

# Memorandum



April 22, 2010

TO: Highway Leadership Team Members

FROM: Laura Wipper, Manager, Asset Management Integration Section

SUBJECT: **Question from Asset Management Steering Committee:**

*What is the position of the Highway Division regarding the use of the FACS-STIP Tool; how does ODOT institutionalize the use of the tool?*

**Background:** ODOT staff across the state has not enjoyed an enterprise source of commonly used highway asset and attribute data. Dialogues revealed that, even when consistent statewide data was available, staff did not have a common knowledge of its existence or appropriate sources for reports. The end result has been many, many efforts to acquire data for a single use which means high cost for “throw away” data. The FACS-STIP Tool is the beginning for change in how ODOT staff goes about obtaining data. It was developed to use existing corporate data and to include new statewide asset inventories built through Asset Management initiatives. The tool is an easy to use source for inventory and other data, allows users to export reports in Excel and then provides a mechanism for updating or correcting this corporate data through an asset commenting function. This function also allows updated Excel files used for 1R Roadside Inventories to be uploaded via this comment function with an auto email notification sent to the AMI Section and Data Owners. These comments and reports are then available to all ODOT staff until corporate data is updated and cycled back into the tool.

## **Appropriate Uses:**

- Scoping
- 1R Roadside Inventory (FHWA requirement for program approval)
- Implementation of Practical Design
- Queries about highway numbers, connections, mile points and other location information such as township, range and section
- Comments by maintenance or project staff regarding
  - Issues in relation to a specific location, highway segment or project
  - Updates or corrections to asset data based on better location data, replacement or changing conditions
- Other inventory and/or known condition reports

## **Potential Issues:**

- Networks in some offices may not provide for optimum use (so far Klamath Falls – a site with significant network constraints before upgrades – was not reporting any issues)
- An ODOT culture that is not used to using data collected and provided by others
- Others?

**Recommendation:** AMI staff and the members of the FACS-STIP Tool steering committee and project team recommend that the Highway Division limit a *requirement* to use the tool to those related to compliance with FHWA expectations around the 1R Program. However, use of the tool and its data should be *encouraged* for scoping and other appropriate highway network and asset questions. Questions or concerns about data should be channeled through AMI for facilitated resolution and an ODOT solution.

# FACS-STIP Tool

(Features, Attributes and Conditions Survey-Statewide Transportation Improvement Program Tool)

Access it at: <http://intranet.odot.state.or.us/otms/facs-stip/index.html>

This site includes links to the tool and supporting documentation

| Data Currently Available   |   |
|--|---|
| Data2Go Tool   | Map Tool  |
| <ul style="list-style-type: none"> <li>• ADA Ramps</li> <li>• Approaches</li> <li>• Auto Traffic Recorder Sites</li> <li>• Bike Facilities</li> <li>• Bridges</li> <li>• Culverts</li> <li>• Fish Passage</li> <li>• ITS Sites</li> <li>• Pavement</li> <li>• Place to Record Special Problems</li> <li>• Retaining Walls</li> <li>• Safety (Crashes, SPIS, SIP)</li> <li>• Sidewalks</li> <li>• Traffic (Volume - Posted Speed)</li> <li>• Traffic Barriers</li> <li>• Traffic Signals</li> <li>• Traffic Support (Signs)</li> <li>• Tunnels</li> <li>• Unstable Slopes</li> <li>• Weigh in Motion Sites</li> </ul> | <ul style="list-style-type: none"> <li>• Aggregate Sites</li> <li>• Bridge and Culvert Locations</li> <li>• Bridge, Pavement, and Safety Project Lists</li> <li>• Counties and Cities</li> <li>• Crash Rates</li> <li>• Number of Lanes, Right and Left Shoulder</li> <li>• Pavement Conditions</li> <li>• PLSS (Township/Range/Section)</li> <li>• Regions and Districts</li> <li>• Signed Routes &amp; Road Networks</li> <li>• SIP 2005-2007</li> <li>• STIP 2008-2011</li> <li>• Traffic Flow</li> <li>• Traffic Projections</li> </ul> |

| Comment Options Currently Available   |   |  |
|---|---|--|
| Projects:   | Assets:   | General  |
| <ul style="list-style-type: none"> <li>• Bridge</li> <li>• Safety</li> <li>• Preservation</li> <li>• Modernization</li> <li>• Operations</li> <li>• 1R               <ul style="list-style-type: none"> <li>○ Includes file upload function for updated Roadside inventories</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• ADA Ramps</li> <li>• Aggregate Sites</li> <li>• Approaches</li> <li>• ATR Sites</li> <li>• Bike Facilities</li> <li>• Bridges</li> <li>• Culverts</li> <li>• Environmental</li> <li>• Fish Passage</li> <li>• Interchanges</li> <li>• ITS Sites</li> <li>• Pavement</li> <li>• Retaining Walls</li> <li>• Sidewalks</li> <li>• Sound Barriers</li> <li>• Traffic Barriers</li> <li>• Traffic Signals</li> <li>• Traffic Structures</li> <li>• Traffic Support-Signs</li> <li>• Tunnels</li> <li>• Unstable Slopes</li> <li>• Wetland Mitigation Sites</li> <li>• WIM Sites</li> <li>• Other</li> </ul> | <ul style="list-style-type: none"> <li>• Point</li> <li>• Line</li> <li>• Polygon</li> </ul> |