



For Roadsoft help, visit
the Roadsoft Manual at

<http://roadsoft.org/help>

Roadsoft: An Integrated Roadway Asset Management System

Roadsoft User Group: Stay Informed & Participate in Change

The Center for Technology & Training (CTT) recognizes the value of our customers input as we develop Roadsoft. In addition to listening to customer feedback received during phone calls and emails, the CTT hosts multiple Roadsoft User Group (RUG) meetings throughout the year, among other informational outlets, which provide an avenue for our customers to learn more about hot topics and become a part of the decision making team for future Roadsoft development ideas. Customer participation in these meetings, and any subsequent follow up surveys, is vital to the success of Roadsoft.

Roadsoft User Group Discusses 2016 Work Plan

The latest RUG meeting held on August 5, 2015 covered the 2015 Roadsoft work plan progress, and discussion of possible development options for the 2016 work plan. Following the meeting, Roadsoft customers received an anonymous survey by email providing them an opportunity to voice their opinion on the proposed development ideas for 2016.

During the online discussion, Gary Schlaff, Senior Project Manager, provided an outline of the progress made on the 2015 work plan. Highlights from the discussion include:

- Start of the Driveway Module re-write
- Completion of the Bridge Module re-write
- Acceleration of the Crash Module re-write (expected early release of Roadsoft 7.9.0 prior to the end of this year)
- Completion of the Point Pavement Module re-write (to be included in 7.9.0 release)
- Forthcoming release of Roadsoft Mobile for iOS devices.

Principal Programmer Nick Koszykowski led the group through the discussion for the Roadsoft 2016 work plan. Nick reported that there are four remaining Roadsoft modules/features to be re-written in Roadsoft: Sidewalk Module, Traffic Signal Module, Intersection Module, and TAMC Export/Import & Transfer. Module re-writes, or conversions, include a change from outdated code language to a modern language. These updates are necessary to ensure long-term viability for the Roadsoft code base, in addition to allowing for performance enhancements and interoperability functions. TAMC Export/Import & Transfer was not included in the survey; however, it will be discussed for final inclusion into the 2016 work plan as maintenance. The results of the survey for the re-write of the remaining modules resulted in 33% in favor of the Sidewalk Module re-write, 16% in favor of the Traffic Signal Module re-write, 22% in favor of the Intersection Module re-write, and 23% responded with no preference.

Based on the survey results, the CTT will discuss the inclusion of the planning and design phase of the Sidewalk Module re-write for the 2016 work plan.

During the meeting, participants were free to comment on any of the future Roadsoft development suggestions introduced by the CTT, or to provide suggestions based on their needs. Erik Dziurka with Bay County Road Commission and Jerry Olman with Ottawa County Road Commission both indicated the need for collecting storm and catch basin data. Meanwhile, Dan VanderHeide with the City of Kentwood commented that in order for Roadsoft “to be truly a ‘single source’ for pavement management, we [the agencies] must be able to create maps that can be used to present information to elected officials, the public and other interested parties that don’t have Roadsoft or the experience to operate it.”

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Other suggestions ranged from the need for a generic point module to having a framework correction tool. The CTT arrived at a list of eight development items that were included in the survey from the customer suggestions received during the RUG meeting and throughout the year. Not all suggestions made the list.

The list was used to help us gauge what our Roadsoft customers feel is of high priority for 2016 Roadsoft development:

- Catch Basin (inventory, inspection & maintenance)
- Storm Sewer (inventory, inspection & maintenance)
- Roadsoft Mobile – Culvert (work orders, inspection, & maintenance)
- Call Center (issue tracking)
- Generic Point Module
- Map Improvements (enhancements to map printing/tools)
- Framework Correction (map correction reporting tool)
- Traffic Count Import from NTFA (Non Trunkline Federal Aid Road Program)

Based on the survey results (Fig. 1), the CTT will discuss the inclusion of a planning and design phase of a new Roadsoft module for Catch Basin and Storm Water Outflow in the 2016 work plan. Other tasks, based on the survey, which will be up for 2016 work plan discussion are: Map Interface Improvements, Framework Map Correction Tool, Traffic Count Import from NTFA Website and Roadsoft Mobile for Culvert. Other remaining items were ranked a lower priority and may not be included into the 2016 work plan, but will be reserved for future work plan discussions.

The CTT extends its thanks to everyone who participated in the meeting and the survey. We also extend a special thank you to Joshua Ross with Center for Shared Solutions, and Wendy Burlingham with the City of Kalamazoo for their participation at this meeting.

Hot Topic: Federal-Aid Highways Vs. Federal-Aid Eligible Roads

Roadsoft User Group (RUG) meetings often cover “hot topics.” These “hot topics” are typically questions we get repeatedly during technical support calls. During the April “What’s New” RUG meeting we covered one of these “hot topics”. Mike Toth of the Michigan Department of Transportation (MDOT) led the discussion about the differences between the terms “federal-aid highway” and “federal-aid eligible.” The terms are closely related yet distinctly different when it comes to the funding that may be available for a project. Funding from the Federal Aid Program is distributed based on the State Transportation Improvement Plan (STIP), and must be used on eligible highways, typically federal-aid highways.

Federal-aid highway is a legal term defined and recognized by the Federal Highway Administration (FHWA), and refers to all highways that are not classified as local roads or rural minor collectors. Federal-aid highways are fully eligible to receive funding from the Surface Transportation Program (STP), which is part of the Federal Aid Program.

2016 Roadsoft Development Ideas Ranked in Order of Importance



Rating Score is listed from highest rating to lowest rating.
The rating score value is a calculation of weighted rank responses divided by the total number of responses.

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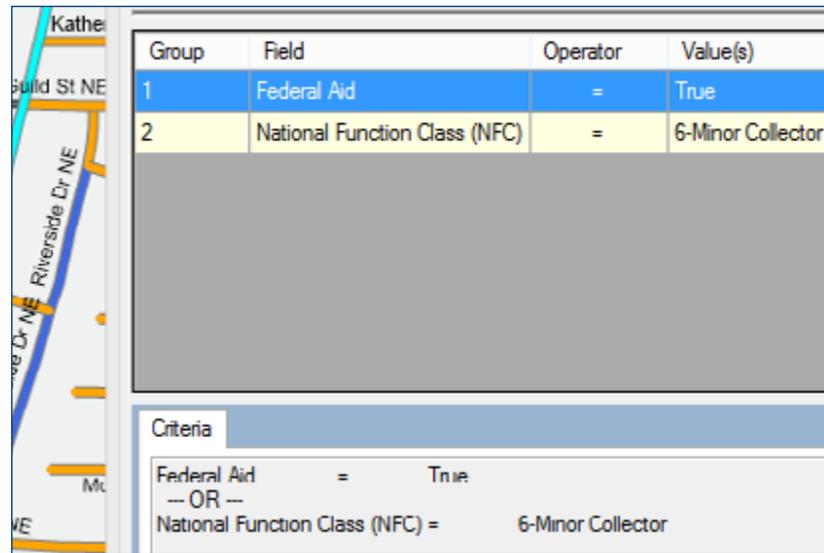
Federal-aid eligible is a term defined by MDOT used to describe roads that are fully eligible or have limited eligibility for STP funds; limited eligibility means they are able to receive up to 10% of the local STP funding to complete a project. Currently all roads functionally defined as rural minor collectors are federal-aid eligible for limited funding.

The Michigan Asset Management Council (TAMC) made the decision to collect only federal-aid highways as part of their annual, statewide paved condition data. Data collected on all other paved roads, including local roads and roads with limited federal-aid eligibility, will also be accepted by TAMC on a per request basis. Reimbursement for this data collection is available for up to one third of the State's paved non-federal aid road system, as funding allows. For more information on TAMC policy regarding data collection, visit the [TAMC website](#) and from the "Spotlight" section select the **2015 Policy on Paved Non-Federal Aid Roads**.

For Roadsoft customers, the TAMC decision means that when using the "Federal Aid = True" criteria in the Filter Builder, only federal-aid highways will display on the map. The rural minor collectors are excluded. To see all roads with federal-aid eligibility, create a filter from the Framework field group with the Federal Aid field equal to True in group 1, and the National Function Class (NFC) equal to 6-Minor Collector in group 2. Putting the criteria into different groups creates a filter of roads defined as either federal aid or minor collector, rather than limiting the filter to segments that meet both criteria.

For more information on using groups in the filter builder, see [Use the Filter Builder](#) in the Roadsoft User Manual.

For questions regarding Roadsoft and TAMC data collection, please contact Roadsoft technical support at roadsoft@mtu.edu.



Group	Field	Operator	Value(s)
1	Federal Aid	=	True
2	National Function Class (NFC)	=	6-Minor Collector

Criteria

Federal Aid = True
--OR--
National Function Class (NFC) = 6-Minor Collector

Figure 2: Filter Builder Criteria - Rural Minor Collectors w/ Federal-aid Eligibility

Additional Ways to Stay Informed

In addition to this quarterly newsletter and several RUG meetings throughout the year, the CTT encourages our customers to stay informed on the latest Roadsoft releases, events, and related news which are available on our website at www.roadsoft.org. Information regarding software releases and significant changes to software functionality may also be sent by email. Contact ctt@mtu.edu to subscribe or unsubscribe to Roadsoft announcements via email.

Intro to Roadsoft Training Hands-on Training

Join us October 14th in Battle Creek, MI
8:30 AM to 3:30 PM

The Intro to Roadsoft Training covers a variety of topics to get you started collecting and managing data using Roadsoft and the Laptop Data Collector.

[Register Online](#)