

## PSAP Grant Program Grant Ranker

# View Application--108--Road and Site Address Data Development

**Grant Period:** 2010

**Tier:** Strengthen current equipment and service delivery capability by upgrading existing wireless E-911 related equipment or services (**STRENGTHEN**)

**Grant Program:** Continuity and Consolidation **Grant Type:** Individual PSAP

**Priority:** GIS: high priority (refer to GIS-related Grant Request Prioritization Matrix for a description of GIS projects that would have a high funding priority) (**GIS HIGH PRIORITY**)

**Primary PSAP Applicants:** Norton 9-1-1 Communications

**Jurisdictions Served:** Norton, City of

### **Project Director:**

Fred Ramey

Assistant City Manager

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### **Project Description:**

**Total Project Cost** \$102,000.00

**Amount Requested:** \$102,000.00

### **Statement of Need:**

The City intends to use the data as part of its ongoing GIS efforts, identified as part of the GIS strategic plan developed by the City in 2005, with one primary goal being integrating the data developed for the project into its Computer Aided Dispatch environment. The City has sought internal funding for this effort for several years and is now looking to external grant funding sources to pay for the project.

### **Comprehensive Project Description:**

The City of Norton seeks funding for a PSAP grant to develop a complete, accurate and consistent set of E911 GIS data for the City. Data layers will include MSAG compliant road centerlines, site addresses, access points, driveway centerlines, and FGDC compliant metadata. All data developed for the project will be GPS field verified and will be delivered in an ESRI Geodatabase format. Data will be developed over an eight month timeline. See the attached technical specification for details on the project plan.

### **How will the equipment purchased will support future technologies for PSAP readiness?:**

This data will provide the City with an accurate, reliable and consistent set of mapping data for the entire locality. Accurate PSAP related mapping data is critical to the success of the City's emergency services efforts, as it provides first responders with a very accurate understanding of the situation on the ground.

### **Budget and Budget Narrative:**

The line item budget for the project is as follows: Site Addresses: \$38,000 Access Points: \$19,000  
Driveways: \$18,000 Road Centerlines: \$27,000

### **Evaluation:**

The City will measure success with the project in three ways. First, it will evaluate the ability for data to be used in its city-wide GIS and its computer aided dispatch system. Second, it will measure the accuracy of the data collected and will evaluate the overall quality of the data developed for the project. Finally, it will measure the timeliness of all deliverables, as having data developed quickly and effectively is critical for project success.

### **Attachments**

<a href="#">PSAP Grant Technical Document.doc</a>

## E911 Mapping Data Development

Geospatial data to be developed for the grant will include site addresses, access points, driveway centerlines, and road way centerlines, according to the following specifications:

- **Site Addresses** — These features will be placed as points within the polygonal representation of the addressed structure. Where multiple addresses reside within a single feature, address points will be placed within the appropriate polygon relative to their location within the structure and/or along the path of the associated roadway. For each address, a digital photograph of the associated structure is to be obtained and hyperlinked. Attributes to be captured for each structure include, but are not limited to:
  - House Number
  - Street Pre Direction (e.g., N, S, E, W)
  - Street Name
  - Street Type (e.g., RD, ST, LN, AVE)
  - Street Post Direction (e.g., N, S, E, W)
  - Unit / Apartment Number
  - Full Street Address (e.g., 500 East Main St)
  - Structure Type (e.g., house, apartment, industrial)
  - Address Rank
  - Address Status
  - Digital Photograph
- **Access Points** — These features represent the primary location by which to access the property containing the site address. Typically, this will be represented by a driveway, curb cut, parking lot entrance, or similar roadway feature. These locations will coincide with the intersection of the associated driveway and roadway centerlines and are to be captured in a heads up environment or using field verified GPS locations.
- **Driveway Centerlines** — These represent private drive and parking lot centerlines that provide access to addressed structures. These are to be captured using heads up orthophoto interpretation techniques against the latest VBMP aerial photography and are to precisely intersect but not split road centerlines.
- **Road Centerlines** — Road centerlines represent public access roadways with one or more addressable structures on the segment. The road network must be verified in terms of road name attribution as well as completeness of the roadway network. In order to enhance the usefulness and

flexibility of the county's addressing data and enable use of geocoding tools, address ranges will be attributed on the centerline. In addition to attributing and verifying road name information as previously specified, attribution of road centerlines will include address Left From, Left To, Right From, Right To fields and establish cardinal directionality consistent with addresses.

- **Metadata** — All data will be delivered in ESRI geodatabase format, along with embedded FGDC compliant metadata.
- **Field Verification** — All site addresses, access points and roadways are to be field verified for locational accuracy and attribution. For site addresses, this will include visual verification of structures as well as capture and linking of structure photographs. Road centerlines are to be verified for completeness and accuracy of the network as well as road names.