



**Compass Advisory Team Meeting  
May 21, 2009 in Wisconsin Rapids  
Meeting Notes**

**Team Members in Attendance:** Adam Boardman, Scott Bush, Todd Hogan, Dennis Newton, Mike Ostrenga, Doug Passineau, Jim Wendels, Mark Woltmann and Jack Yates.

**Team Members Absent:** Gary Brunner, John Corbin, Bob Hanifl, Ed Kazik and John Kinar.

**Others in Attendance:** Teresa Adams and Emil Juni with the UW-Madison.

**1. October 16, 2008 Draft Meeting Notes**

The notes were accepted as written.

**2. Compass Advisory Team Membership**

Membership issues were discussed, including:

- Dennis Newton will be leaving the team – today is his last meeting. Team members expressed appreciation for Dennis' valuable contributions to the Compass program.
- One county highway commissioner seat is vacant with the retirement of Ken Pesch/Washington County in January. Doug has contacted the Wisconsin County Highway Association to get an appointment to fill the vacant commissioner seat.

**3. Draft 2008 Compass Annual Report**

A summary of the draft report was provided to the team. The report has been streamlined and county-level data has been moved to the Appendix. The reformatting has reduced the main body of the document from 77 pages to 41 pages. The pavement information now comes exclusively from the Pavement Maintenance Management System (PMMS). The PMMS data is provided in four condition categories (excellent, good, moderate and bad) instead of the "A" through "F" level of service categories.

The draft report will be sent to the team next week – comments are requested within two weeks. The report will also be reviewed by the WisDOT Maintenance Supervisors and the WisDOT Operations Managers, and will be discussed at the Compass training sessions.

#### **4. 2009 Compass Training Program**

- Schedule: The Compass training sessions will be held around the state in July and August. New for this year, the SE region meeting will be held at the Washington County Highway Department in West Bend.
- Training Team: This will be Dennis Newton's last year on the training team. Jim Emmons, a WisDOT pavement marking field technician, will shadow the training this year and will take over for Dennis next year. Scott thanked Dennis for his years of service on the Training Team.
- Curriculum: One of the challenges is keeping the refresher training fresh and interesting. The curriculum has been modified slightly to try to keep the information new. One example is changing the typical quiz on the annual report to an overview of the report findings. New pictures and other information have also been added to the curriculum.
- Status on Registrations: Almost all regions and counties have registered for a Compass training session. Scott is following up with a few people to finalize registrations.

#### **5. Proposed Changes to the Compass Program**

- Stratified Sample: Each WisDOT region receives 240 random roadway segments to rate each year for the Compass program (1,200 segments statewide). Segments are randomly selected within each region, so the amount of segments to rate in each county varies every year. Regions and counties can be over-sampled or under-sampled since the number of Compass segments isn't directly linked to STN mileage. Under a stratified sample strategy, the amount of segments in each county is based on the county's proportion of statewide centerline mileage. For example, Adams County has 91.46 miles (or 0.78%) of the 11,769.38 STN centerline miles. Adams County, therefore, would receive 0.78% (or 9) of the 1,200 Compass segments each year. A spreadsheet was distributed to illustrate the number of segments each county would receive under the stratified sample approach. The stratified sample strategy would create a more statistically valid sample since it better reflects the state highway system. The strategy has been endorsed by the UW-Madison and the team agreed that the stratified sample should be implemented for the Compass program. *(For more information, please refer to the spreadsheet distributed with the agenda)*
- Spare Segments: Spare segments are provided to each county in case initially-selected segments need to be discarded. There are five reasons for discarding a segment: 1) Located on a bridge, 2) Unsafe to rate, 3) A local unit of government maintains the road, 4) Under

construction, and 5) Can't locate the segment. The composition of the randomly generated sample changes when an initial segment on a divided roadway is rejected and replaced with a spare segment on an undivided roadway. A new protocol could be instituted to require raters to replace a discarded segment with a similar spare segment (similar in regard to a divided or undivided highway). Under this new protocol, raters would be given two sets of spare segments and would still be required to select the next numbered segment to maintain randomness. The new protocol would provide a final sample that mirrors the composition of the randomly generated sample. Maintaining a random sample would also help develop more accurate estimates of roadway features that aren't included in a comprehensive inventory. The team agreed that the new spare segment protocol should be implemented for the Compass program. *(For more information, please refer to the summary distributed with the agenda)*

- Paved-to-Paved Shoulder Drop-off/Buildup: Two WisDOT Roadway Maintenance Engineers recommend that the Compass program rate the condition of drop-off/build up on the transition point between two paved shoulder surfaces (e.g. roadways that contain a concrete shoulder and an asphalt shoulder). The feature was eliminated from the Compass program in 2004 and they felt it should be evaluated since it is a safety concern and maintenance funds are spent to fix the problem. The measurement threshold for drop-off/buildup was greater than 1 ½" and mirrors the current threshold for unpaved shoulders. Based on a question, Scott mentioned that the threshold was tightened a few years ago when it changed from greater than 2" to the current standard. The team agreed that the Compass program should be expanded to evaluate the condition of drop-off/buildup on paved shoulders at the greater than 1 ½" standard. A team member noted that full-depth paved shoulders provide additional through-movements during traffic incidents. *(For more information, please refer to the summary distributed with the agenda)*
- Unpaved Shoulder Width: Requiring raters to identify the width of unpaved shoulders on Compass segments would help the quality assurance raters replicate the region/county measurement for cross-slope. It would also remind raters about the shoulder width standards for their roadways. The team agreed that raters should identify the width of unpaved shoulders on each Compass segment.
- Erosion Measurement: Currently erosion is measured by the amount of linear feet of erosion located parallel to the traveled way. Based on how gravel is purchased, the team agreed with a recommendation to change the unit of measurement for erosion from linear feet to square feet.
- Compass Database: The laptop version of the database has been eliminated. All data will now be entered directly into the LAN database and immediately available for review. A print function has also been

added to the database enabling raters to print out complete Rating Sheets for their files.

#### **6. Pavement Marking Retro-Reflectivity Pilot**

The Compass evaluation of pavement markings is based on a daytime, visual assessment of the amount of material on the traveled way. The inspection doesn't include an evaluation of the retro-reflectivity of the pavement markings. A report was discussed that provides some initial condition ratings for retro-reflectivity of pavement markings. Thirty road segments in Dane County are evaluated biannually as part of a pilot project to assess the deterioration and useful life of pavement markings. *(For more information, please refer to a report distributed with the agenda)*

#### **7. Other Compass Items/Issues**

Based on a question, Scott outlined the development schedule for the 2010 summer maintenance targets: 1) the WisDOT Maintenance Supervisors will develop draft targets at their June meeting, 2) the WisDOT Operations Managers will finalize the targets at their July meeting, and 3) the targets will be distributed to regions in the fall with the Routine Maintenance Agreement information. The targets will also be shared with the region Maintenance Coordinators and County Patrol Superintendents.

#### **8. Next Meeting:**

The next meeting is scheduled for December 17, 2009 (10:00 am start in Wisconsin Rapids).

#### **9. Adjourn**

The meeting adjourned at approximately 1:15pm.