



**Compass Advisory Team Meeting
May 15, 2008, Wisconsin Rapids
Meeting Notes**

Participants: Adam Boardman, Scott Bush, John Corbin, Bob Hanifl, Dennis Newton, Mike Ostrenga, Doug Passineau, Ken Pesch, Tom Walther, Jim Wendels, Mark Woltmann and Jack Yates.

Team Members Absent: Todd Hogan, John Kinar, and Brett Wallace.

Other Attendees: Teresa Adams, University of Wisconsin-Madison Transportation Center (UTC); Jerry Boettcher, Eau Claire County; Jerry Jagmin, Lincoln County; Emil Juni, UTC; and Ed Kazik, Brown County.

1. Advisory Team Membership

Scott noted some recent membership issues, including Doug Passineau, the Wood County Patrol Superintendent, recently being promoted to Wood County Highway Commissioner. Tom Walther, Eau Claire County Highway Commissioner, will be retiring later this year. Historically the Advisory Team has included representation by two County Highway Commissioners and two County Patrol Superintendents. There was discussion about Doug taking over Tom's commissioner seat on the Advisory Team. Ken said he would discuss both commissioner appointments with the WCHA Board of Directors. An appointment for the superintendent seat that Doug will be vacating will be discussed at the Wisconsin County Highway Superintendents' and Shop Foremen's Association Conference in September.

2. Review draft October 11, 2007 meeting notes

The notes were accepted as written.

3. Draft 2007 Compass Annual Report

Teresa provided a summary of the draft report that was distributed to the team. Scott will email a copy of Teresa's PowerPoint presentation to team members. Team members attributed a large portion of the increase in rutting to the lack of adequate funds, forcing "band aid" approaches such as thin overlays to be programmed instead of full-depth reconstruction projects. There was interest in trying to correlate rutting with crash data. It was suggested that the analysis of

bridge conditions should be expanded to include all condition ranges (currently only bridges with an NBI rating of 5 and 6 - candidates for reactive maintenance - are reviewed in the Compass report). Scott mentioned that the department is transitioning from "engineering" grade signs to "high intensity" face material and that over 20,000 new high intensity signs were installed between 2006 and 2007. He also noted that the new face material lasts 72% longer, having a useful life of 12 years, instead of 7 years for engineering grade signs.

Scott asked the team to review the draft report and provide comments in the next two weeks. He will also distribute the draft report to specific business areas within the department (e.g. bridge, signs and markings, winter, etc.) and to the WisDOT Operations Managers to get feedback before the report is finalized.

4. Price Tags Project

Scott walked through several handouts on the Price Tag project, including an overview of the methodology and draft unit prices for various maintenance activities. The Compass data is also being used to prepare inventory estimates for features that don't have comprehensive databases. The observation frequencies collected during Compass reviews have been utilized to estimate statewide inventories based on historical rating data. It was noted that better data will become available when other data systems go on-line and are fully populated (e.g. culvert database and *MarkingView*). Tom suggested that the claims recovery process should be accounted for in estimating maintenance needs. The team also indicated that it is important to clearly identify what is not included in the Price Tag calculations and that these needs still require maintenance funding. Scott mentioned that more expansive traffic control operations will necessitate additional costs beyond the draft unit prices. More information will be shared at the next team meeting. Scott also mentioned that in June Tom and he will provide presentations on asset management at the WCHA Summer Highway Conference.

Several team members asked how the Price Tag formulas compare to the LOS model parameters. Scott said that this issue will be studied once the first iteration of Price Tags has been finalized. It was suggested that WisDOT should review county productivities to better understand relative performance. It was noted that while the department collects expenditure data through the monthly county invoices, the system doesn't capture quantity and location information to analyze productivity levels. For example, WisDOT knows how much money was spent on shouldering, but the data system doesn't obtain information on where the shouldering occurred or how many linear feet or square feet of shouldering was completed.

5. Quality Assurance (QA) Project

Scott reviewed changes to the QA process that were implemented in 2007. Changes include expanding the sample size to 60 segments (from 30), randomly selecting two counties in each region and six segments per county for review,

and sharing the individual QA results with each rating team (County Patrol Superintendent and WisDOT Maintenance Coordinator) to build awareness of data variations.

6. 2008 Training Program

Scott reviewed the training schedule for this fall and indicated that all trainers from last year will return for training in 2008. He expressed appreciation for their continued contributions to the Compass program. The Compass Training Team includes:

- Leif Hubbard, WisDOT Bureau of Highway Operations
- Jerry Jagmin, Lincoln County Patrol Superintendent
- Ed Kazik, Brown County Patrol Superintendent
- Jim Merriman, WisDOT Bureau of Highway Operations
- Dennis Newton, WisDOT Southeast Region

Scott also mentioned some changes to the training curriculum based on input from the Training Team and feedback from the 2007 training evaluation sheets. One important curriculum change will be an added focus on the field rating exercise at both the two-day introductory course and the one-day refresher courses.

7. Compass Pavement Data

Scott distributed a summary of the current Compass pavement distresses and the reasons for recommending that Compass switch to expressing pavement needs based on the Pavement Maintenance Management System. The team agreed with the new approach and Mike asked Scott to identify at a future meeting how the data will be illustrated in future reports.

8. Other Compass Items

Scott mentioned that Bob has made the point that the pavement condition data in Compass doesn't address retro reflectivity and the program is inflating the actual condition of markings. Scott said that the Price Tags also underestimate the true maintenance needs for pavement markings because the Compass condition assessment doesn't include an evaluation of retro reflectivity. He indicated that more information on retro reflectivity conditions and needs will be pursued.

Scott said that a review of the Compass segment sampling procedure and sample size will be reviewed in the future. He also noted that he will begin exploring how to expand the Compass program to include electrical assets. John mentioned that the *SignalView* database provides information on some electrical assets. Jim mentioned that overhead street lighting conditions and needs should also be included in the Compass program.

9. Next Meeting

Scott reminded the team that the next meeting is scheduled for Thursday October 16, 2008 in Wisconsin Rapids.