 7 | 7 |
| | ROCK | 0% | 11% | 0% | 0% | 11% | 0% | -- | 0% | 82% | 9% | 0% | 38% | 0% |
| | | 13 | 4 | 13 | 2 | 2 | 3 | -- | 13 | 11 | 11 | 13 | 13 | 13 |

| | | Condition % backlogged # of observations | | | | | | | | | | | | |
|--------------------------------|--------|--|-------------|-------------------|--|---------------------|--|------------------------------|------------------|------------------|------------------|-----------------------|--------------------|-------------------|
| | | Traffic | | | | | | | Shoulders | | | | | |
| Region | County | Centerline | Delineators | Edgeline Markings | Detour/object marker/recreation/guide Signs (emergency repair) | Protective Barriers | Reg./Warn. Signs (emergency repair) | Special Pavement Markings | Hazardous Debris | Cracking (paved) | Potholes (paved) | Cross Slope (unpaved) | Drop-off (unpaved) | Erosion (unpaved) |
| | SAUK | 0% | 40% | 0% | 0% | 33% | 0% | 50% | 44% | 56% | 0% | 64% | 75% | 8% |
| | | 16 | 5 | 16 | 7 | 2 | 9 | 2 | 16 | 9 | 9 | 14 | 12 | 12 |
| | VERNON | 6% | 93% | 0% | 0% | 2% | 0% | 0% | 33% | 33% | 11% | 13% | 54% | 15% |
| | | 18 | 3 | 17 | 3 | 3 | 9 | 1 | 18 | 9 | 9 | 16 | 13 | 13 |
| Total # of observations | | 1194 | 231 | 1172 | 473 | 138 | 542 | 185 | 1195 | 1000 | 1000 | 1084 | 1099 | 1099 |

Counties 2008: Drainage and Roadsides

| Region | County | Condition | | | | | | | | | | | | |
|--------|------------|-----------|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|
| | | Drainage | | | | | | Roadsides | | | | | | |
| | | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision |
| NC | ADAMS | 100% | -- | 0% | -- | -- | -- | -- | 27% | 29% | 0% | 43% | 0% | 0% |
| | | 1 | -- | 7 | -- | -- | -- | -- | 11 | 7 | 1 | 7 | 7 | 7 |
| | FLORENCE | 0% | -- | 1% | -- | -- | -- | -- | 0% | 20% | 0% | 40% | 0% | 0% |
| | | 1 | -- | 5 | -- | -- | -- | -- | 5 | 5 | 2 | 5 | 5 | 5 |
| | FOREST | 33% | 1% | 1% | -- | -- | 17% | -- | 27% | 11% | 0% | 68% | 0% | 0% |
| | | 9 | 2 | 16 | -- | -- | 1 | -- | 11 | 19 | 4 | 19 | 19 | 19 |
| | GREEN LAKE | -- | 4% | 0% | -- | 0% | -- | -- | 40% | 0% | 0% | 100% | 0% | 0% |
| | | -- | 1 | 2 | -- | 1 | -- | -- | 5 | 2 | 1 | 2 | 2 | 2 |
| | IRON | 0% | -- | 1% | -- | -- | -- | -- | 21% | 9% | 25% | 27% | 0% | 0% |
| | | 2 | -- | 11 | -- | -- | -- | -- | 19 | 11 | 4 | 11 | 11 | 11 |
| | LANGLADE | 29% | -- | 1% | -- | -- | -- | -- | 30% | 21% | 0% | 79% | 5% | 0% |
| | | 7 | -- | 19 | -- | -- | -- | -- | 20 | 19 | 11 | 19 | 19 | 19 |
| | LINCOLN | 40% | 5% | 1% | 0% | 0% | 50% | 14% | 80% | 50% | 0% | 67% | 6% | 0% |
| | | 5 | 2 | 17 | 2 | 1 | 2 | 1 | 15 | 18 | 4 | 18 | 18 | 18 |
| | MARATHON | 14% | 28% | 2% | 0% | 100% | 35% | 6% | 71% | 34% | 0% | 38% | 0% | 0% |
| | | 5 | 4 | 27 | 4 | 2 | 4 | 4 | 21 | 29 | 10 | 29 | 29 | 29 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|--------|--|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|
| | | Drainage | | | | | | Roadsides | | | | | | | | | | | | | | | | | | |
| | | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | | | | | | | | | | | | |
| MARQUETTE | 0% | 9% | 0% | -- | 0% | 0% | 0% | 30% | 21% | 0% | 57% | 0% | 0% | 4 | 1 | 13 | -- | 1 | 1 | 3 | 10 | 14 | 1 | 14 | 14 | 14 |
| | -- | -- | 0% | -- | -- | -- | -- | 100% | 0% | -- | 50% | 0% | 0% | -- | -- | 2 | -- | -- | -- | 4 | 2 | -- | 2 | 2 | 2 | |
| MENOMINEE | 33% | 1% | 1% | -- | -- | 0% | -- | 57% | 14% | 0% | 21% | 7% | 7% | 3 | 2 | 12 | -- | -- | 1 | -- | 23 | 14 | 5 | 14 | 14 | 14 |
| | 0% | 0% | 0% | 0% | -- | 0% | 0% | 57% | 36% | 0% | 29% | 0% | 0% | 2 | 2 | 13 | 1 | -- | 1 | 1 | 14 | 14 | 1 | 14 | 14 | 14 |
| ONEIDA | 0% | -- | 0% | -- | -- | -- | -- | 63% | 23% | 0% | 15% | 0% | 0% | 3 | -- | 13 | -- | -- | -- | 16 | 13 | 3 | 13 | 13 | 13 | |
| | 0% | 5% | 0% | 0% | 0% | 14% | -- | 44% | 62% | 0% | 31% | 0% | 0% | 1 | 3 | 13 | 2 | 2 | 1 | -- | 18 | 13 | 3 | 13 | 13 | 13 |
| PORTAGE | 33% | 67% | 4% | -- | -- | -- | -- | 77% | 20% | 17% | 0% | 0% | 0% | 6 | 1 | 12 | -- | -- | -- | 13 | 15 | 6 | 15 | 15 | 15 | |
| | 0% | 1% | 0% | 0% | 100% | 11% | -- | 57% | 74% | 0% | 5% | 0% | 0% | 1 | 6 | 16 | 2 | 1 | 5 | -- | 14 | 19 | 7 | 19 | 19 | 19 |
| PRICE | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| SHAWANO | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| VILAS | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| WAUPACA | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| WAUSHARA | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |
| | 0% | 13% | 0% | -- | -- | -- | -- | 36% | 0% | 0% | 45% | 0% | 0% | 1 | 1 | 10 | -- | -- | -- | 11 | 11 | 2 | 11 | 11 | 11 | 11 |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | | |
|--------|-------------|--|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|--|
| | | Drainage | | | | | | Roadsides | | | | | | | |
| | | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | |
| | WOOD | 0% | 29% | 0% | 100% | 20% | -- | -- | 50% | 56% | 0% | 13% | 0% | 0% | |
| | | 3 | 4 | 16 | 1 | 3 | -- | -- | 10 | 16 | 3 | 16 | 16 | 16 | |
| NE | BROWN | 30% | 1% | 0% | 8% | 50% | 0% | 0% | 80% | 25% | 14% | 69% | 0% | 0% | |
| | | 9 | 6 | 31 | 8 | 2 | 3 | 15 | 25 | 32 | 7 | 32 | 32 | 32 | |
| | CALUMET | 20% | 8% | 8% | -- | 33% | 100% | 0% | 100% | 53% | 0% | 53% | 0% | 0% | |
| | | 5 | 4 | 15 | -- | 2 | 1 | 1 | 9 | 15 | 4 | 15 | 15 | 15 | |
| | DOOR | 20% | 0% | 1% | -- | 0% | 0% | 0% | 70% | 53% | 0% | 20% | 13% | 0% | |
| | | 4 | 7 | 13 | -- | 1 | 3 | 1 | 20 | 15 | 3 | 15 | 15 | 15 | |
| | FOND DU LAC | 0% | 3% | 1% | 4% | 14% | 8% | 0% | 97% | 61% | 0% | 57% | 4% | 0% | |
| | | 10 | 3 | 28 | 6 | 3 | 4 | 2 | 30 | 28 | 6 | 28 | 28 | 28 | |
| | KEWAUNEE | 0% | 5% | 0% | -- | 50% | -- | -- | 78% | 67% | 0% | 78% | 0% | 0% | |
| | | 4 | 3 | 8 | -- | 2 | -- | -- | 9 | 9 | 2 | 9 | 9 | 9 | |
| | MANITOWOC | 25% | 8% | 0% | 0% | 0% | 25% | 0% | 77% | 67% | 0% | 33% | 0% | 0% | |
| | | 7 | 5 | 17 | 2 | 2 | 1 | 4 | 13 | 18 | 5 | 18 | 18 | 18 | |
| | MARINETTE | 13% | 9% | 1% | -- | 0% | 28% | 0% | 45% | 58% | 0% | 25% | 0% | 0% | |
| | | 8 | 8 | 24 | -- | 3 | 4 | 1 | 31 | 24 | 24 | 24 | 24 | 24 | |
| | OCONTO | 75% | 34% | 0% | 4% | 100% | 0% | 0% | 48% | 38% | 0% | 29% | 0% | 0% | |
| | | 4 | 1 | 21 | 4 | 1 | 3 | 4 | 27 | 21 | 21 | 21 | 21 | 21 | |

| Region | County | Condition % backlogged # of observations | | | | | | | | | | | | | |
|--------|-----------|--|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|--|
| | | Drainage | | | | | | Roadsides | | | | | | | |
| | | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | |
| | OUTAGAMIE | 100% | 3% | 1% | 67% | 67% | 7% | 6% | 63% | 56% | 0% | 36% | 0% | 0% | |
| | | 4 | 8 | 24 | 2 | 3 | 5 | 4 | 24 | 25 | 25 | 25 | 25 | 25 | |
| | SHEBOYGAN | 13% | 1% | 1% | 33% | 20% | 36% | 0% | 58% | 68% | 50% | 68% | 0% | 0% | |
| | | 8 | 6 | 25 | 3 | 6 | 6 | 6 | 26 | 25 | 2 | 25 | 25 | 25 | |
| | WINNEBAGO | 20% | 1% | 0% | 9% | 50% | 0% | 0% | 73% | 24% | 0% | 72% | 0% | 0% | |
| | | 4 | 7 | 29 | 4 | 2 | 2 | 6 | 22 | 29 | 24 | 29 | 29 | 29 | |
| NW | ASHLAND | 20% | -- | 13% | -- | -- | -- | -- | 30% | 9% | 0% | 9% | 18% | 0% | |
| | | 4 | -- | 9 | -- | -- | -- | -- | 10 | 11 | 2 | 11 | 11 | 11 | |
| | BARRON | 0% | 11% | 0% | -- | -- | 0% | 0% | 67% | 38% | 0% | 0% | 6% | 0% | |
| | | 4 | 2 | 16 | -- | -- | 2 | 3 | 6 | 16 | 3 | 16 | 16 | 16 | |
| | BAYFIELD | 63% | -- | 2% | -- | -- | -- | -- | 60% | 33% | 0% | 17% | 8% | 0% | |
| | | 7 | -- | 12 | -- | -- | -- | -- | 10 | 12 | 3 | 12 | 12 | 12 | |
| | BUFFALO | 38% | 15% | 1% | -- | -- | -- | -- | 55% | 60% | 0% | 27% | 7% | 0% | |
| | | 7 | 1 | 14 | -- | -- | -- | -- | 11 | 15 | 5 | 15 | 15 | 15 | |
| | BURNETT | 33% | 9% | 33% | -- | -- | 67% | -- | 67% | 44% | 0% | 0% | 0% | 22% | |
| | | 3 | 3 | 7 | -- | -- | 2 | -- | 6 | 9 | 4 | 9 | 9 | 9 | |
| | CHIPPEWA | 33% | 0% | 0% | -- | -- | 100% | 0% | 70% | 20% | 0% | 0% | 0% | 0% | |
| | | 3 | 2 | 15 | -- | -- | 1 | 3 | 23 | 15 | 2 | 15 | 15 | 15 | |

| | | Condition % backlogged # of observations | | | | | | | | | | | | |
|------------|---------|--|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|
| Region | County | Drainage | | | | | | Roadsides | | | | | | |
| | | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision |
| | CLARK | 13% | 1% | 0% | 0% | -- | 50% | -- | 69% | 56% | 0% | 19% | 13% | 0% |
| | | 6 | 1 | 15 | 2 | -- | 1 | -- | 13 | 16 | 4 | 16 | 16 | 16 |
| | DOUGLAS | 0% | -- | 0% | 0% | -- | -- | -- | 78% | 50% | -- | 0% | 0% | 13% |
| | | 1 | -- | 7 | 1 | -- | -- | -- | 9 | 8 | -- | 8 | 8 | 8 |
| | DUNN | 0% | -- | 0% | -- | -- | -- | 0% | 53% | 27% | -- | 18% | 0% | 0% |
| | | 2 | -- | 11 | -- | -- | -- | 1 | 15 | 11 | -- | 11 | 11 | 11 |
| EAU CLAIRE | 38% | 18% | 0% | 0% | 80% | 50% | 0% | 93% | 7% | 0% | 0% | 0% | 0% | |
| | 5 | 3 | 15 | 1 | 4 | 1 | 5 | 14 | 15 | 1 | 15 | 15 | 15 | |
| JACKSON | 0% | -- | 0% | -- | 0% | 0% | 1% | 54% | 20% | 0% | 20% | 7% | 0% | |
| | 6 | -- | 12 | -- | 2 | 2 | 2 | 13 | 15 | 5 | 15 | 15 | 15 | |
| PEPIN | 0% | -- | 0% | -- | -- | -- | -- | 60% | 100% | 0% | 0% | 0% | 0% | |
| | 1 | -- | 1 | -- | -- | -- | -- | 5 | 1 | 1 | 1 | 1 | 1 | |
| PIERCE | 60% | -- | 0% | -- | -- | -- | -- | 43% | 45% | 0% | 9% | 0% | 9% | |
| | 5 | -- | 11 | -- | -- | -- | -- | 7 | 11 | 3 | 11 | 11 | 11 | |
| POLK | 0% | 100% | 0% | -- | -- | -- | 0% | 27% | 38% | 0% | 0% | 0% | 8% | |
| | 3 | 1 | 12 | -- | -- | -- | 1 | 22 | 13 | 4 | 13 | 13 | 13 | |
| RUSK | 0% | -- | 0% | -- | -- | -- | -- | 44% | 30% | -- | 0% | 0% | 0% | |
| | 1 | -- | 10 | -- | -- | -- | -- | 9 | 10 | -- | 10 | 10 | 10 | |

| | | Condition % backlogged # of observations | | | | | | | | | | | | | |
|-----------|-------------|---|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|----|
| | | Drainage | | | | | | Roadsides | | | | | | | |
| Region | County | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | |
| | SAWYER | 0% | -- | 0% | -- | -- | -- | -- | 41% | 38% | 0% | 8% | 0% | 0% | |
| | | 4 | -- | 11 | -- | -- | -- | -- | 17 | 13 | 1 | 13 | 13 | 13 | |
| | ST. CROIX | 20% | 0% | 0% | -- | 0% | 0% | 0% | 0% | 74% | 55% | 100% | 5% | 0% | 0% |
| | | 5 | 2 | 20 | -- | 2 | 4 | 3 | 19 | 20 | 1 | 20 | 20 | 20 | |
| | TAYLOR | 100% | 37% | 0% | -- | 0% | -- | -- | -- | 67% | 89% | 33% | 0% | 22% | 0% |
| | | 1 | 1 | 9 | -- | 1 | -- | -- | 9 | 9 | 3 | 9 | 9 | 9 | |
| | TREMPEALEAU | 0% | -- | 1% | -- | -- | -- | -- | -- | 36% | 55% | 0% | 36% | 0% | 0% |
| | | 5 | -- | 9 | -- | -- | -- | -- | 11 | 11 | 3 | 11 | 11 | 11 | |
| | WASHBURN | 50% | -- | 0% | -- | -- | -- | 0% | 64% | 80% | 0% | 0% | 0% | 0% | 0% |
| | | 3 | -- | 10 | -- | -- | -- | 1 | 11 | 10 | 2 | 10 | 10 | 10 | |
| | SE | KENOSHA | 38% | 1% | 4% | 58% | 50% | 4% | 0% | 93% | 52% | 0% | 48% | 0% | 4% |
| | | | 10 | 12 | 24 | 6 | 3 | 12 | 3 | 29 | 27 | 4 | 27 | 27 | 27 |
| MILWAUKEE | | 36% | 2% | 30% | 100% | 33% | 28% | 0% | 82% | 38% | 0% | 59% | 3% | 3% | |
| | | 7 | 27 | 23 | 1 | 3 | 32 | 11 | 39 | 37 | 15 | 37 | 37 | 37 | |
| OZAUKEE | | 50% | 4% | 1% | 25% | -- | 27% | 0% | 26% | 37% | 0% | 53% | 0% | 0% | |
| | | 2 | 5 | 15 | 2 | -- | 8 | 5 | 19 | 19 | 1 | 19 | 19 | 19 | |
| RACINE | | 14% | 0% | 1% | 11% | 0% | 0% | 0% | 71% | 57% | 0% | 71% | 4% | 0% | |
| | | 6 | 8 | 25 | 9 | 2 | 7 | 2 | 31 | 28 | 2 | 28 | 28 | 28 | |

| | | Condition % backlogged # of observations | | | | | | | | | | | | | |
|--------|------------|--|---------------|---------|--------|--------|-------------|-----------|--------|--------|-------------------|---------------|--------------------------|-------------------------------------|--|
| | | Drainage | | | | | | Roadsides | | | | | | | |
| Region | County | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | |
| | WALWORTH | 82% | 31% | 3% | 65% | 40% | 13% | 3% | 47% | 46% | 0% | 90% | 0% | 0% | |
| | | 13 | 10 | 37 | 9 | 6 | 8 | 9 | 38 | 39 | 8 | 39 | 39 | 39 | |
| | WASHINGTON | 7% | 1% | 0% | 27% | 50% | 10% | 0% | 13% | 41% | 0% | 59% | 3% | 0% | |
| | | 10 | 7 | 24 | 8 | 3 | 7 | 4 | 32 | 29 | 6 | 29 | 29 | 29 | |
| | WAUKESHA | 10% | 0% | 0% | 0% | 67% | 5% | 0% | 55% | 34% | -- | 2% | 0% | 0% | |
| | | 10 | 23 | 46 | 3 | 5 | 23 | 21 | 51 | 61 | -- | 61 | 61 | 61 | |
| SW | COLUMBIA | 0% | 24% | 3% | 100% | -- | 0% | 71% | 94% | 50% | 40% | 50% | 7% | 0% | |
| | | 4 | 4 | 12 | 1 | -- | 2 | 1 | 16 | 14 | 5 | 14 | 14 | 14 | |
| | CRAWFORD | 9% | 25% | 1% | -- | 67% | 0% | -- | 33% | 47% | 0% | 5% | 0% | 0% | |
| | | 11 | 3 | 19 | -- | 4 | 1 | -- | 9 | 19 | 3 | 19 | 19 | 19 | |
| | DANE | 67% | 21% | 0% | 67% | 100% | 0% | 0% | 82% | 47% | 0% | 75% | 3% | 0% | |
| | | 7 | 6 | 31 | 1 | 3 | 1 | 5 | 28 | 32 | 12 | 32 | 32 | 32 | |
| | DODGE | 60% | 5% | 1% | 83% | 33% | 0% | 0% | 100% | 48% | 0% | 62% | 19% | 0% | |
| | | 5 | 5 | 18 | 4 | 2 | 2 | 5 | 13 | 21 | 5 | 21 | 21 | 21 | |
| | GRANT | 43% | 0% | 0% | 14% | 100% | 100% | 0% | 22% | 50% | -- | 25% | 0% | 0% | |
| | | 6 | 1 | 12 | 1 | 1 | 1 | 3 | 9 | 12 | -- | 12 | 12 | 12 | |
| | GREEN | 0% | 0% | 1% | -- | -- | 0% | -- | 56% | 50% | -- | 63% | 0% | 0% | |
| | | 2 | 1 | 8 | -- | -- | 1 | -- | 9 | 8 | -- | 8 | 8 | 8 | |

| Region | County | Condition | | | | | | | | | | | | |
|-----------|---------------|--------------|--------|--------|-------------|--------|--------|-----------|-------------------|---------------|--------------------------|-------------------------------------|-----|----|
| | | % backlogged | | | | | | | | | | | | |
| | | Drainage | | | | | | Roadsides | | | | | | |
| Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | | |
| IOWA | | 29% | -- | 1% | 0% | -- | 0% | 0% | 58% | 29% | 100% | 71% | 0% | 0% |
| | | 7 | -- | 13 | 1 | -- | 1 | 1 | 12 | 14 | 1 | 14 | 14 | 14 |
| JEFFERSON | | 100% | 23% | 4% | 100% | 100% | 32% | 0% | 68% | 65% | 0% | 41% | 0% | 0% |
| | | 2 | 9 | 15 | 1 | 3 | 4 | 2 | 19 | 17 | 7 | 17 | 17 | 17 |
| JUNEAU | | 60% | 100% | 0% | -- | -- | -- | 0% | 69% | 20% | 0% | 20% | 0% | 0% |
| | | 5 | 1 | 10 | -- | -- | -- | 1 | 16 | 15 | 1 | 15 | 15 | 15 |
| LA CROSSE | | 67% | 30% | 1% | 0% | 0% | 27% | 2% | 78% | 85% | 0% | 31% | 0% | 0% |
| | | 4 | 2 | 11 | 1 | 1 | 3 | 2 | 9 | 13 | 6 | 13 | 13 | 13 |
| LAFAYETTE | | 0% | 1% | 1% | 0% | -- | 0% | -- | 91% | 71% | -- | 71% | 0% | 0% |
| | | 3 | 1 | 7 | 1 | -- | 1 | -- | 11 | 7 | -- | 7 | 7 | 7 |
| MONROE | | 7% | -- | 3% | -- | -- | 0% | 0% | 85% | 0% | 0% | 10% | 0% | 0% |
| | | 11 | -- | 20 | -- | -- | 1 | 4 | 27 | 20 | 14 | 20 | 20 | 20 |
| RICHLAND | | 33% | 2% | 0% | -- | 0% | 0% | -- | 33% | 86% | -- | 14% | 0% | 0% |
| | | 3 | 1 | 6 | -- | 1 | 1 | -- | 15 | 7 | -- | 7 | 7 | 7 |
| ROCK | | 50% | -- | 1% | -- | -- | 0% | 0% | 69% | 15% | -- | 92% | 8% | 0% |
| | | 3 | -- | 13 | -- | -- | 1 | 4 | 13 | 13 | -- | 13 | 13 | 13 |
| SAUK | | 40% | 0% | 11% | 100% | -- | 50% | 8% | 81% | 38% | 33% | 69% | 15% | 0% |
| | | 4 | 2 | 12 | 4 | -- | 1 | 5 | 16 | 13 | 3 | 13 | 13 | 13 |

| | | Condition | | | | | | | | | | | | | |
|--------------------------------|--------|-----------------------------------|---------------|-------------|-----------|-----------|-------------|------------|-------------|-------------|-------------------|---------------|--------------------------|-------------------------------------|--|
| | | % backlogged # of observations | | | | | | | | | | | | | |
| | | Drainage | | | | | | Roadsides | | | | | | | |
| Region | County | Culverts | Curb & Gutter | Ditches | Drains | Flumes | Storm Sewer | Fences | Litter | Mowing | Mowing for Vision | Noxious Weeds | Woody Vegetation Control | Woody Vegetation Control for Vision | |
| | VERNON | 50% | 10% | 3% | -- | 33% | 25% | -- | 67% | 71% | 0% | 7% | 0% | 0% | |
| | VERNON | 6 | 3 | 14 | -- | 1 | 2 | -- | 18 | 14 | 6 | 14 | 14 | 14 | |
| Total # of observations | | 338 | 234 | 1100 | 98 | 85 | 181 | 160 | 1195 | 1202 | 337 | 1202 | 1202 | 1202 | |

Counties 2008: Sign Condition

| Region | County | Regulatory/Warning/School Signs | | | | Other Signs | | | |
|--------|------------|---------------------------------|----------|-----------------|-----------------------------------|-------------|----------|-----------------|-----------------------------------|
| | | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life |
| NC | ADAMS | 951 | 15% | 138 | 2.7 | 638 | 47% | 297 | 4.9 |
| | FLORENCE | 484 | 20% | 96 | 7.1 | 407 | 62% | 254 | 8.0 |
| | FOREST | 1,288 | 6% | 78 | 6.9 | 797 | 29% | 232 | 8.3 |
| | GREEN LAKE | 867 | 12% | 108 | 3.6 | 646 | 42% | 269 | 5.7 |
| | IRON | 1,058 | 12% | 131 | 6.3 | 657 | 48% | 318 | 9.6 |
| | LANGLADE | 1,243 | 17% | 212 | 4.8 | 816 | 67% | 546 | 9.6 |
| | LINCOLN | 1,461 | 13% | 192 | 3.5 | 991 | 41% | 403 | 7.9 |
| | MARATHON | 4,164 | 19% | 788 | 4.3 | 2,511 | 57% | 1,420 | 4.7 |
| | MARQUETTE | 957 | 19% | 179 | 4.1 | 944 | 65% | 615 | 5.5 |
| | MENOMINEE | 704 | 9% | 66 | 5.2 | 254 | 11% | 29 | 8.0 |
| | ONEIDA | 1,822 | 28% | 503 | 5.2 | 981 | 59% | 580 | 8.3 |
| | PORTAGE | 2,316 | 18% | 425 | 4.4 | 1,911 | 52% | 993 | 5.0 |
| | PRICE | 1,014 | 12% | 122 | 5.3 | 781 | 43% | 338 | 7.2 |
| | SHAWANO | 1,920 | 45% | 865 | 4.7 | 1,175 | 48% | 562 | 4.4 |

| Region | County | Regulatory/Warning/School Signs | | | | Other Signs | | | |
|--------|-------------|---------------------------------|----------|-----------------|-----------------------------------|-------------|----------|-----------------|-----------------------------------|
| | | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life |
| | VILAS | 1,544 | 23% | 352 | 5.1 | 797 | 63% | 503 | 8.7 |
| | WAUPACA | 2,953 | 14% | 405 | 2.6 | 1,654 | 47% | 773 | 4.7 |
| | WAUSHARA | 1,895 | 15% | 288 | 2.9 | 1,276 | 60% | 767 | 6.0 |
| | WOOD | 2,276 | 14% | 324 | 2.6 | 1,241 | 45% | 557 | 4.9 |
| NE | BROWN | 3,205 | 44% | 1,400 | 4.8 | 4,017 | 76% | 3,046 | 6.8 |
| | CALUMET | 1,009 | 37% | 369 | 5.6 | 1,135 | 65% | 739 | 6.8 |
| | DOOR | 1,664 | 50% | 835 | 4.9 | 999 | 76% | 761 | 6.0 |
| | FOND DU LAC | 2,453 | 25% | 621 | 5.4 | 2,315 | 43% | 990 | 6.5 |
| | KEWAUNEE | 571 | 38% | 218 | 5.6 | 512 | 71% | 362 | 6.8 |
| | MANITOWOC | 1,743 | 37% | 653 | 5.2 | 2,006 | 85% | 1,708 | 6.7 |
| | MARINETTE | 1,564 | 40% | 624 | 5.8 | 1,354 | 50% | 675 | 6.5 |
| | OCONTO | 1,936 | 26% | 499 | 4.1 | 1,531 | 49% | 743 | 4.8 |
| | OUTAGAMIE | 3,129 | 40% | 1,257 | 6.6 | 2,686 | 70% | 1,873 | 6.7 |
| | SHEBOYGAN | 2,724 | 36% | 981 | 5.5 | 3,025 | 68% | 2,051 | 6.6 |
| | WINNEBAGO | 2,377 | 41% | 969 | 5.7 | 2,558 | 53% | 1,366 | 6.8 |

| Region | County | Regulatory/Warning/School Signs | | | | Other Signs | | | |
|--------|------------|---------------------------------|----------|-----------------|-----------------------------------|-------------|----------|-----------------|-----------------------------------|
| | | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life |
| NW | ASHLAND | 1,219 | 19% | 235 | 3.5 | 881 | 57% | 503 | 4.5 |
| | BARRON | 1,754 | 16% | 287 | 3.9 | 1,639 | 49% | 795 | 5.9 |
| | BAYFIELD | 1,441 | 21% | 307 | 3.1 | 1,171 | 57% | 664 | 3.8 |
| | BUFFALO | 1,560 | 5% | 81 | 6.2 | 1,255 | 61% | 766 | 8.4 |
| | BURNETT | 1,175 | 27% | 317 | 3.7 | 825 | 57% | 470 | 4.9 |
| | CHIPPEWA | 2,171 | 9% | 206 | 4.3 | 2,135 | 46% | 974 | 5.0 |
| | CLARK | 1,686 | 7% | 114 | 5.0 | 1,296 | 50% | 643 | 4.5 |
| | DOUGLAS | 1,898 | 27% | 507 | 3.3 | 1,645 | 55% | 901 | 4.2 |
| | DUNN | 2,033 | 15% | 305 | 3.5 | 2,300 | 58% | 1,335 | 4.2 |
| | EAU CLAIRE | 2,238 | 20% | 449 | 5.6 | 2,113 | 51% | 1,076 | 5.1 |
| | JACKSON | 1,562 | 13% | 200 | 4.7 | 1,566 | 53% | 831 | 8.4 |
| | PEPIN | 568 | 13% | 76 | 6.3 | 535 | 56% | 299 | 6.3 |
| | PIERCE | 1,657 | 15% | 253 | 3.6 | 2,098 | 73% | 1,524 | 5.5 |
| | POLK | 2,155 | 16% | 351 | 3.7 | 1,490 | 52% | 777 | 5.0 |
| | RUSK | 1,008 | 13% | 129 | 3.1 | 758 | 31% | 237 | 3.0 |

| Region | County | Regulatory/Warning/School Signs | | | | Other Signs | | | |
|--------|-------------|---------------------------------|----------|-----------------|-----------------------------------|-------------|----------|-----------------|-----------------------------------|
| | | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life |
| | SAWYER | 1,407 | 12% | 166 | 3.5 | 1,184 | 47% | 558 | 3.8 |
| | ST. CROIX | 2,522 | 21% | 538 | 4.4 | 2,890 | 69% | 1,991 | 4.8 |
| | TAYLOR | 957 | 4% | 40 | 5.2 | 918 | 30% | 272 | 4.8 |
| | TREMPEALEAU | 1,875 | 13% | 247 | 6.0 | 1,630 | 52% | 853 | 7.5 |
| | WASHBURN | 1,951 | 26% | 513 | 3.5 | 1,469 | 59% | 868 | 4.5 |
| SE | KENOSHA | 3,874 | 32% | 1,244 | 4.9 | 3,271 | 44% | 1,454 | 6.6 |
| | MILWAUKEE | 11,003 | 31% | 3,372 | 5.0 | 8,712 | 57% | 4,943 | 7.3 |
| | OZAUKEE | 1,956 | 14% | 270 | 3.7 | 1,310 | 60% | 781 | 6.3 |
| | RACINE | 4,684 | 33% | 1,569 | 4.3 | 3,426 | 55% | 1,880 | 5.8 |
| | WALWORTH | 3,676 | 19% | 694 | 4.6 | 2,634 | 53% | 1,397 | 5.8 |
| | WASHINGTON | 3,686 | 26% | 952 | 4.6 | 2,871 | 50% | 1,435 | 5.5 |
| | WAUKESHA | 8,370 | 28% | 2,360 | 5.3 | 5,253 | 43% | 2,243 | 5.6 |
| SW | COLUMBIA | 3,142 | 13% | 408 | 4.6 | 1,520 | 49% | 751 | 6.9 |
| | CRAWFORD | 2,166 | 17% | 363 | 3.0 | 1,537 | 61% | 938 | 6.6 |
| | DANE | 6,421 | 34% | 2,155 | 6.1 | 3,027 | 54% | 1,637 | 7.6 |

| Region | County | Regulatory/Warning/School Signs | | | | Other Signs | | | |
|--------|-----------|---------------------------------|----------|-----------------|-----------------------------------|-------------|----------|-----------------|-----------------------------------|
| | | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life | Total Signs | %Backlog | Deficient Signs | Average Years Beyond Service Life |
| | DODGE | 2,968 | 23% | 696 | 4.7 | 1,744 | 53% | 933 | 6.8 |
| | GRANT | 2,999 | 10% | 312 | 3.8 | 1,808 | 53% | 954 | 7.4 |
| | GREEN | 1,497 | 18% | 272 | 4.5 | 710 | 55% | 390 | 7.1 |
| | IOWA | 2,035 | 16% | 327 | 4.8 | 1,245 | 53% | 655 | 7.4 |
| | JEFFERSON | 2,011 | 13% | 264 | 3.3 | 1,106 | 55% | 606 | 8.0 |
| | JUNEAU | 1,798 | 12% | 224 | 3.1 | 1,610 | 62% | 992 | 7.3 |
| | LA CROSSE | 2,694 | 17% | 459 | 2.4 | 2,447 | 53% | 1,309 | 7.8 |
| | LAFAYETTE | 1,341 | 11% | 141 | 4.1 | 844 | 56% | 469 | 10.1 |
| | MONROE | 2,540 | 13% | 328 | 2.5 | 2,276 | 46% | 1,053 | 7.6 |
| | RICHLAND | 1,942 | 13% | 246 | 2.7 | 1,532 | 53% | 818 | 6.4 |
| | ROCK | 2,302 | 20% | 464 | 4.2 | 1,546 | 55% | 848 | 8.0 |
| | SAUK | 3,229 | 12% | 391 | 5.5 | 1,342 | 42% | 565 | 7.3 |
| | VERNON | 2,752 | 19% | 530 | 3.3 | 2,149 | 59% | 1,272 | 6.7 |

Counties 2008: Bridge Maintenance Needs

| Region | County | Number of state bridges | % of bridges recommended for maintenance | | | | | | | |
|--------|-------------|-------------------------|--|----------------------------|-------------------------|------------------|--|------------------------------------|--------------------------------------|--------------------|
| | | | Expansion Joints - Clean | Deck - Seal Surface Cracks | Expansion Joints - Seal | Misc - Cut Brush | Approach - Seal Approach to Paving Block | Deck - Clean and Sweep Deck/Drains | Drainage - Repair Washouts / Erosion | Misc - Other Work* |
| NC | ADAMS | 7 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| | FLORENCE | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | FOREST | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| | GREEN LAKE | 10 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 2 |
| | IRON | 18 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 |
| | LANGLADE | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | LINCOLN | 52 | 0 | 8 | 1 | 1 | 0 | 0 | 0 | 3 |
| | MARATHON | 165 | 29 | 90 | 49 | 17 | 0 | 7 | 17 | 30 |
| | MARQUETTE | 37 | 4 | 16 | 20 | 3 | 0 | 0 | 2 | 4 |
| | MENOMINEE | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | ONEIDA | 14 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 |
| | PORTAGE | 78 | 17 | 62 | 32 | 2 | 3 | 0 | 10 | 24 |
| | PRICE | 21 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | SHAWANO | 53 | 4 | 26 | 1 | 9 | 1 | 3 | 3 | 21 |
| | VILAS | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 |
| | WAUPACA | 64 | 13 | 21 | 16 | 0 | 1 | 0 | 10 | 10 |
| | WAUSHARA | 21 | 8 | 8 | 9 | 0 | 0 | 0 | 3 | 2 |
| WOOD | 52 | 4 | 32 | 10 | 2 | 1 | 5 | 2 | 7 | |
| NE | BROWN | 246 | 61 | 42 | 57 | 14 | 12 | 8 | 25 | 29 |
| | CALUMET | 13 | 1 | 1 | 5 | 1 | 0 | 0 | 4 | 1 |
| | DOOR | 19 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 4 |
| | FOND DU LAC | 79 | 12 | 35 | 13 | 0 | 10 | 9 | 8 | 6 |
| | KEWAUNEE | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| | MANITOWOC | 89 | 9 | 5 | 20 | 5 | 9 | 0 | 5 | 3 |

| Region | County | Number of state bridges | % of bridges recommended for maintenance | | | | | | | |
|----------|-------------|-------------------------|--|----------------------------|-------------------------|------------------|--|------------------------------------|--------------------------------------|--------------------|
| | | | Expansion Joints - Clean | Deck - Seal Surface Cracks | Expansion Joints - Seal | Misc - Cut Brush | Approach - Seal Approach to Paving Block | Deck - Clean and Sweep Deck/Drains | Drainage - Repair Washouts / Erosion | Misc - Other Work* |
| | MARINETTE | 36 | 8 | 7 | 13 | 4 | 6 | 3 | 0 | 0 |
| | OCONTO | 41 | 0 | 14 | 11 | 1 | 3 | 0 | 6 | 0 |
| | OUTAGAMIE | 80 | 6 | 14 | 40 | 8 | 13 | 2 | 19 | 9 |
| | SHEBOYGAN | 85 | 10 | 23 | 22 | 10 | 13 | 0 | 13 | 0 |
| | WINNEBAGO | 149 | 39 | 37 | 52 | 9 | 41 | 4 | 34 | 18 |
| NW | ASHLAND | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BARRON | 65 | 0 | 1 | 0 | 6 | 4 | 0 | 1 | 0 |
| | BAYFIELD | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| | BUFFALO | 71 | 2 | 2 | 1 | 2 | 2 | 0 | 0 | 0 |
| | BURNETT | 14 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | CHIPPEWA | 135 | 10 | 4 | 15 | 0 | 0 | 0 | 4 | 0 |
| | CLARK | 43 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 0 |
| | DOUGLAS | 60 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 |
| | DUNN | 93 | 0 | 4 | 4 | 2 | 4 | 0 | 13 | 1 |
| | EAU CLAIRE | 114 | 4 | 1 | 0 | 0 | 7 | 2 | 5 | 0 |
| | JACKSON | 74 | 0 | 1 | 2 | 0 | 2 | 0 | 5 | 0 |
| | PEPIN | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | PIERCE | 57 | 0 | 1 | 0 | 5 | 2 | 0 | 5 | 1 |
| | POLK | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | RUSK | 28 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | SAWYER | 19 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| | ST. CROIX | 99 | 0 | 1 | 2 | 0 | 3 | 0 | 9 | 0 |
| | TAYLOR | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | TREMPEALEAU | 73 | 2 | 2 | 0 | 0 | 12 | 0 | 4 | 0 |
| WASHBURN | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |

| Region | County | Number of state bridges | % of bridges recommended for maintenance | | | | | | | |
|--------|------------|-------------------------|--|----------------------------|-------------------------|------------------|--|------------------------------------|--------------------------------------|--------------------|
| | | | Expansion Joints - Clean | Deck - Seal Surface Cracks | Expansion Joints - Seal | Misc - Cut Brush | Approach - Seal Approach to Paving Block | Deck - Clean and Sweep Deck/Drains | Drainage - Repair Washouts / Erosion | Misc - Other Work* |
| SE | KENOSHA | 56 | 12 | 16 | 21 | 3 | 6 | 26 | 6 | 17 |
| | MILWAUKEE | 527 | 416 | 59 | 130 | 145 | 60 | 94 | 32 | 209 |
| | OZAUKEE | 50 | 10 | 8 | 3 | 15 | 13 | 3 | 8 | 33 |
| | RACINE | 59 | 9 | 4 | 7 | 6 | 12 | 10 | 1 | 20 |
| | WALWORTH | 115 | 30 | 18 | 18 | 17 | 10 | 8 | 17 | 82 |
| | WASHINGTON | 74 | 33 | 2 | 6 | 4 | 16 | 70 | 3 | 20 |
| | WAUKESHA | 174 | 21 | 46 | 18 | 36 | 30 | 8 | 73 | 75 |
| SW | COLUMBIA | 97 | 6 | 9 | 2 | 34 | 14 | 19 | 8 | 6 |
| | CRAWFORD | 67 | 2 | 46 | 1 | 10 | 10 | 3 | 10 | 8 |
| | DANE | 283 | 45 | 7 | 18 | 89 | 53 | 107 | 32 | 33 |
| | DODGE | 64 | 2 | 3 | 2 | 11 | 2 | 5 | 4 | 5 |
| | GRANT | 67 | 11 | 23 | 1 | 8 | 9 | 5 | 8 | 6 |
| | GREEN | 28 | 3 | 4 | 0 | 3 | 0 | 6 | 2 | 2 |
| | IOWA | 56 | 1 | 6 | 0 | 6 | 4 | 10 | 4 | 1 |
| | JEFFERSON | 71 | 9 | 1 | 3 | 11 | 8 | 14 | 1 | 2 |
| | JUNEAU | 80 | 20 | 26 | 13 | 0 | 6 | 1 | 4 | 1 |
| | LA CROSSE | 109 | 44 | 38 | 5 | 11 | 35 | 12 | 13 | 10 |
| | LAFAYETTE | 40 | 0 | 1 | 0 | 7 | 1 | 10 | 5 | 0 |
| | MONROE | 154 | 10 | 47 | 7 | 14 | 28 | 6 | 8 | 15 |
| | RICHLAND | 78 | 5 | 32 | 2 | 16 | 13 | 6 | 2 | 5 |
| | ROCK | 120 | 19 | 7 | 3 | 15 | 7 | 33 | 2 | 8 |
| | SAUK | 79 | 5 | 4 | 1 | 7 | 8 | 15 | 7 | 2 |
| VERNON | 73 | 1 | 6 | 3 | 15 | 5 | 0 | 21 | 1 | |

Counties 2008: Bridge Special Inspection Backlog

| Region | County | Special Inspection Type | | | | | | |
|----------|------------|-------------------------|---------|-------------|----------|-------------------|-------------------|-------------------------|
| | | Initial | Routine | Load Posted | In-depth | Fracture Critical | Underwater Diving | Underwater Probe/Visual |
| NC | ADAMS | 0% | 0% | -- | -- | -- | 0% | 22% |
| | | 0 | 0 | -- | -- | -- | 0 | 2 |
| | FLORENCE | 100% | 0% | -- | -- | 0% | 0% | 100% |
| | | 1 | 0 | -- | -- | 0 | 0 | 1 |
| | FOREST | 0% | 0% | -- | -- | -- | -- | 100% |
| | | 0 | 0 | -- | -- | -- | -- | 3 |
| | GREEN LAKE | 0% | -- | -- | -- | -- | -- | -- |
| | | 0 | -- | -- | -- | -- | -- | -- |
| | IRON | 0% | 0% | -- | -- | -- | 0 | 0% |
| | | 0 | 0 | -- | -- | -- | 0 | 0 |
| | LANGLADE | 0% | 0% | -- | -- | -- | -- | 50% |
| | | 0 | 0 | -- | -- | -- | -- | 1 |
| | LINCOLN | 0% | 0% | -- | 0% | 0% | 0% | 100% |
| | | 0 | 0 | -- | 0 | 0 | 0 | 6 |
| | MARATHON | 0% | 0% | -- | 7% | 0% | 0% | 37% |
| | | 0 | 0 | -- | 2 | 0 | 0 | 40 |
| | MARQUETTE | 0% | 0% | -- | -- | -- | 0% | 60% |
| | | 0 | 0 | -- | -- | -- | 0 | 15 |
| | MENOMINEE | 0% | 0% | -- | -- | -- | -- | 100% |
| | | 0 | 0 | -- | -- | -- | -- | 1 |
| | ONEIDA | 0% | 0% | -- | -- | -- | 0% | 100% |
| | | 0 | 0 | -- | -- | -- | 0 | 3 |
| | PORTAGE | 0% | 0% | -- | 0% | -- | 0% | 37% |
| | | 0 | 0 | -- | 0 | -- | 0 | 14 |
| | PRICE | 0% | 0% | -- | -- | -- | 0% | 100% |
| | | 0 | 0 | -- | -- | -- | 0 | 1 |
| | SHAWANO | 0% | 0% | -- | -- | 0% | 0% | 43% |
| | | 0 | 0 | -- | -- | 0 | 0 | 3 |
| VILAS | 0% | 0% | -- | -- | -- | 0% | 75% | |
| | 0 | 0 | -- | -- | -- | 0 | 3 | |
| WAUPACA | 10% | 0% | -- | 0% | 0% | 0% | 55% | |
| | 1 | 0 | -- | 0 | 0 | 0 | 28 | |
| WAUSHARA | 0% | 5% | -- | -- | -- | -- | 88% | |
| | 0 | 0 | -- | -- | -- | -- | 14 | |
| WOOD | 0% | 0% | -- | 33% | 0% | 0% | 24% | |
| | 0 | 0 | -- | 1 | 0 | 0 | 15 | |
| NE | BROWN | 0% | 0% | -- | 11% | 0% | 0% | 51% |
| | | 0 | 0 | -- | 1 | 0 | 0 | 25 |
| | CALUMET | 0% | 0% | -- | -- | -- | -- | 0% |
| | | 0 | 0 | -- | -- | -- | -- | 0 |

| Region | County | Special Inspection Type | | | | | | |
|------------|-------------|-------------------------|---------|-------------|----------|-------------------|-------------------|-------------------------|
| | | Initial | Routine | Load Posted | In-depth | Fracture Critical | Underwater Diving | Underwater Probe/Visual |
| | DOOR | 0% | 21% | 100% | -- | 0% | 0% | 0% |
| | | 0 | 4 | 4 | -- | 0 | 0 | 0 |
| | FOND DU LAC | 0% | 3% | -- | -- | -- | -- | 16% |
| | | 0 | 2 | -- | -- | -- | -- | 5 |
| | KEWAUNEE | 0% | 0% | -- | -- | -- | 0% | 100% |
| | | 0 | 0 | -- | -- | -- | 0 | 14 |
| | MANITOWOC | 0% | 0% | -- | -- | 0% | -- | 13% |
| | | 0 | 0 | -- | -- | 0 | -- | 4 |
| | MARINETTE | 0% | 3% | -- | -- | 0% | 0% | 83% |
| | | 0 | 1 | -- | -- | 0 | 0 | 5 |
| | OCONTO | 0% | 0% | -- | -- | 0% | -- | 50% |
| | | 0 | 0 | -- | -- | 0 | -- | 12 |
| OUTAGAMIE | 0% | 0% | 100% | 50% | 0% | 0% | 40% | |
| | 0 | 0 | 1 | 1 | 0 | 0 | 8 | |
| SHEBOYGAN | 0% | 0% | -- | -- | -- | -- | 27% | |
| | 0 | 0 | -- | -- | -- | -- | 8 | |
| WINNEBAGO | 0% | 0% | -- | 67% | 13% | 0% | 13% | |
| | 0 | 0 | -- | 2 | 1 | 0 | 4 | |
| NW | ASHLAND | 0% | 0% | -- | -- | -- | 0% | 44% |
| | | 0 | 0 | -- | -- | -- | 0 | 4 |
| | BARRON | 0% | 0% | -- | -- | -- | 0% | 17% |
| | | 0 | 0 | -- | -- | -- | 0 | 4 |
| | BAYFIELD | 0% | 0% | -- | -- | -- | 0% | 4% |
| | | 0 | 0 | -- | -- | -- | 0 | 1 |
| | BUFFALO | 0% | 0% | -- | -- | 0% | 7% | 15% |
| | | 0 | 0 | -- | -- | 0 | 1 | 6 |
| | BURNETT | 0% | 0% | -- | -- | -- | 0% | 33% |
| | | 0 | 0 | -- | -- | -- | 0 | 2 |
| | CHIPPEWA | 0% | 0% | -- | -- | 33% | 0% | 39% |
| | | 0 | 0 | -- | -- | 1 | 0 | 20 |
| | CLARK | 0% | 0% | -- | -- | -- | -- | 100% |
| | | 0 | 0 | -- | -- | -- | -- | 23 |
| | DOUGLAS | 0% | 0% | -- | -- | 0% | 0% | 16% |
| | | 0 | 0 | -- | -- | 0 | 0 | 5 |
| | DUNN | 0% | 0% | -- | 100% | 0% | 0% | 7% |
| | | 0 | 0 | -- | 2 | 0 | 0 | 4 |
| EAU CLAIRE | 0% | -- | -- | -- | -- | -- | -- | |
| | 0 | -- | -- | -- | -- | -- | -- | |
| JACKSON | 0% | 0% | -- | -- | -- | 0% | 13% | |
| | 0 | 0 | -- | -- | -- | 0 | 4 | |
| PEPIN | 0% | 0% | -- | -- | -- | 0% | 0% | |
| | 0 | 0 | -- | -- | -- | 0 | 0 | |
| PIERCE | 0% | 2% | -- | 100% | 0% | 0% | 5% | |
| | 0 | 2 | -- | 100 | 0 | 0 | 5 | |

| Region | County | Special Inspection Type | | | | | | |
|-------------|-----------|-------------------------|---------|-------------|----------|-------------------|-------------------|-------------------------|
| | | Initial | Routine | Load Posted | In-depth | Fracture Critical | Underwater Diving | Underwater Probe/Visual |
| | | 0 | 1 | -- | 1 | 0 | 0 | 2 |
| | | 0% | 0% | -- | 0% | 0% | 0% | 0% |
| | POLK | 0 | 0 | -- | 0 | 0 | 0 | 0 |
| | | 0% | 0% | -- | 100% | -- | 0% | 63% |
| | RUSK | 0 | 0 | -- | 1 | -- | 0 | 12 |
| | | 0% | 0% | -- | -- | -- | 0% | 0% |
| | SAWYER | 0 | 0 | -- | -- | -- | 0 | 0 |
| | | 0% | 0% | 100% | 0% | -- | 0% | 13% |
| | ST. CROIX | 0 | 0 | 1 | 0 | -- | 0 | 8 |
| | | 0% | 0% | -- | 100% | 0% | -- | 33% |
| TAYLOR | 0 | 0 | -- | 1 | 0 | -- | 2 | |
| | 0% | 0% | 100% | 100% | 0% | 0% | 10% | |
| TREMPEALEAU | 0 | 0 | 1 | 1 | 0 | 0 | 2 | |
| | 0% | 0% | -- | -- | -- | -- | 14% | |
| WASHBURN | 0 | 0 | -- | -- | -- | -- | 2 | |
| SE | | 0% | 0% | -- | -- | 0% | -- | 65% |
| | KENOSHA | 0 | 0 | -- | -- | 0 | -- | 15 |
| | | 2% | 1% | 100% | 7% | 11% | 0% | 60% |
| | MILWAUKEE | 1 | 5 | 2 | 6 | 1 | 0 | 45 |
| | | 0% | 0% | 100% | -- | -- | 100% | 47% |
| | OZAUKEE | 0 | 0 | 1 | -- | -- | 1 | 7 |
| | | 0% | 0% | -- | -- | -- | -- | 21% |
| | RACINE | 0 | 0 | -- | -- | -- | -- | 5 |
| | | 13% | 17% | 100% | 50% | -- | -- | 43% |
| | WALWORTH | 1 | 20 | 6 | 1 | -- | -- | 15 |
| | 0% | -- | -- | -- | -- | -- | -- | |
| WASHINGTON | 0 | -- | -- | -- | -- | -- | -- | |
| | 0% | 0% | -- | 0% | -- | -- | 42% | |
| WAUKESHA | 0 | 0 | -- | 0 | -- | -- | 26 | |
| SW | | 0% | 0% | 100% | 0% | 0% | 13% | 18% |
| | COLUMBIA | 0 | 0 | 1 | 0 | 0 | 2 | 3 |
| | | 25% | 6% | 100% | 0% | 0% | 0% | 5% |
| | CRAWFORD | 1 | 4 | 1 | 0 | 0 | 0 | 1 |
| | | 0% | 1% | -- | 100% | 0% | 0% | 50% |
| | DANE | 0 | 2 | -- | 1 | 0 | 0 | 14 |
| | | 0% | 0% | -- | -- | -- | 0% | 22% |
| | DODGE | 0 | 0 | -- | -- | -- | 0 | 2 |
| | | 0% | 0% | -- | 0% | 0% | 0% | 0% |
| | GRANT | 0 | 0 | -- | 0 | 0 | 0 | 0 |
| | 0% | 0% | -- | -- | -- | 0% | 25% | |
| GREEN | 0 | 0 | -- | -- | -- | 0 | 3 | |
| | 50% | 0% | -- | 100% | 0% | 0% | 17% | |
| IOWA | 2 | 0 | -- | 1 | 0 | 0 | 2 | |

| | | Special Inspection Type | | | | | | |
|--------|-----------|--|---------|-------------|----------|-------------------|--|-------------------------|
| | | % bridges backlogged for inspection type | | | | | # of bridges backlogged for inspection | |
| Region | County | Initial | Routine | Load Posted | In-depth | Fracture Critical | Underwater Diving | Underwater Probe/Visual |
| | JEFFERSON | 0% | 0% | -- | -- | -- | 0% | 18% |
| | | 0 | 0 | -- | -- | -- | 0 | 3 |
| | JUNEAU | 0% | 0% | -- | -- | 0% | 0% | 71% |
| | | 0 | 0 | -- | -- | 0 | 0 | 37 |
| | LA CROSSE | 0% | 0% | -- | 100% | 0% | 0% | 56% |
| | | 0 | 0 | -- | 3 | 0 | 0 | 9 |
| | LAFAYETTE | 0% | 10% | -- | -- | -- | 0% | 46% |
| | | 0 | 4 | -- | -- | -- | 0 | 6 |
| | MONROE | 0% | 0% | -- | 100% | 0% | -- | 3% |
| | | 0 | 0 | -- | 1 | 0 | -- | 1 |
| | RICHLAND | 0% | 0% | -- | -- | 0% | 0% | 9% |
| | | 0 | 0 | -- | -- | 0 | 0 | 2 |
| | ROCK | 0% | 0% | -- | 50% | 0% | 0% | 30% |
| | | 0 | 0 | -- | 2 | 0 | 0 | 8 |
| | SAUK | 0% | 0% | -- | 100% | 33% | 0% | 12% |
| | | 0 | 0 | -- | 1 | 1 | 0 | 4 |
| | VERNON | 0% | 0% | 100% | 0% | 0% | -- | 14% |
| | | 0 | 0 | 1 | 0 | 0 | -- | 4 |