

1_11 DTM AND TIN FILES IN THE CORRIDORMODELING FOLDER – NOT RDDBS

Question:

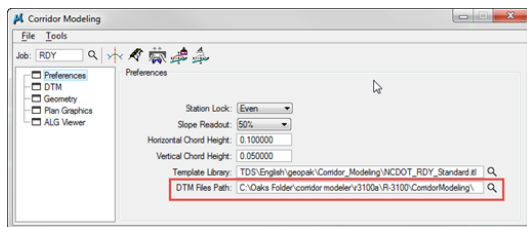
Why is the DTM File Path set to the Corridor Modeling folder (new) instead of the rddb (old) folder?
What files should be kept in the rddb folder?

Answer:

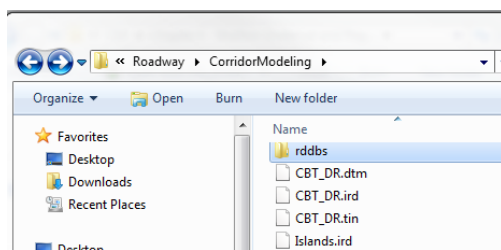
In the early days of Corridor Modeling (SS1), the software was incapable of specifying the location of the converted existing ground Geopak TIN to an inRoads DTM. Which meant that wherever the original TIN file was located, was where the converted DTM would be created. This presented a problem for NCDOT since the Geopak TIN files are usually located in the Photogrammetry or Location and Surveys DTM folder, which are write-protected for Roadway Users.

A temporary workaround was to copy the TIN file over and place it in the rddb subfolder. Roadway users then converted the existing TIN to DTM under the rddb subfolder.

With the next Corridor Modeling release, Bentley gave the ability to choose where the converted DTM would be placed. Thus the "DTM Files Path" field was created as part of the Corridor Modeling dialog box.

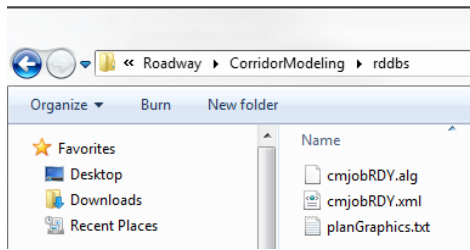


Originally NCDOT chose the rddb subfolder to place the converted existing ground DTM, but when Roadway Designer created the **proposed** DTM and TIN file, they were placed directly under the active folder, which is the CorridorModeling root folder.



So users were directed to not use the rddb folder for the DTM Files Path so that all existing and proposed TIN and DTM files would then reside in the CorridorModeling root folder.

The only files which should be located in the rddb subfolder is the ALG (converted GPK) and the stored plan graphics information. The sole purpose of the rddb subfolder now is to provide a **link** to the project geometrics (GPK to ALG conversion) and stored graphical elements information. It should not be the place to store actual TIN, DTM, or DGN files.



Having this vital link is critical for normal operation of the software. For one, if the existing DTM and proposed DTM are located in different folders, Roadway Designer will not process correctly for some common functions such as target aliasing and point controls using surface features of the proposed DTMs. Roadway Designer is looking for both the existing ground and proposed DTM information in one root folder. More importantly, when cutting cross sections, the XSC file must reside in the same folder as the proposed DTM or else a "No cross section cell can be found" error message can occur. This is mainly because the link has been broken. You can test this out for yourself by cutting cross sections in our traditional XSC folder while using the DTM and TIN files in the CorridorModeling folder.

Some PEFs use the "Working Directory" structure under Geopak Preferences to avoid this issue, but it creates other problems (often workstation crashes) with legacy Geopak functions such as earthwork inputs and limits of construction applications. NCDOT does not use the Working Directory and it is therefore blanked out. A blank working directory translates to: "whatever active folder I am working from, this is the Working Directory".

