New York State Department of Transportation Roadway Inventory System Data Dictionary

| Data Label | Data Type | Data Description |
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| Geographic Information System (GIS) ID | Number | Unique identifier that is coordinate based and assigned to the roadway for which the AADT was collected. This allows the segment to be mapped in Geographic Information Systems (GIS) when referenced along with Begin/End Milepoint |
| Begin Milepoint | Number | The starting milepoint of the segment of roadway for which the AADT, Posted Speed or Federal Aid Eligibility applies |
| End Milepoint | Number | The ending milepoint of the segment of roadway which the AADT, Posted Speed or Federal Aid Eligibility applies |
| From | Text | The starting location of the segment of roadway for which the AADT, Posted Speed or Federal Aid Eligibility applies |
| То | Text | The ending location of the segment of roadway which the AADT, Posted Speed or Federal Aid Eligibility applies |
| Route | Text | Name of the segment of roadway which the AADT, Posted Speed or Federal Aid Eligibility applies |
| County Road Number | Number | Number of the segment of roadway within a given county which the AADT, Posted Speed or Federal Aid Eligibility applies |
| NHS | Number | The National Highway System consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the following subsystems of roadways (note: a specific highway route may be on more than one subsystem): • Interstate, such as The Eisenhower Interstate System; • Other Principal Arterials, highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility; • Strategic Highway Network, a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes; • Major Strategic Highway Network Connectors, highways which provide access between major military installations and highways which are part of the Strategic Highway Network; • Intermodal Connectors, highways which provide access between major intermodal facilities and the other four subsystems making up the National Highway System. |

| Owning Jurisdiction | Number | The NHS was developed by the US Department of Transportation (USDOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs) Primary jurisdiction that is responsible for the roadway segment. 1 = NYSDOT; 2 = County; 3 = Town; 4 = City or Village; |
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| | | 31 = NYS Thruway |
| County | Text | Name of the county where the roadway segment is located |
| Municipality | Text | Name of the municipality where the roadway segment is located |
| Functional Classification | Number | Functional classification is the process by which roads, streets, and highways are grouped into classes according to the type of service they provide. They are also divided into Urban and Rural based on the density of population from the most recent Census. Individual roads and streets do not serve travel independently but as part of a network of roads through which the traffic moves. The Functional Classifications and codes include: Urban Principal Arterial - Interstate (11) Principal Arterial - Other Freeway/Expressway (12) Principal Arterial - Other (14) Minor Arterial (16) Major Collector (17) Minor Collector (18) Local (19) Rural Principal Arterial - Interstate (01) Principal Arterial - Other Freeway/Expressway (02) Principal Arterial - Other (04) Minor Arterial (06) Major Collector (07) Minor Collector (08) Local (09) |
| Number of Lanes | Number | The number of travel lanes, including both directions, the roadway segment has |
| Speed | Number | The speed limit indicated by a number marked on an official speed limit sign. The speed limit number posted is the maximum legal speed that one can travel on that road section under ideal conditions |

| Annual Average Daily Traffic (AADT) | Number | Annual Average Daily Traffic is the estimated average daily traffic volume on a route segment at a particular location. Actual daily volumes encountered on highways may vary from the AADT. Considerably higher or lower values often result in areas of seasonal activities and when comparing weekend versus weekday traffic |
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