



**Compass Advisory Team Meeting**  
**Thursday May 17, 2012**  
**Meeting Notes**

Present: Lance Burger, Scott Bush, Bob Hanifl, Todd Hogan, Emil Juni, Todd Matheson, Tom Notbohm (for John Corbin), Mike Ostrenga, Doug Passineau, Iver Peterson, Dan Raczkowski, and Mark Woltmann.

Absent: Gary Brunner and Kasey Deiss.

1. Notes from the May 19, 2011 meeting were reviewed. No edits to the meeting notes were recommended.

2. Kasey Deiss was welcomed as a new member of the team. Kasey is the Section Chief in the Program Development and Analysis Section (in the WisDOT Division of Transportation Investment Management). Two open seats on the team were also noted

- County Highway Commissioner (*formerly Tom Walther, Eau Claire County*)
- County Patrol Superintendent (*formerly Jack Yates, Marquette County*)

3. The draft *2011 Compass Annual Report* was reviewed. Comments and edits were requested within two weeks. The draft report has also been reviewed by the WisDOT Operations Managers and WisDOT Maintenance Supervisors. The final report will be discussed with Compass raters at the annual training and a link to the report will be emailed to state and county staff.

4. The new WisDOT MAPSS performance measures program was discussed. The program is named after the five department goals – **M**obility, **A**ccountability, **P**reservation, **S**afety and **S**ervice. Major business processes throughout the department will be monitored, evaluated and communicated through the MAPSS program. The Compass data will be the MAPSS performance measure for highway maintenance. An annual grade point average will be calculated based on the individual grades of the 28 Compass features. The GPA will be tracked over time, with the department GPA goal being 3.0 on a 0 to 4 scale. Cause and effect relationships will be evaluated to better understand impacts from funding and policy changes. Lori Richter has been hired to manage the MAPSS program in the Executive Offices and will coordinate the website and quarterly report. Other MAPSS performance measures impacted by maintenance and operations include winter operations, pavement conditions, bridge conditions, incident management, and 511 traveler information.

5. The team reviewed the feature and contribution category assignments that are used to translate backlog percentages into level of service grades. Several changes were recommended to better reflect current policies and priorities. The changes were supported by the team and will be implemented starting with the *2012 Compass Annual Report*.

- *Protective Barriers and Edgeline*: Move these features to the Critical Safety contribution category and associated grading curve based on their importance to drivers. These features are high priority maintenance items and will be evaluated with a more difficult grading curve.
- *Culverts, Storm Sewer and Cross-Slope*: Move these features to the Safety/Mobility contribution category and associated grading curve. Culverts and storm sewers are located underneath traveled ways and can close roads to traffic if they fail. Deficient shoulder cross-slope can create safety problems and should be elevated in importance in the evaluation system. The evaluation of Cross-slope will be closer to Drop-off/build-up of unpaved shoulders, which is a Critical Safety feature.
- *Stewardship and Ride/Comfort grading curves*: Switch the grading curves between the two contribution categories to emphasize stewardship maintenance strategies. Given limited funding, there is a pressing need to optimize the useful life of roadway assets through preventative maintenance and routine maintenance activities.
- *Mowing*: Include Mowing in the “Aesthetics” contribution category and associated grading curve. Mowing and Litter will be in the lowest priority category, which reflects the maintenance work priorities memorandum and RMA-funded activities.

#### 6. 2012 Compass Training Program

- **Schedule**: A two-day introductory course will be held in July and one-day refresher courses will be held in each region in July and early August.
- The training team will be the same as last year, including:
  - Scott Bush, WisDOT (Program Manager)
  - Dan Raczkowski, Marathon County (Shoulders)
  - Don Grande, Ashland County (Drainage)
  - Leif Hubbard, WisDOT (Roadsides)
  - Jim Emmons, WisDOT (Traffic Control and Safety)

#### 7. Updates for the One-Day Compass Refresher Training

- **Mapping Location of Compass Segments Per County (2006-2011)**. County level maps have been prepared depicting the Compass segments over a five year period. Raters have sometimes questioned the randomness of the segments. No geographic anomalies or unusual patterns were noted. The maps will be shared with the raters to ensure their confidence in the field review process.
- **New Sign Reports**. Two new sign reports have been added to the Compass report – face material by sign type, and average age by sign type. These reports will help better manage the transition of sign face material from engineering grade to high intensity. The sign reports depicting Compass data have been automated and are now available on-line whenever desired.

- Pavement Marking Retro-Reflectivity Pilot. The pilot, started in 2008, continues with data collection in spring and fall. Pavement markings on 30 road segments in Dane County are evaluated to understand deterioration rates and useful life standards. A systemic pavement marking evaluation system would help to better manage pavement marking funds.
- Evaluating Midwest Guardrail System (MGS) and Safety Edge. The curriculum will include background information on two new safety products that are now incorporated into the WisDOT Facilities Development Manual. The Compass evaluation of beam guard will be modified for MGS, which has a higher mounting height than traditional beam guard. A list of projects using Safety Edge will be shared at training.
- 2012 Price Tags. Cost estimates were developed to improve the level of service grades for Compass features. The information will be used for the state 2013-15 biennial budget process.
- 2011 Quality Assurance Findings. QA findings will be shared with Compass raters. Emphasis will be placed on properly marking segments, and measuring unpaved shoulder drop-off/build-up and cross-slope.

8. Next Meeting: Meetings are scheduled on the third Thursday in May. The next meeting will be May 16, 2013 in Wisconsin Rapids.

9. Adjourn