Migrating Linear Referenced Information from Legacy to New LRS

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Legacy LRS

- Drawn at small scale with few vertices
- Local System incomplete/not current
- Complex interchanges simplified
- No Dual Carriageway line work
- Dataset segregated
- Not topologically correct
- Sometimes overlapping ON/OFF

ARNOLD

- Meets New FHWA Standards
- Drawn in Greater Detail
- More Complete & Current Local System
- Dual Carriageway
- Topologically correct
- Rd name from local addressing authority
- More accurate mileage for both State and Local System
Correct, automatically matched starting points

Correctly Matched

Automatically matched "correctly" but theoretically should be at intersection.

Best point. If possible the endpoint should be placed here instead of the intended point. This will make it so that there is not a data gap at the southern tip of the vertical line before it intersects the highway running E-W.

Incorrect, but closest matching location on Arnold found automatically.

Intended point (the one we hoped would be automatically chosen).
Covers Multiple Routes
Covers Multiple Routes
Linear Data Migration Process

- Initial Model
- Reconcile
- Covers Multiple Routes
- Topology
- Final Review & Upload
Reconcile Road ID
Covers Multiple Routes
Topology Gaps & Overlaps
Linear Data Migration Process

1. Initial Model
2. Reconcile
3. Covers Multiple Routes
4. Topology
5. Final Review & Upload
Point Data Migration Process

- Locate Along Route 15 meter Search
- Majority Reporting
  - Removes Trail/Lead Collection And Bad Snaps
- Spatial Sync
  - Brings in characteristics from Linear referenced datasets
- Submit
- Locate
Pavement Data

• Point Data every 5 Meters
  – Condition
    • Cracking, Rutting, IRI, etc.
  – Frame Indexes
  – ‘Run’ identifier
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