Rationale for building the

Roadway Project Mapping Application (RPMA)

As many of you know, MnDOT implemented the Linear Referencing System (LRS), an Esri Suite of tools, in 2015 and replaced the TIS (Roadlog) system. The data in TIS (Roadlog) and BaseMap are no longer being updated and have been frozen/outdated as of January 2014. Please refer to iHub for more information on the Linear Referencing System.

As new applications are being implemented at MnDOT, there is a need for them to integrate with LRS data. CHIMES (Capital Highway Information Management Enterprise System) is one of the first applications to integrate with LRS data. There will NOT be any old, TIS data in CHIMES – only LRS data. Because of this, all location data interactions for the life cycle of a construction project, must reference LRS data.

The **RPMA Roadway Project Mapping Application** is a new application that has been developed that references a frozen subset of LRS, which is the Highway Performance Monitoring System (HPMS) data that is sent to FHWA on an annual basis. Because this is the data used for FHWA to federally authorize funds on trunk highway projects, the underlying data for RPMA will be the last approved HPMS submittal by FHWA. More information can be found HERE.

Currently Georilla doesn't have the same functionalities needed but the development team has incorporated comparable Georilla-like features that will make it similar to use. As Georilla 3 gets built out it is possible in the future that the RPMA App could be replaced by Georilla 3.

Moving forward, all location data interactions for the life cycle of a construction project going into CHIMES must reference LRS data. As such, the following are true:

- RPMA should be used to determine the begin and end points of a project

- RPMA should be used when segmentation of a project components is needed for the different federal fund types on a project as is required for federal authorization.

- The Logpoint Listing is using old, frozen TIS data (from 2014) and should no longer be used. If True Miles for the Logpoint listing continue to be used, there is the risk that you will be corrupting data, and project location data could be inaccurate.

- The Videolog is using old, frozen TIS data (from 2014) and should no longer be used. If True Miles for the Videolog continue to be used, there is the risk that you will be corrupting data, and project location data could be inaccurate.

- If any other documents or tools that reference old, frozen TIS data (from 2014) continue to be used, there is the risk that you will be corrupting data, and project location data could be inaccurate.