

## Turnbull, Linda FOR:EX

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**From:** Chow, Brian FOR:EX  
**Sent:** Tuesday, June 28, 2005 3:58 PM  
**To:** Case, Brent A FOR:EX; Erickson, Carl M FOR:EX; Robek, Dan FOR:EX  
**Cc:** Spence, Margot FOR:EX  
**Subject:** FRMA Deliverable and IPM - Explanation/Definition

Regional Engineering Managers, please forward to district engineering officers for their information.

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This message is intended to provide explanation and clarification for the IPM and Deliverable, for fiscal 2005/06, associated with the Forest Road Management Application (FRMA).

**Note that both of these measures, IPM #66 and Deliverable #248, only pertain to FSRs for which the District Manager is responsible (eg includes RUP roads, excludes BCTS responsibility FSRs).**

### **IPM Ref #66 - number of districts completing evaluation and reporting on the integrity of spatial data utilized within FRMA on all Forest Service Roads**

This is an annual measure and is to be reported by each district by the end of the fiscal year (March 31, 2006). If completed, report as "1 District", if incomplete report as "0 District".

As a result of the extremely hard work done in the FTA data cleanup exercise by district staff this IPM is at least partially completed for many districts. There are three spatial data issues that each district needs to address for their Forest Service Roads which the District Manager is responsible (eg includes RUP roads, excludes BCTS FSRs) - i) duplicate roads, ii) reversed directionality, and iii) spatial accuracy.

- i) The data cleanup exercise identified, for all districts, road data that was duplicated that needed to be addressed. This part of the spatial data evaluation and reporting is complete for all districts.
- ii) Each district must manually review and assess their FSR network for roads with reversed directionality. Roads have to be directionally correct in order for measures and distances to be correctly noted in the FRMA application. For districts which have not completed a review of their FSR network for reversed directionality, they will report this IPM as incomplete.
- iii) Each district must manually review and assess their FSR network for roads for spatial accuracy. Roads which are located incorrectly will require identification in order to correct their location. It should be noted that roads which are spatially incorrectly loaded may also be associated with inaccurately located cut blocks or other attached roads. For districts which have not completed a review of their FSR network for spatial accuracy, they will report this IPM as incomplete.

Procedures are currently being developed to assist districts in evaluating their spatial data integrity for FSRs. Training and assistance for districts is being planned for the fall of 2005.

It should be noted, that identifying the spatial data integrity problems is a step towards correcting the individual data items and having data integrity such that the information can be relied on to be accurate. New performance measures will be introduced for next fiscal year with the objective of having spatial data integrity of the Forest Service Road network by the end of March 2007.

### **Deliverable Ref #248 - number of districts with data integrity in accordance with FRMA Standards**

This is an annual measure and is to be reported by each district by the end of the fiscal year (March 31, 2006). If completed, report as "1 District", if incomplete report as "0 District".

The Ministry of Forests corporate FRMA minimum data standards have been established as follows. This deliverable measures the number of districts that have incorporated the minimum data standards into FRMA for Forest Service Roads which the District Manager is responsible (eg includes RUP roads, excludes BCTS FSRs).

### **Ministry of Forests - FRMA Minimum Data Standard**

Minimum standards for data incorporated into the Forest Road Management Application (FRMA), for Forest Service Roads, for the Ministry of Forests, Operations Division, consists of the following:

- 1) Forest Service Roads, District Manager Responsibility - location, road\_id (tenure number), section\_id (section/branch number), common road name
- 2) Bridges - location, structure number and site/structure number (which generally will be the same as the structure number)
- 3) Major Culverts - location & site/structure number, diameter or span, engineered structure (y/n), material code, design load rating
- 4) Fish Stream Culverts - location, site/structure number, diameter or span, engineered structure (y/n), material code, design load rating
- 5) Railway Crossings - under “Public Utilities/Resources”
- 6) RUPs and RUP Sections (from the Table ‘A’ of the RUP)
- 7) Chronic maintenance segments under “Features Linear” - location & type
- 8) Engineered Structures (eg retaining walls, etc.) under “Features Linear” - location, class (FD or Wall), type
- 9) Access Control Features under “Access Control” - location, Access Control Feature, Closure Purpose (close - CLS; restricted - RST)
- 10) Buried organics on any road constructed since 2003, under “Unique Road Features” -- start and end, and type (Organic-Prism or Organic-Travl)
- 11) Deactivated FSRs

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