



**Compass Advisory Team Meeting
October 26, 2006, Wisconsin Rapids
Meeting Notes**

Participants: John Corbin, Todd Hogan, Dennis Newton, Mike Ostrenga, Ken Pesch, Scott Schnacky, Tom Walther, Jack Yates and Scott Bush.

1. Introductions

The team welcomed the new members, including:

- Ken Pesch, Washington County Highway Commissioner (for Gary Kennedy, Manitowoc County Highway Commissioner)
- Doug Passineau, Wood County Patrol Superintendent (for Jerry Kast, Monroe County Patrol Superintendent)
- Dennis Newton, WisDOT SE Region Signing and Marking Supervisor (for Mike Burns, WisDOT SE Region)

2. July Meeting Notes

Meeting notes from the July 11th conference call were reviewed and accepted as written.

3. Compass Training

An overview on the 2006 training program was provided.

- A statewide two-day introductory course was conducted and one-day refresher courses were held in each region. The WisDOT and county personnel that develop the Compass field ratings are required to attend a training course each year. Twelve people attended the two-day session (10 county and 2 WisDOT) and 101 people attended a refresher session (66 county and 35 WisDOT).
- The curriculum was updated by Laurel and Associates in 2005 to provide an overview of the program, accomplishments and status, review the annual report on conditions and targets, and to practice field measurement techniques. The classes use a variety of training methods including questionnaires, quizzes, table discussion, videos, a PowerPoint outline and field surveys.

- The Training Team included:
 - Leif Hubbard, WisDOT Landscape Architect (Roadsides)
 - Ed Kazik, Brown County Patrol Superintendent (Shoulders)
 - Jerry Jagmin, Lincoln County Patrol Superintendent (Drainage)
 - Dennis Newton, WisDOT Signing and Marking Supervisor (Traffic Control and Safety)
 - Scott Bush, Compass Program Manager (Organizer and Moderator)
- A summary of the comments received at the training sessions was reviewed. Many positive reviews were provided, including favorable comments from some historical skeptics. Participants appreciated the outline on program status and how WisDOT has utilized the Compass data. Scott B. asked people who were negative at the training session why they felt that way – no substantive comments were provided. Some county people privately said after the training sessions that didn't understand these negative perceptions.
- A "Debrief" with the Training Team was held on October 4th to identify modifications to the 2007 training curriculum.

4. Field Ratings

- Ratings are collected each year between August 15th and October 15th. The 2006 data has been provided from 68 of the 72 counties. Scott B. will follow up with the other 4 counties to get their data. He will also conduct an errors and omissions check of the field data before it is forwarded to the UW for analysis.
- The Advisory Team received a handout on the annual Quality Assurance process that reviews a sample of the segments to identify data and training issues.
- The Compass database was developed in 2005 to automate the field data collection and distribution process. Some suggested changes to database that will be reviewed for 2007 include:
 - Adding data logic to minimize field collection errors and data entry errors
 - Create comment fields by feature (currently provided by element)
 - Similar to the hardcopy Rating Sheet, add auto icons to the database form for features that are reviewed at posted travel speeds

5. Highway Operations Targets

An overview was provided on the annual process for establishing maintenance targets. The targets memo and spreadsheet was reviewed. The process for setting targets was modified this year, including:

- Targets used to be developed each year in May. The targets for 2007 were set in the fall of 2006, assisting in the development of the 2007 Routine Maintenance Agreements with the counties.

- A spreadsheet linking conditions and grades with the targets was prepared to help establish appropriate targets. An extended time trend analysis (3 years) was provided to illustrate historical target and condition levels.
- Features were sorted by contribution categories to emphasize relative priorities and policies.
- The distribution list for the operations targets was expanded to include county Patrol Superintendents and WisDOT region Area Maintenance Assistants.

6. Contribution Categories

A handout was reviewed on the Compass feature contribution categories. The categories identify the relative importance of each feature and help determine the backlog percentages for each feature grade. Some people have questioned the current categorization of some features. The team was asked to review the information for further discussion at the next team meeting.

7. Preparation for 2006 Compass Report

Major format and scope changes for the next report were reviewed, including:

- Expanding the time trend analysis of condition data to four years.
- Modifying the presentation of pavement data to reflect the data collection cycle with the pavement van. A research paper prepared by the UW was distributed that endorses this approach.
- To account for inflation, presenting expenditure data by real and nominal dollars. And to account for system growth, also presenting expenditure data by lane mile.
- Adding a summary on the field Quality Assurance process and findings.

8. Winter Performance Measures

NCHRP project 6-17 – “Performance Measures for Snow and Ice Control Operations” was discussed. The project should be completed in November 2006 and will provide an overview of current performance measures used in the United States and abroad. WisDOT will review the report as they consider additional winter performance measures.

9. Price Tags and Highway Operations Story

The upcoming effort to develop “price tags” was discussed. The long-term goal of the Compass program is to quantify the cause and effect relationship between expenditures and conditions. In the first phase, price tags will be developed to estimate the cost to improve a Compass feature to varying condition grades as illustrated in the “Highway Operations Story” (available on the Compass website). The goal is to have the phase one information prepared by early 2008 so that the information can be utilized by the Legislature for the state 2009-2011 biennial budget. The second phase of the effort will include an estimation of how conditions would decline based on reductions in the highway maintenance budget.

10. Other Items

- WisDOT will be procuring a new pavement van in 2007. The van collects pavement condition data on half of the State Truck Network each year. In response to a call from Mike Malaney, a WisDOT pavement engineer, Scott B. will prepare a memo on how expanding the pavement van capabilities could reduce the amount of Compass data collected in the field. He will update the team on the procurement at the next meeting.
- The next meeting was scheduled for April 5th in Wisconsin Rapids (*note: this meeting was subsequently rescheduled for April 12th*). Scott B. will send out an agenda prior to the next meeting.