

IMPROVING ASSET MANAGEMENT WITH POCKET RAMM

Andrew Crotty, Shire of York



Welcome to the RAMM User Group for 2018, held at The Vines Resort, Swan Valley.



BACKGROUND

Personal

- Commenced work in Local Government at the Shire of Lake Grace in 1997 as a Technical Officer after partially completing Associate Diploma in Civil Engineering at Fremantle TAFE.
- Moved back to Perth in 1999 where I commenced employment at the City of Swan as a Technical Officer Asset Management where I completed the Associate Diploma in Civil Engineering part time and was first introduced to asset management in Local Government
- Started employment at ARRB on the RomanII project in 2012 where I was employed for two years and have worked at various local governments before ARRB and after ARRB which has given me a good understanding of RAMM and asset management.
- Started employment at the Shire of York Australia Day 2017.

Shire of York

- Typical rural country Shire meaning that there were no asset management plans in place and works programs were derived with minimal input from RAMM.
- I was warned before commencing at York as the Asset Management Officer (a position created to kick start asset management) that the Shire was ground zero as far as asset management was concerned.

DAY 1 – DATA EXAMINATION

- Data

- The first thing I had to achieve at the Shire of York as the new Asset Management Officer was to find out what data York had in terms of assets and was it relevant and accurate.
- I was not surprised to find that even though there was reasonable data on asset type and amount (roads, footpath's, drainage, etc.) there was no condition data and sparse information on construction or installation dates.
- It was obvious that in order to create relevant and accurate asset management plans as well as works programs for the Shire of York assets that there had to be a large amount of data collection started as soon as possible and completed in a reasonable time frame.



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COLLECTION METHODS ??

- Data Collection

- The first asset I needed to look at in terms of condition data collection was roads.
- I am experienced in this area and know that paper based road condition data collection is labor intensive as well as prone to errors in data transfer.
- My employment at ARRB on the RomanII project included an introduction to Pocket RAMM but the question was could you successfully collect road condition data using Pocket RAMM and would the Shire of York allow me to purchase this device?



Data Collection and Analysis

POCKET RAMM

- Pocket RAMM??
 - The first port of call was to discuss this with the Executive Management Group at the Shire of York who turned out to be happy for me to follow any path I saw fit so as to reach our asset management goals.
 - Once this was established my next action was to contact RAMM Services via the contact portal and Fiona Derrick informed me that not only would she be able to arrange the shipment of the Pocket RAMM device (after payment of course) but she could also set up Pocket RAMM to allow me to collect road condition data using the GPS device in Pocket RAMM utilizing the visual condition assessment manual method and a user defined table in RAMM called TL Pavement Rating. Fiona explained to me that once the data collection had been completed it was just a case of exporting the data from the user defined table in RAMM to the Pavement rating Assessment table in RAMM.



JOURNEY BEGINS

- Pocket RAMM in the field
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Success



ROAD CONDITION DATA COLLECTION

- Pocket RAMM in the field Condition Data
 - My findings in the field using Pocket RAMM to collect road condition data which is integrated with GPS and using drop down boxes on the visual condition assessment fields is that this device is accurate and very easy to use.
 - The requirements are that you drive to road to be assessed, sync in the GPS and the device asks you where you want to start the collection (usually at the start of the road. You then drive the road and when one of the conditions change (as in normal data collection) you stop and the GPS picks up the section you have just surveyed. You enter all of the condition data using the drop down boxes and repeat the process. When you get back to the office the Pocket RAMM device is synced with the data base and the data is captured in RAMM.



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WHAT NEXT???

- When I was collecting road condition data I was encountering faults (potholes, kerb) that I thought would be useful to collect to help in identifying areas that our maintenance crews could concentrate on. RAMM services created fields in Pocket RAMM to collect this data and I can now display this information on RAMM GIS so the maintenance crews can coordinate their approach to rectifying faults.
- The next stage as I see it is to introduce RAMM Contractor at the Shire of York so that the fault information collected can be allocated to specific work crews and accurate costs and budgets can be allocated to jobs.



UP NEXT – STORM DAMAGE MANAGEMENT

Mahdi Al-Asadi, City of Kalgoorlie-Boulder



RAMM User Group Conference 2018
Vines Resort, Perth, Australia

