

The CRAB Mobility Team is excited to announce the release of Mobility 4.0.

This build of Mobility is unlike any other!

The Road Log Cross Section has been significantly re-structured so that users can now enter individual 'objects' (thru lane, other lane, bike lane, etc.) into the cross section of a road segment. Each object will have its own surface, structure, width, description and position. The Enhanced Cross Section can be displayed in one of several different ways, including 3-D, surface material, horizontally or vertically. 'Drag-and-drop' capability for adding or moving cross section objects has also been enabled. The original version of the Road Log Cross Section will be available for viewing until the user verifies that the cross section in the Enhanced Cross Section is correct.

As a result of the Enhanced Road Log Cross Section, the Audit Trail has also been considerably modified. Each change to the cross section will be logged, enabling users to 're-build' a road log segment based on the entries in the audit trail. The Audit Trail will track changes to MVFT fields as well as other changes to the classification and cross section objects.

To assist users with the transition to the 'Enhanced Cross Section', there are 2 new reports: 'Road Log Segments with More Than 2 Lanes' and 'Road Log Cross Section Non-Verified Segments', both found in Reports/Road Log Integrity. In Reports/Inventories/Road Log there are 2 new Audit Trail reports: one to search the Audit Trail by location and one to search the Audit Trail by transaction. In addition to the new Audit Trail reports, the Audit Trail can be viewed by clicking on the new 'Audit Trail' tab in the Road Log feature. Existing canned and custom reports have been updated to reflect changes to the cross section format.

The conversion to the Enhanced Cross Section addresses many long-standing feedback report items.

In addition, Mobility Pavement Management System (MPMS) has been upgraded:

- The new road log segment 'Enhanced Cross Section' tab contains data elements for both thru lane surface type and thru lane structure type. Surface type can be changed to a rehabilitation type such as BST or SAC allowing for more accurate MPMS prediction results, while still retaining the reconstruction pavement type, e.g., HMA or APC, for motor vehicle fuel tax calculation purposes.
- The new 'Enhanced Cross Section' structure type and structure thickness can be used in MPMS decision trees for more complete and comprehensive rehabilitation recommendations.
- In addition to structure type and thickness, rutting depth can also now be used in the MPMS decision trees for more complete and comprehensive rehabilitation recommendations.
- Discontinued the use of the 'Complete' surface condition history option in the 'When' analysis.

Several other feedback items have been addressed for this build:

- A new 'F-System' field has been added to Road Log. This field is read-only and displays the 'F-System' code associated with the Federal Function Class user by FHWA and WSDOT.
- A report for Approaches has been developed.
- Truck route classification has been added to the Road Log Summary Report.
- Federal Function Class 18 has been added.
- The datafeed date has been added to CLAS reports.

New help topics and more information and details about the Enhanced Road Log Cross Section can be found in Help/Mobility Help/.....

As always we value and welcome your feedback. If you have any suggestions, comments, questions, etc. please fill out the feedback form available under the Mobility help menu or on our website at http://www.crab.wa.gov/Technology/Mobility/pgs/feedback_report.cfm.

If you have any immediate questions or support needs, email us at MobSupport@CRAB.wa.gov or call (360)753-5989.

Thank you for your continued feedback and support.

The Mobility Team