Summary

This is a vector line feature class showing the route location and assessment data for 3,000 miles of routes located by Trimble mapping grade GPS and documented with gps-photos during the 2005-10. Data collection has been by pickup truck, ATV and motorcycle with areas were prioritized by lands bills proposals and popular recreational use. Data for the Black Rock National Conservation Area (NCA) is not included in this dataset.

Trimble GPS data (.ssf files) were post-processed against a base station and exported to shapefile with Trimble Pathfinder Office. Shapefiles were stored as separate projects each in the own directories. This is the first effort to combine the These efforts combined shapefiles generated over 6 field seasons from over 150 .ssf files collected with 10 data dictionaries in a single geodatabase.

Also see FAQ for 2012 Update to nSRMA Route Inventory

Purpose

This working dataset facilitates the BLM the next route identification and designation steps in creating a travel management plan within federally mandated 5 years of Resource Management Plan. It also assists in managing special recreation permits for races and identifying areas with wilderness characteristics.

Data Collection

Data was collected by various field teams over 6 field seasons and numerous visits. As expected, there are many overlapping route and attributes for repeated segments may differ. This reflects changes in route conditions over time as well as differences in the field staff's assessments (ie. condition is 'good' vs. 'fair.') GPS-photos at every intersection and points of particular interest support team observations and these 'inconsistencies' that are part of any data collection effort.

The majority of the routes within the Nightingale Special Recreation Management Area (nSRMA) were collected in 2006 and 2008-10. Older data took precedence with newer segments edited out. Deleted segments out can still be viewed in the district-wide dataset. This editing simplifies the visualization of a contiguous travel network.

Field Teams

Field teams initially drove the outer boundaries of an area to be covered in the next few days or weeks. Main travel roads were collected as a linear route and route points were collected at each intersection to mark connecting routes to be filled in on subsequent field visits. Digital GPS-photos were also taken at each intersection and other locations of interest to support team assessments such as route conditions.

For a complete text descriptions and photos of collected attributes, refer to the 2009 Route Inventory - Motorcycle Report.

Quality Control

For 2010 data, field data was compared with Winnemucca transportation file geodatabase, TIGER roads, USGS topo and NAIP imagery, and all GPS field data itself to look for routes that may have appeared or disappeared over time. The results of this QC are reflected in the QC fields in the accompanying route points dataset.

Data Management

These efforts combined shapefiles generated over 6 field seasons from over 150 .ssf files

collected with 10 data dictionaries! While all data dictionaries were based on the NV BLM route inventory standard established in 2005, attribute fields and values were modified slightly as needed to accommodate a single GDB. Most attribute values are complete. Occasionally an attribute was missing from the data dictionary, not filled in by field teams, or for a few shapefiles locations lacked missing key attributes. A personal geodatabase was chosen to facilitate an ArcPad-Trimble GPS Analyst workflow for future field work. As of 2011, ArcPad supports the file GDB but Trimble GPS Analyst does not.

Google Earth driving tours and elevation profiles

Since these data is display not as infdivual routes but route fragments grouped by route type and suitability, there is NO expectation that they can be viewed linearly with Google Earth's driving tours and elevation profiles. Of course, you can always manually pan along a route. While tours and elevation profiles are desirable, they will not be possible until the next steps for identifying indivisual routes is completed.

Next steps

NOTE: This has been compelted and published in 2012 Updates to nSRMA Route Inventory

From 2005 and forward, GPS data was exported to shapefiles and topology rules were not been created. This remains true for this pGDB. Both the district-wide and nSRMA datasets are 'working datasets' aimed at facilitating the next route identification and designation steps in creating a travel management plan for this area. Towards this goal, the nSRMA data has been published on traditional paper maps and online via Google .kmz files to engage the public input in developing the travel management plan.

When routes are identified and designations made for each, the dataset will become a corporate dataset and it is then appropriate to create topology rules. As working datasets, topology is not yet needed for this geodatabase.