

RAMM News

RAMM 2004 Changes

A number of changes have been implemented in RAMM 2004



We're in top gear for RAMM 2004. Here are some of the changes you can expect in the new release:

Traffic Signals

RAMM Traffic Signals helps you maintain and manage your Traffic Signal network in the same way that you maintain Street Light Assets in SLIM.

One major difference, however, is that each Traffic Signal will be located by **Intersection** rather than by Pole (as it is in SLIM). The software also follows the convention of naming Primary, Secondary and Tertiary lanterns.

Surfaces

Surfaces have been rationalised and made simpler to view, maintain and plan for. The **Top Surface** and **Major Seals** have been replaced with the more comprehensive **Surface Structure** table. For further clarification of the Surface views, you can look at the updated Surfaces view incorporated into **RAMM 3D**.

Transfund Reports

In general, we have grouped all the various Transfund Reports together so that they can be merged and then viewed from within any standard Microsoft application.

The **Calculation of Network Length** for the Surface Condition Index (SCI) report has been standardised to use Carriageways. The same method

will be applied to the new report for the Pavement Integrity Index (PII).

Strength Number Calculation

The second phase of the Strength Number project has been implemented. At the request of the RIMS Group we have incorporated the Strength Number calculation from the HTC Pavement Strength Application into RAMM 2004. See our article on *Strength In Numbers* inside.

Standardisation Of Offset (Centreline)

Asset **Offset** will now be measured from the Centreline by default, and Offsets measured from the left hand side and kerb will be known as **Offset (LHS)** and **Offset (Kerb)** respectively. The existing RAMM 2003 Offset settings will be retained, since a Centreline Offset may not be suitable for some assets - for example, a safety feature that would be better located by an Offset (Kerb). See our article *Better Offsets At the Outset* inside.

Auditing

You now have the option of choosing to record all changes made to your database to an **Audit Table**. See our article on *Auditing Changes in RAMM* inside.

Decision Cube Filter

The CJN Decision Cube now includes a **filter** to reduce clutter in the Cube view and save your working layout so that it loads automatically when you regenerate the same Cube.

Speed : Bylaws

We've not only enabled the recording of Speed Limits in RAMM, we can accommodate Council Bylaw information also.

See our article on *Speed : Bylaws* on the back page.

Mapping

Though the **Mapping interface** has completely changed, you'll see that the controls haven't - we've just streamlined and rearranged them for easier access.

Many functions that earlier required a right mouse click (for example the Save functions) are now available within a proper window accessible from the toolbar.

Eastings and Northings For All Assets

Eastings and Northings can also now be recorded at the end of assets with a length, such as a carriageway.

The RAMM 2004 release will include updated manuals in printed, HTML, Integrated Help and PDF formats. For the online manuals, see www.cjntech.co.nz. ■

In This Issue:

- RAMM 2004 Changes
- Getting Much More Out Of RAMM
- Auditing Changes In RAMM
- RAMM Hosting Service
- RAMM In The Palm Of Your Hand
- Strength In Numbers
- RAMMWorks: RASM Vote
- Better Offsets At The Outset
- Speed: Bylaws
- RAMM Tip: Copying And Pasting Text
- Ask Fiona / Contact Us / Acknowledgements

Getting Much More Out Of RAMM

This highly successful CJN/ NZIHT course has been extended to cover 2 days

The RAMM training programme run by the NZ Institute of Highway Technology (NZIHT) and presented by CJN Technologies has been a great success. So much, in fact, that we're extending it. This year our training course **Getting More Out of RAMM** will be a 2 day session instead of a single day. In addition to a number of new topics being added to the course as a result of the new developments in RAMM 2004, existing topics have also been expanded to cover the enhancements we've put in.

The topics are:

RAMM Network Manager

RAMM SQL

Speed Limits / Bylaws

Surfacing and Pavement Layers

RAMM Assessment

CAS Import

Data Analysis

File Import

Strength Number Calculation

You can get more information about all the courses on offer directly from our website www.cjntech.co.nz - click on the link to **Training** on the navigation panel. You'll be taken to a page where you can read detailed



information about the courses and even download application forms in PDF format.

Alternatively, feel free to email Campbell Newman at CJN (cam@cjntech.co.nz), or Lisa Knowles at NZIHT (lisa@nziht.co.nz). ■

Auditing Changes In RAMM

Greater control over the changes to your RAMM database

If you've felt the need for better control over the changes made to your road data, RAMM 2004 Auditing is the solution.

This function will record the tables that have changed in your database together with the date of the change and the user who changed them in an Audit Log.

You'll even be able to specify the inventory items that can be audited (for example, signs, roughness surveys, or drainage) and all changes to those items will be recorded.

The auditing function will be useful to many different types of RAMM users.

State Highway Consultants, for example, could use this feature

to identify the tables that have changed on the network and package them to send to Transit New Zealand.

Transit New Zealand could also use the feature to monitor a contractor or consultant who has the ability to maintain asset information, reviewing the changes to the network from time to time to ensure that the correct changes have been made. ■

RAMM Hosting Service

Enhancements to the RAMM Hosting Service

The CJN Hosting Service has for some time now provided RAMM, SLIM and Signs users with a cost-effective and secure option for database maintenance and management.

Not surprisingly, the Hosting Service has proved to be very popular!

We now have more than 50 Councils on the CJN Hosting Service, and serve over 500 users.

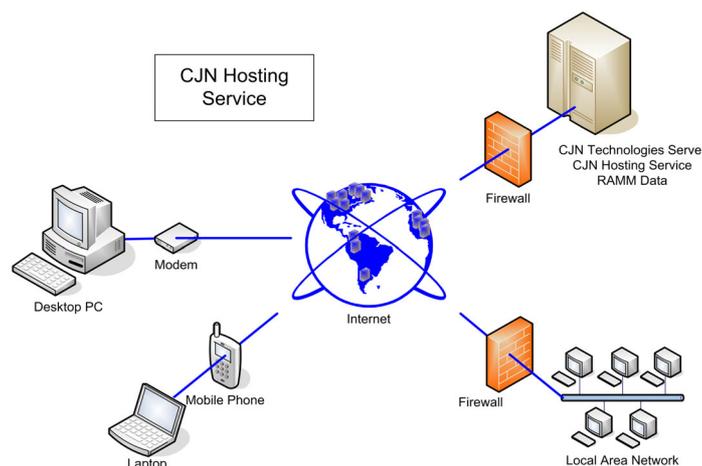
In fact, it's so popular that we are looking at a far-reaching upgrade of the Hosting system that

will see you connect to the service via fibre optic cables instead of the frame relay system we use at present, on an enhanced bandwidth "pipe".

We'll be announcing the change on our website www.cjntech.co.nz - it'll happen in early March 2004. You should see some improvement in performance on the Hosting service from then on, and you shouldn't need to adjust any settings.

A small number of Hosting users, however, may need to re-configure the IP range being used by your Citrix client. This is most likely to happen to those connecting to us through firewalls.

If you have problems logging in to the Hosting Service, feel free to call us on 0800 CJNTECH (0800 2568324) or email us at support@cjntech.co.nz. ■



RAMM In The Palm Of Your Hand

RAMM will soon be available on the road

One area of technology that has seen a number of exciting developments in recent times is that of mobile computing.



steady migration of popular software applications from workstation based environments to the PDA platform.

In the context of RAMM, especially, we see a number of practical uses for mobile technology, and the CJN team is currently looking into developing versions of our software to run on PDAs.

The RASM Voting results (see RAMMWorks below) also

show that you've been thinking along the same lines. One strong possibility for development is our popular SLIM (Street Light Inventory Management) application - we've already done some prototype development on this.

The technology will be either XML or Citrix based - a final decision on which platform to use is still on the cards.

Whatever the decision will be, you can be sure that we're looking at helping you take your RAMM experience further afield, and into exciting new territory! ■

Strength In Numbers

Strength Number can now be calculated directly in RAMM

In keeping with a recommendation from the RIMS Group, the CJN team was requested to implement the HTC Pavement Strength Application into RAMM 2004 to be able to calculate SNP directly from the RAMM data. With the assistance of MWH NZ Ltd (HTC Group) we've implemented the recommended SNP Calculation algorithms in RAMM. Using the Treatment Lengths as your Road Sections you are able to calculate a value for the SNP using either the FWD with thickness, FWD without thickness, or Typical Pavement methods. You can also enter your own SNP data which you may have calculated from

another source. You then choose the best value to be assigned back against the Treatment Lengths.

The SNP data will then be available, along with the other Treatment Length information, to be exported for use with your dTIMS modelling.

When you upgrade your database to RAMM 2004 you will find that there are default values set for the Surface Coefficients A0 through A3 and for the Pavement Coefficients A4 through A7. The 4 SNP Calculation methods and default priorities will be defined. Finally, we have also supplied a default set of Soil Type Coefficients.

The main place to set up the

Pavement Strength parameters is in **RAMM Manager > Projects** menu. Other parameters are recorded with Surface Material definitions. Running the calculation is done from the Treatment Length Grid in RAMM. This allows you to select the portion of your network you wish to analyse.

Our next newsletter will give you a more in depth look at the Strength Number Calculation in RAMM. In the meantime, feel free to contact Nigel Lynton at nigel@cjntech.co.nz for your queries or comments - you might also like to check out the CJN Forum online at <http://forums.cjntech.co.nz>. ■

RAMMWorks

Ongoing projects



RASM Voting

Voting for enhancements to go into RAMM 2005 is well under way. We've received 22 votes so far. Voting will still be open for a few more weeks yet, so if you haven't written in, now's the time.

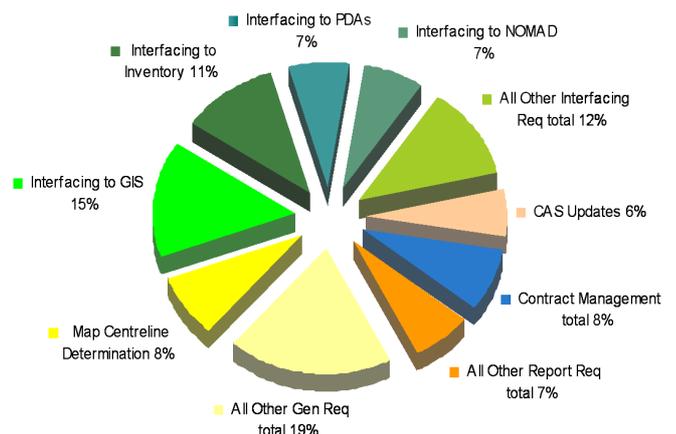
This year, there are a couple of topics which stand out. From the voting so far, it looks like interfacing RAMM with other applications and tools such as GIS and Personal Digital Assistants (PDAs) is the hottest topic. We suggested a number of areas where interfaces to RAMM might be improved. These included GIS applications, PDAs, NOMAD, CAS Data, Rating, and Inventory. By a long way, the area that concerns people the most is interfacing to a GIS application.

This would involve getting data out of RAMM and displaying it using your GIS tool.

The chart below shows the values expressed as a percentage of the total vote. These results are not final - there is still time for you to make a contribution. Please

remember to vote strategically and consider *only* what you would like to see in RAMM 2005.

If there is anything else that you would like us to consider but it isn't as urgent, please send your ideas to Nigel Lynton at nigel@cjntech.co.nz. ■



Better Offsets At The Outset

Many assets in RAMM have a side (of the road) and an offset. Over time, inconsistencies have built up in the way we record the offset. In many cases (for example, drainage) the offset is measured as the distance from the road centreline. In surfacing, though, the offset is measured from the left hand side of the carriageway. For street lights, the offset is measured from the nearest kerb.

In RAMM 2004 we've brought some order to the use of the offset- we now have three types. What's referred to simply as **Offset**, will now consistently be measured from the centreline. In addition to this offset, we also have **Offset (LHS)**, which will record

the offset from the left hand side of the carriageway, and **Offset (Kerb)**, which will from the nearest kerb.

Since we don't want to confuse you with an excess of offsets, the screens displaying offsets will continue to primarily display the offset type present in RAMM 2003.

Features will continue to show centreline (default) Offsets, street lights- Offset (Kerb), surfacing- Offset (LHS). The additional offset data has been placed on a new tab, usually called **Position**, to reduce clutter. In a number of cases, where an asset might have length, for example

markings, footpaths, railings, minor structures (say fences), we have also introduced a set of offsets at the end displacement of the asset. Again this will be on the Position tab as it will not be used by everyone.

Why go to all this trouble? Because a centreline offset may be technically correct but not always practical. For example, pedestrian safety may be a consideration - you may wish to provide a "buffer zone" to ensure that objects used by pedestrians such as rubbish bins, seats, etc. have an offset not less than 2 metres from the kerb. In this case recording the offset from the kerb allows for a more practical location for your asset. ■

Speed: Bylaws

In our last newsletter we reminded you of the implementation of the Land Transport Rule **Setting of Speed Limits 2003** this year.

How's your public Register of Speed Limits progressing?

Perhaps you've chosen to designate Urban Traffic Areas, and just want to record exceptions to the urban limit (50 km/h).

Or maybe you want to record only exceptions to the rural limit (100 km/h).

On the other hand, you might really like to produce an HTML file to post on your website, listing every road under your authority and the speed limit applicable to each one. RAMM Speed Limit facilities are geared for all



of these options.

Speaking of public registers, wouldn't it be great to take advantage of the tools we're building for Speed Limits and use them for other registers - like Parking Restrictions?

When Council enacts a bylaw or resolution designating specific locations as Bus Stops, Taxi Stands, Loading Zones, etc, you can add a reference to it under Bylaws. Add in the location(s) that the bylaw applies to, and you've got yourself a register (you can put that on your website too).

While you're at it, click on some of the Validation Reports to check if your signs and markings match the bylaw. For example, if last month the Council approved a new Bus Stop at the beginning of Smith Street, you can check whether there is a matching Sign in the database. If there isn't, the report will let you know. ■

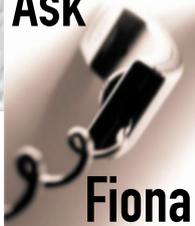
RAMM Tip: Copying And Pasting Text

Here's a simple tip that can save a lot of trouble.

When you're working in RAMM you often have to duplicate text and data in many different places. Did you know that copying something and then pasting it in another place is as simple as two keystrokes on your keyboard? Highlight the text or data you want to copy with your mouse, and press CTRL+C to copy the text. Go to where you want to paste it and press CTRL+V. In fact, you can press CTRL+V as many times as necessary to repeatedly paste the text. Easy!

Do you have a suggestion for a RAMM Tip? Please email it to Guy Halpe at guy@cjntech.co.nz. ■

Ask



Fiona

Need help about a RAMM function or a related topic? You can always call Fiona for help on 0800 CJNTECH (0800 256832).

In addition to her programming and Informix expertise, Fiona has a wealth of experience in quickly diagnosing problems and solving them.

You'll find her easy-going, friendly and helpful.

You can also email her at fiona@cjntech.co.nz. ■

Credits / More Info:

Getting Much More Out Of RAMM: Campbell Newman (cam@cjntech.co.nz)

Speed: Bylaws: Mike Alford (mike@cjntech.co.nz)

Strength In Numbers, RASM Vote, Better Offsets: Nigel Lynton (nigel@cjntech.co.nz)

All other articles, editing, design and prepress: Guy Halpe (guy@cjntech.co.nz).

Septatone images courtesy of www.intuitivmedia.net. ■

Contact us:

CJN LIMITED
TECHNOLOGIES

P O Box 302-278
North Harbour
Auckland
New Zealand
Tel: 0800 CJNTECH (0800 256 8324)
Fax: (09) 415 4791
www.cjntech.co.nz
info@cjntech.co.nz

Computer Software ■ Solutions