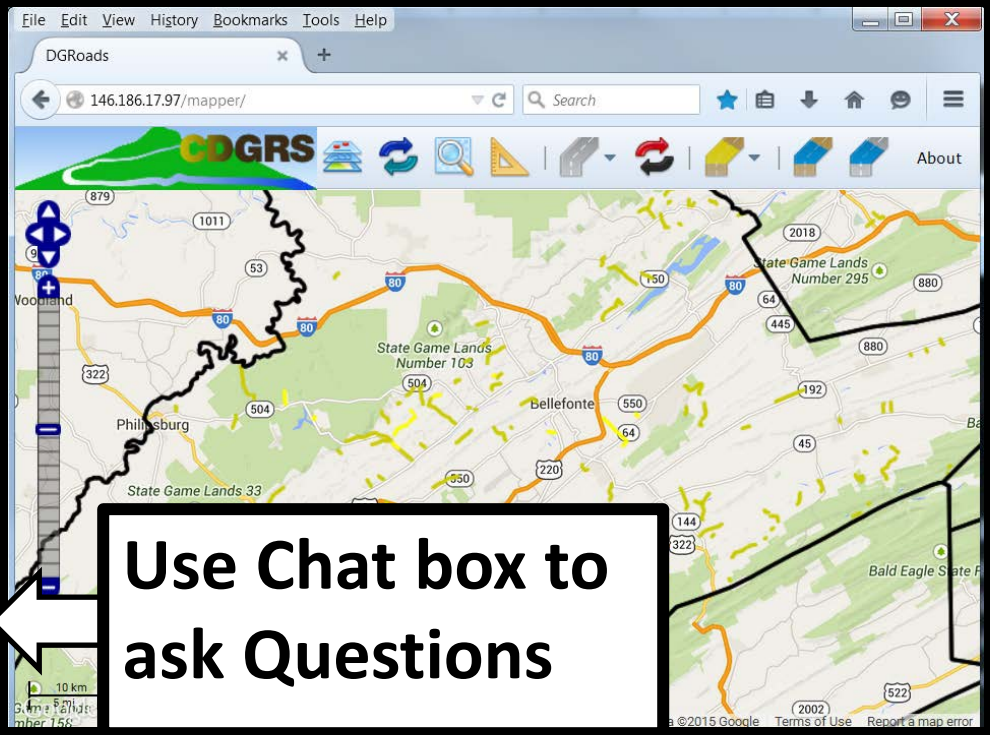
DGRoads GIS Update & Demo



Toggle Fullscreen mode with this button above

2/27/15

Starts at 10am

If you are reading this, then you are successfully seeing the webinar video. In addition to audio on the webinar, we have opened a phone conference line to allow attendees to listen and ask questions directly: **866-823-7699.** Please use either the webinar audio or conference line, but not both (will produce feedback).

Audio also available via phone: 866-823-7699
For assistance, call: 814-865-5355

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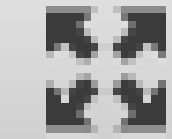

Use Chat box to ask Questions

Participant phone lines will be muted until after initial presentation

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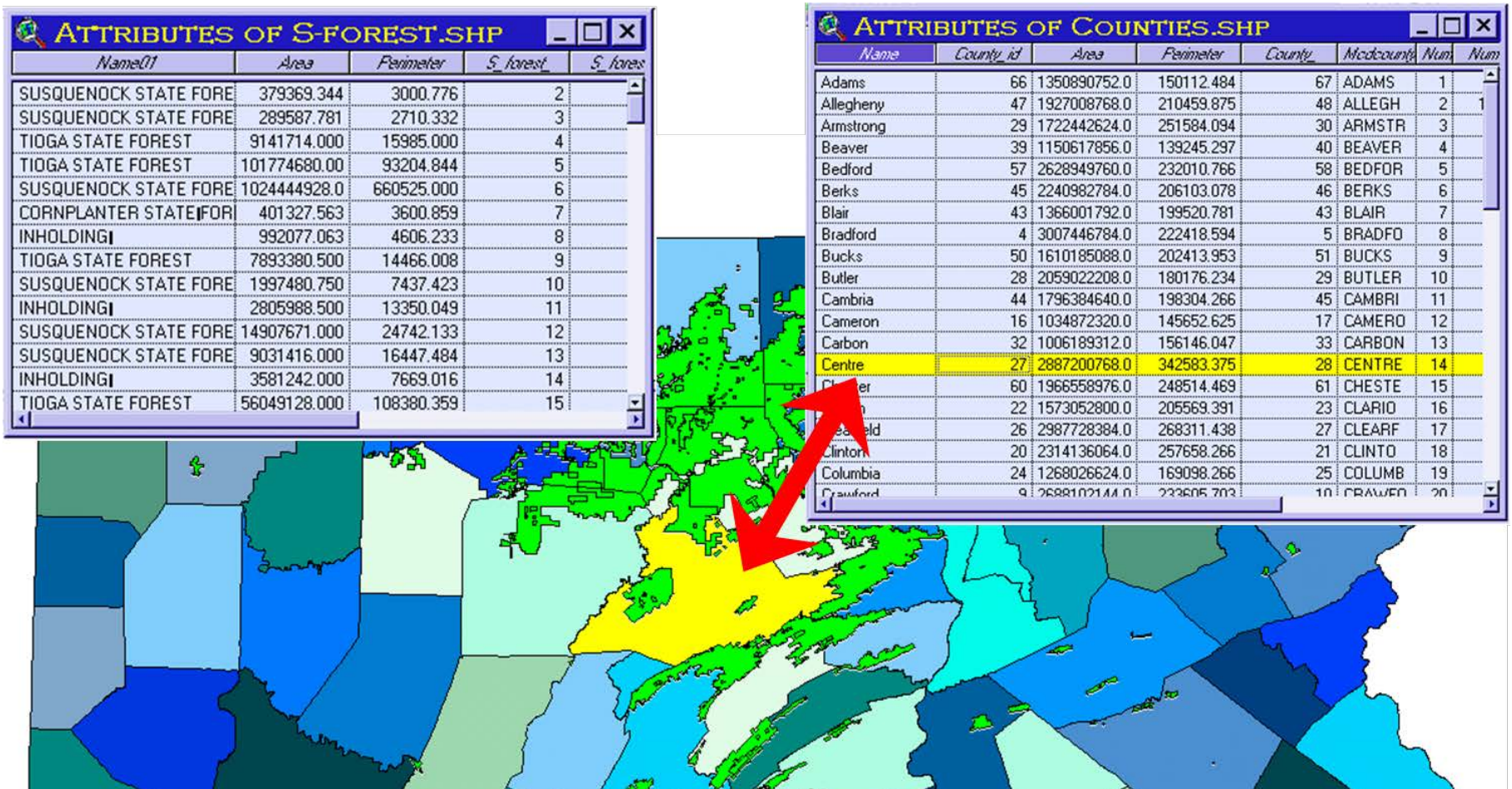
- **What is a GIS?**
  - Geographic Information System
  - "Map layers + data"

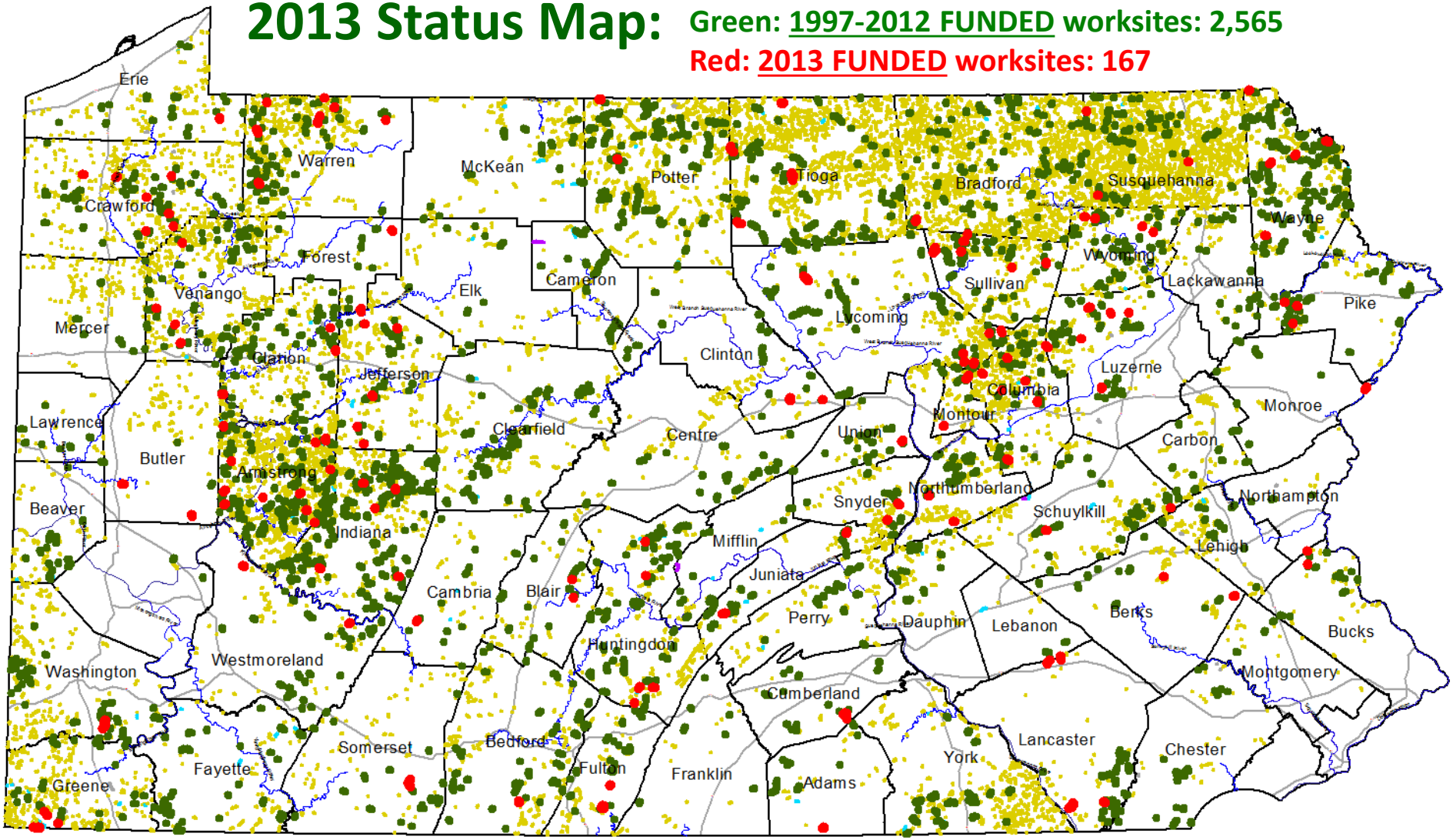


- **How does DGLVRP use GIS?**
  - Tracking for ~17,000 project sites statewide
    - Location data
    - Financial data
    - Reporting
    - Analysis
  - Since 1999, Districts use DGRoads to track projects and spending, and submit report annually.

- **How does DGLVRP use GIS?**

2013 Status Map:

Yellow: Unfunded identified worksites: 14,195
Green: 1997-2012 FUNDED worksites: 2,565
Red: 2013 FUNDED worksites: 167



- **How does DGLVRP use GIS?**

PA Dirt and Gravel Road Maintenance Program
2014 Annual Summary Report

5/2014

DIRT AND GRAVEL ROAD PROGRAM OVERVIEW

Pennsylvania's Dirt and Gravel Road Program provides grant funding to local municipalities in order to reduce environmental impacts and long-term maintenance costs associated with public unpaved roads. The Program was enacted into law in April 1997 as Section 9106 of the PA Vehicle Code, with $4 million in annual funding for "environmentally sensitive road maintenance." Each year, the State Conservation Commission allocates this funding based on identified need to County Conservation Districts. Townships and other road-owning entities then apply to their local District to address identified pollution problems using environmentally sound road maintenance practices. All grant applicants must complete a 2-day "Environmentally Sensitive Road Maintenance" training course focusing on lowering maintenance costs and reducing stream pollution.

Funding Increase for 2014-15! Dirt and Gravel Road Program funding increases from $4M to $20M annually, with an additional $8M component for paved low-volume roads. *details on back*

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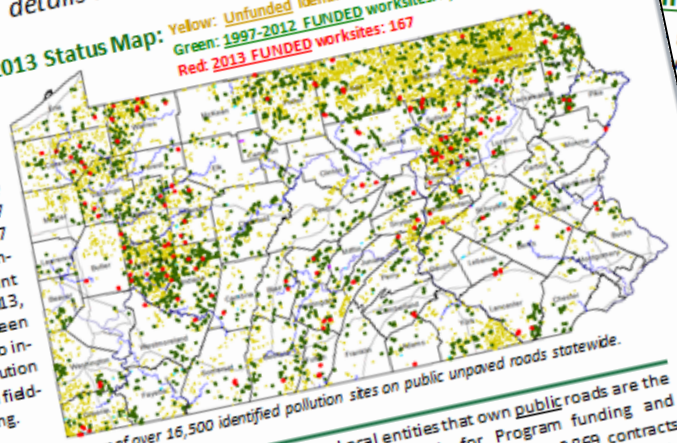

Map of over 16,500 identified pollution sites on public unpaved roads statewide.

2013 Summary:

Since it began in 1997, the Program has funded a total of 2,565 local road improvement projects spanning 65 Counties and 691 municipalities across Pennsylvania. In 2013 alone, nearly $3.1 million was spent on 167 completed worksites spanning 47 Counties and 133 municipalities. In-kind contributions from grant applicants stood at 56% for 2013, above the in-kind average of 44% seen over the past decade (although no in-kind is required). Over 14,000 pollution sites on unpaved roads have been field-identified and are awaiting funding.

More Program info:
www.dirtandgravelroads.org

Ownership of 2,869 Completed Contracts to Date:

Local entities that own public roads are the ones who apply for Program funding and implement projects. To date, 2,869 contracts have been completed on 2,565 separate worksites (some sites are phased over multiple contracts or re-addressed over time). Townships are by far the largest program participant, accounting for 96% of completed

Boroughs: 51 ($690K)
Game Comm: 39 ($430K)

illustrated to the left. Other public eligible and have

Education in 2013:

Education is the cornerstone of the Program's success around the state. The Program's two major ed efforts, run through the Penn State Center for Dirt and Gravel Road Studies, are the 2-day Environmentally Maintenance Course (attendance required to participate in the Program), and the Annual Maintenance Work

ESM Course:

A total of 441 people attended the 8 "Environmentally Sensitive Road Maintenance" training courses th held at various locations around the State in 2013. Since the Program's inception, there have been 214 ESM sessions with a total of over 7,000 attendees.

Annual Maintenance Workshop:

The Annual Maintenance Workshop was held in Lewistown, PA in September 2013 and drew a 10-year high of 230 attendees. The two-day conference included presentations by multiple invited speakers and field demonstrations including tream pipe replacement, Driving Surface Aggregate acement, French mattress installation, a look at several mplete projects, and more. The 2014 Workshop is eduled for September 30-Oct 1 in State College, PA.

Attendees watch a paver place Driving Surface Aggrega the 2013 Annual Maintenance workshop in Union Cou

nning for the Future: Program Changes for 2014-15

89 of 2013, commonly known as the PA Transportation Funding Bill, made significant change vania's Dirt and Gravel Road Program. Most significantly:
nount of funding through the State Conservation Commission for work on unpaved roads was incre
4M to $20M annually.
itional $8M (minimum annual allocation by law) was made available to expand Program work o
ow-volume roads" (LVRs) that have an average daily traffic of less than 500 vehicles per day.

these significant Program changes is well underway. Several advisory groups have been active sin sed to address the many questions that need to be answered. These advisory groups consist larg District personnel, but also include members from the State Conservation Commission, Penn State C avel Road Studies, PennDOT, DEP, PSATS, PSAB, PAFBC, PACD, Trout Unlimited, and others.

vel Roads ($20M):

g of over 14,000 unfunded identified worksites statewide, finding vely spend this new money will not be a problem in most areas. projects done, and the type of projects done will likely become ive, but the principles of local control and balancing fits with road improvements will remain the same.

e Roads ($8M):

R" part of the Program will require the development of new , the intent of the Program for paved roads remains the e the Program began: "projects should benefit both the adway." **The new LVR part of the Program is NOT** r re-pave roads. Paving costs may

DGRoads GIS Update

- **What is being updated?**
  - **Entirely new system!**
  - **Old system could not handle capacity of 7X funding.**
  - **Old system not designed for paved LVRs.**
  - **Center staff working with 2 subcontractors.**

DGRoads GIS Update

Old System

- **Local Install**
  - Permission issues
  - Outdated data
  - Data on CD harddrive
  - No remote access
  - Desktop only
- No overlapping sites
- No LVR support

New System

- **Web Based**
  - Nothing to install
  - Live updates
  - Data on server
  - Access from anywhere
  - Offline and tablet mode
- Can overlap sites
- Includes LVRs

DGRoads Online GIS System

- Multi-user access via secure log-in
  - Public Viewer
  - CDs can edit data within their county
  - State administrators can edit data statewide
- Will have ability to overlap sites and track LVR sites.
- Should have “offline mode” and work on tablets.

Poll Question

What default internet browser do you use?

- Internet Explorer
- Mozilla Firefox
- Google Chrome
- Apple Safari
- Other

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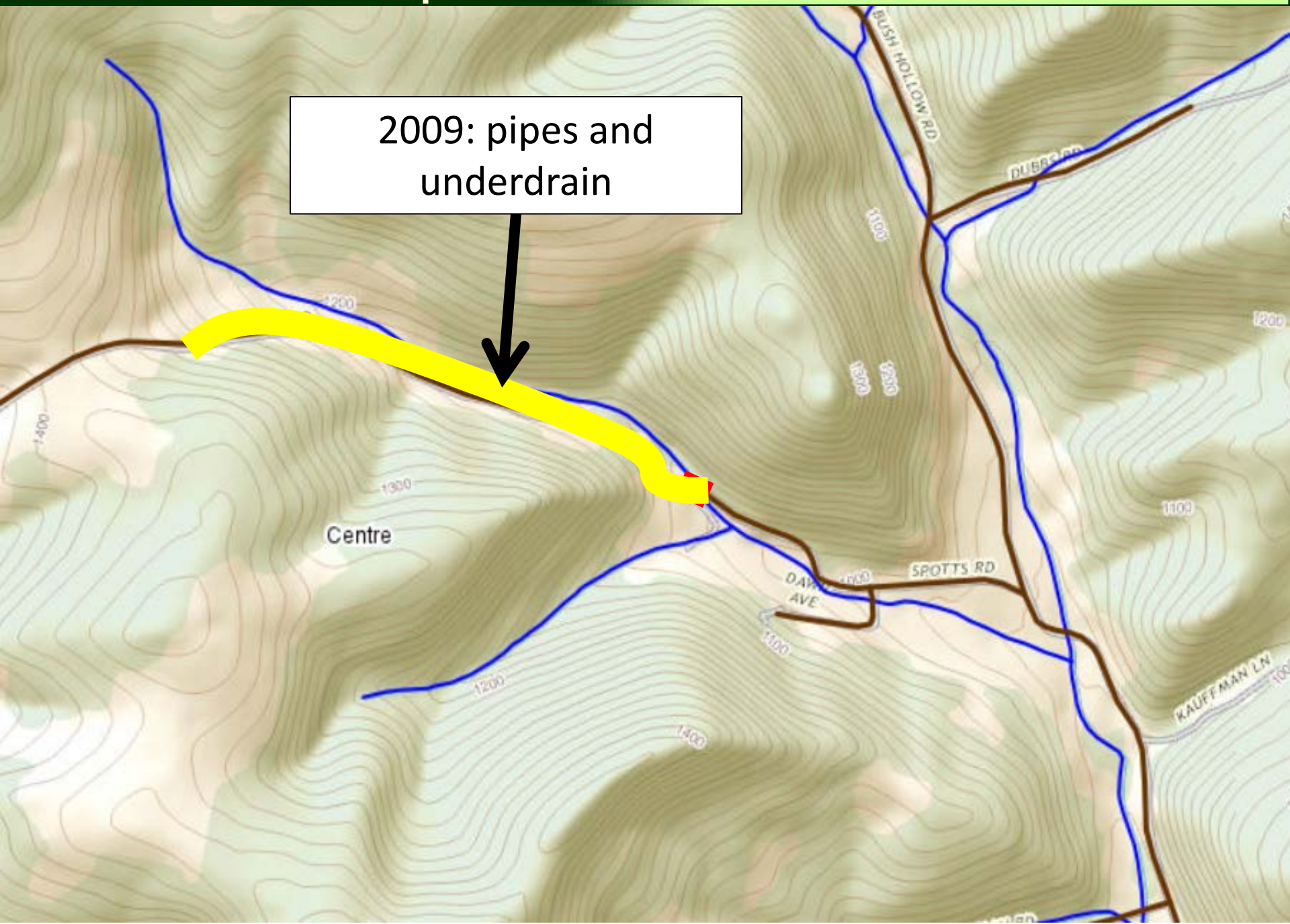
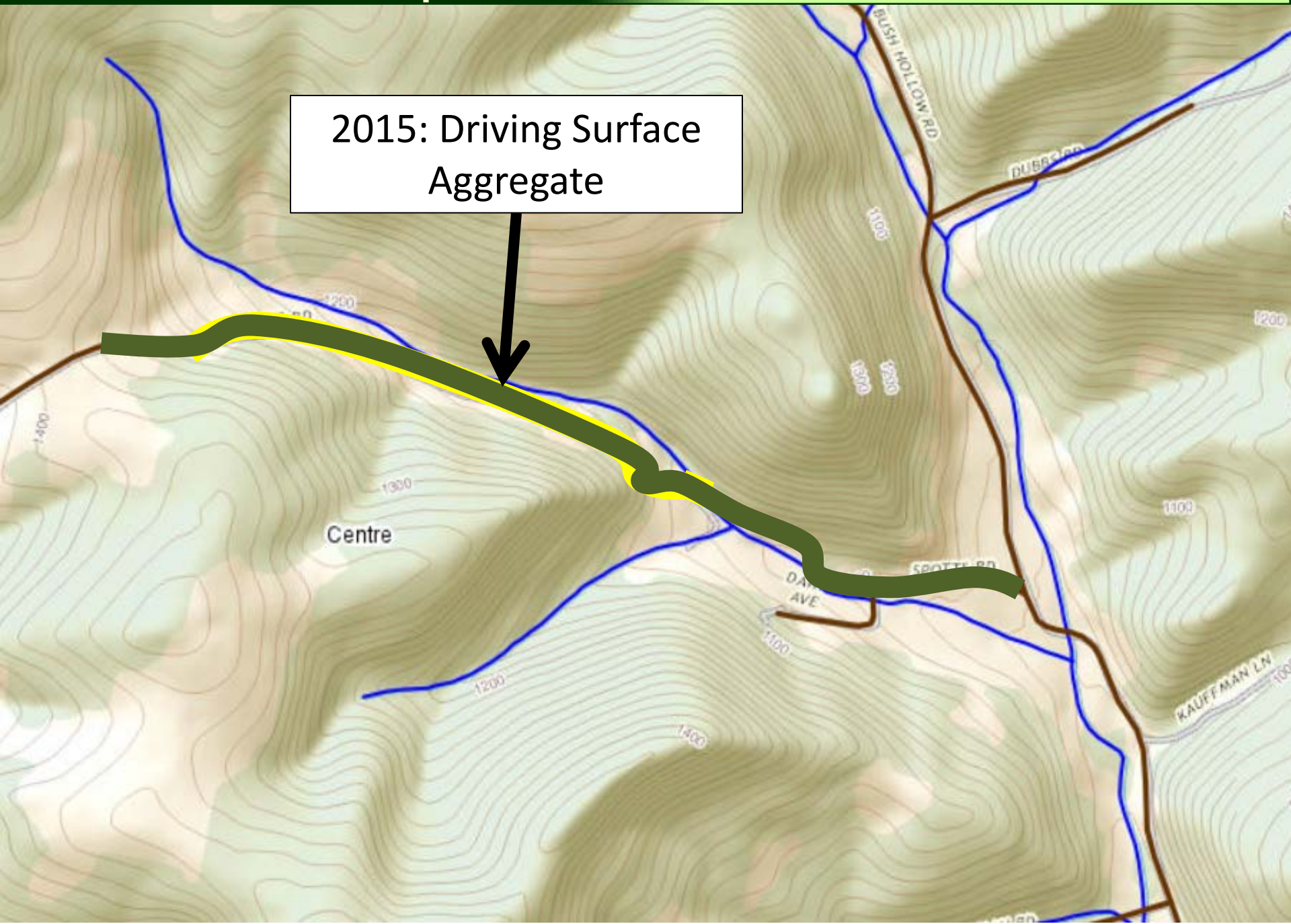


DGRoads GIS Update



NEW handling of worksites

- OLD: One worksite shapefile
- NEW: geodatabase of worksites
  - Potential Worksite Layer
  - Completed and contracted sites by year
    - Can turn individual years on and off.
    - Can edit projects in any year.
    - Will allow partial and complete overlaps of worksites.

DGRoads Online GIS System

- **Spring 2014:** Planning began
- **Fall 2014:** Preliminary work began
- **Fall/Winter 2014:** several meetings and demos, continue development
- **Jan 2015:** Last Summary Report done in old system

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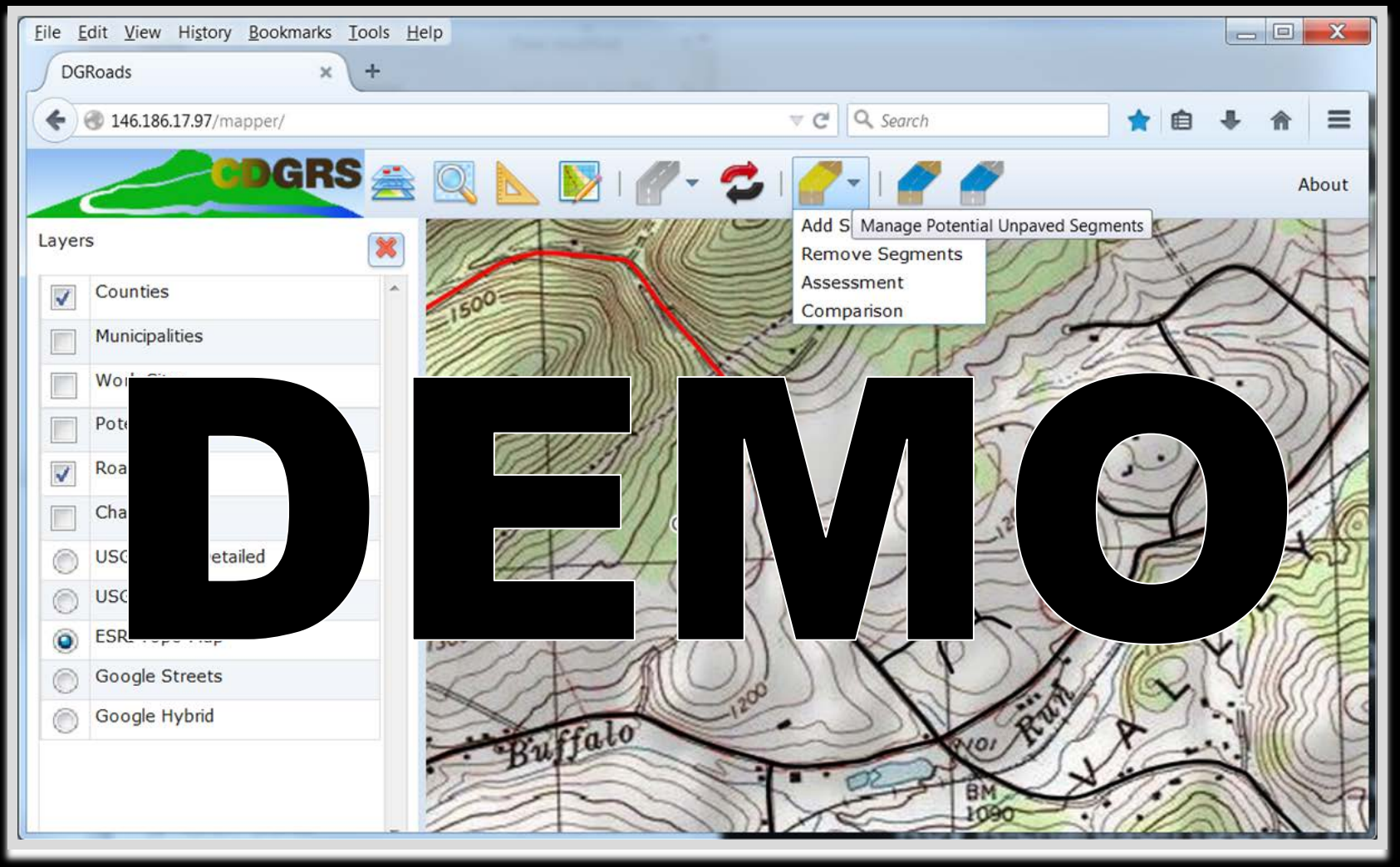
- **Feb 2015:** “Beta” Version out to GIS test group
- **April 2015:** Initial limited release for testing.
- **May-June 2015:** Full release

Please do not input new data into your old GIS.

- Your 2014 ASR data will show up in new GIS system.
- Don’t let inability to input data stop you from making contracts and doing business as usual.

DGRoads Online GIS System Update