

# Roadway Inventory File Format

## -C(enterline) -R(oadbed)

Date Revised: 10/05/2020

\*\*Effective for YE2019 – Current\*\*

Prepared By: TPP-DM-DDS/MAP

Updated By: TPP-DM-DDS

Position	Format	Item Name	Column Name	Definition
<b>SECTION 1: IDENTIFICATION / REFERENCING ATTRIBUTES</b>				
1.01	N1	RECORD-TYPE (Pre YE2004: 8=HPMS Tolls) (Updated for YE2018 to remove 6=Functionally Classified City Street)	REC	0=Grade Separated Connector (YE2014 new code) <u>On-System:</u> 1=On-System Mainlanes 2=On-System Right Frontage Road 3=On-System Left Frontage Road <u>Off-System:</u> 5=County Road 7=City Street 8=Non-TxDOT Toll Authority Road (YE2014 new code) 9=Federal Road (YE2014 new code)
1.02	A10	RIA-ROUTE-ID (Updated for YE2010 to account for on- and off-system and tolls)	RIA_RTE_ID	Format <b>REC_TYPE 0</b> : 10000 – 9999999999 (10 digits) Format <b>REC_TYPE 1, 2, 3</b> : Concatenated [Highway-System + Highway-Number + Highway-Suffix (if any) + hyphen + Roadbed-ID] (9-10 characters) Format <b>REC_TYPE 5</b> : Concatenated [County + Control-Section] (9 characters) Format <b>REC_TYPE 7</b> : 100000 – 9999999; other format for Tolls (7 digits) Format <b>REC_TYPE 8</b> : Concatenated [Highway-System + Highway-Number + hyphen + Roadbed-ID] (9 characters) Format <b>REC_TYPE 9</b> : 700000 – 704999 (6 digits)
1.03	N10	RTE_ID (New column for YE2017)	RTE_GRID	Native GRID ID (Geospatial Roadway Inventory Database) for each route
1.04	N10	RDBD_GMTRY_LN_ID (New column for YE2017)	GID	Native GRID ID for each route / roadbed segment
1.05	N7.3	FROM-DFO	FRM_DFO	0000.000 – 9999.998 For Off-System, value copied from Begin-Milepoint [in miles]
1.06	N7.3	TO-DFO	TO_DFO	0000.001 – 9999.999 For Off-System, value copied from End-Milepoint [in miles]

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1.07	A7	CONTROL-SECTION	C_SEC	Control + Section with hyphen (Format cccc-ss)
1.08	A4	CONTROL	CON	AA01 – 9999
1.09	N2	SECTION	SEC	01 – 99
1.10	N5.3	BEGIN-MILEPOINT	BMP	00.000 – 99.998 Within the Control-Section
1.11	N5.3	END-MILEPOINT	EMP	00.001 – 99.999 Within the Control-Section
1.12	N6	RIA-MILEPOINT-DATE	RI_MPT_DATE	Format yyyymm (Record-Type 4-7 only)
1.13	A7	SIGNED-HIGHWAY	HWY	Highway-System + Highway-Number + Highway-Suffix
1.14	A2	HIGHWAY-SYSTEM	HSYS	<div> <b><u>On-System:</u></b>  BF=Business FM  BI=Business IH  BS=Business State  BU=Business US  FM=Farm to Market  FS=FM Spur  IH=Interstate  PA=Principal Arterial  PR=Park Road  RE=Rec Road  RM=Ranch to Market  RP=Rec Road Spur  RR=Ranch Road  RS=RM Spur </div> <div> <b><u>On-System (continued):</u></b>  RU=RR Spur  SA=State Alternate  SH=State Highway  SL=State Loop  SS=State Spur  UA=US Alternate  UP=US Spur  US=US Highway </div> <div> <b><u>Off-System:</u></b>  CR=County Road  FD=Federal Road  LS=(Local) City Street  TL=Off-System Toll Road </div>
1.15	A4	HIGHWAY-NUMBER	HNUM	(0001 – 9999, OSR, NASA)

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1.16	A1	HIGHWAY-SUFFIX	HSUF	Blank or A – Z for Park Roads A – N, P – Z for Business Routes Blank or N, S, E, W or C for Interstates Blank or N, S, E or W for other highways	
1.17	A2	ROADBED-IDENTIFIER	RDBD_ID	<b><u>For Centerline File</u></b> AG=Right Frontage Road CG=Centerline / Single Roadbed GS=Grade Separated Connector ( <i>New for YE2014</i> ) XG=Left Frontage Road	<b><u>For Roadbed File</u></b> AG=Right Frontage Road BG=Right Supplemental Frontage Road GS=Grade Separated Connector ( <i>New for YE2014</i> ) KG=Centerline / Single Roadbed LG=Left Roadbed MG=Left Supplemental Mainlane PG=Left Supplemental Supplemental Mainlane RG=Right Roadbed SG=Right Supplemental Mainlane TG=Right Supplemental Supplemental Mainlane XG=Left Frontage Road YG=Left Supplemental Frontage Road
1.18	N4	FROM-REFERENCE-MARKER-NUMBER	FRM_NBR	0010 – 9999 for non-IH 0000 – 9999 for IH	
1.19	A1	FROM- REFERENCE-MARKER-SUFFIX	FRM_SUF	Blank or A – Z	
1.20	A5	FROM-REFERENCE-MARKER-NUMBER	FRM_NUM	Concatenated [From-Reference-Marker-Number + From-Reference-Marker-Suffix]	
1.21	N6.3	FROM-REFERENCE-MARKER-DISPLACEMENT	FRM_DISP	Signed (+ or -) 00.000 – 99.999 [in miles]	
1.22	N4	TO-REFERENCE-MARKER-NUMBER	TO_NBR	(see From-Reference-Marker-Number)	
1.23	A1	TO-REFERENCE-MARKER-SUFFIX	TO_SUF	(see From-Reference-Marker-Suffix)	

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1.24	A5	TO-REFERENCE-MARKER-NUMBER	TO_NUM	(see From-Reference-Marker)
1.25	N6.3	TO-REFERENCE-MARKER-DISPLACEMENT	TO_DISP	(see From-Reference-Marker-Displacement)
1.26	N8	FROM-REFERENCE-MARKER-DATE	FRM_MKR_DATE	Format yyyyymmdd
1.27	N8	TO-REFERENCE-MARKER-DATE (New column for YE2017)	TO_MKR_DATE	Format yyyyymmdd
1.28	N1	CARDINAL-DIRECTION (Pre YE2008 called DIRECTION-OF-TRAVEL) (Updated codes for YE2017)	DIR_TRAV	0=Not Applicable 1=North to South 2=West to East 3=South to North 4=Clockwise Loop 5=Counter-clockwise Loop
1.29	A50	STREET-NAME	STE_NAM	Street Name
<b>SECTION 2: GEOGRAPHIC ATTRIBUTES</b>				
2.01	N2	DISTRICT-ID	DI	01 – 25
2.02	N3	COUNTY-NUMBER	CO	001 – 254 State county number, not FIPS county number
2.03	N5	CITY-NUMBER	CITY	00000 – 99999
2.04	N3	METROPOLITAN-PLANNING-AREA	MPA	000 – 999

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2.05	N3	TXDOT-URBAN-AREA-NUMBER	UAN	000-999
2.06	N5	URBAN-AREA-NUMBER	UAN_HPMS	00000 – 99999 <i>(New numbers introduced from 2010 Census)</i>
2.07	N1	RURAL-URBAN-CODE	RU	1=Rural (Population < 5,000) 2=Small Urban (Population 5,000 – 49,999) 3=Urbanized (Population 50,000 – 199,999) 4=Large Urbanized (Population 200,000+)
2.08	N1	METROPOLITAN-STATISTICAL-AREA-COUNTY	MSA_CNTY	0=Is not an MSA County 1=Is an MSA County <b>Only populated for REC=1</b>
2.09	N2	MAINTENANCE-DISTRICT	MAINT_DIS	01 – 25
2.10	N2	MAINTENANCE-SECTION	MNT_SEC	00 – 30
2.11	N1	PUBLIC-LANDS <i>(New column for YE2017)</i>	PBLC_LAND	0=Outside of State- and Federally-owned Land 1=Within State-owned Land 2=Within Federally-owned Land
<b>SECTION 3: ADMINISTRATIVE ATTRIBUTES</b>				
3.01	N2	ADMINISTRATIVE-SYSTEM <i>(Updated codes for YE2014 and YE2017)</i>	ADMIN	<div> 1=State Highway Agency 2=County 4=City (Municipality) 5=Private Toll 6=Local Toll Authority 7=Other Federal Agency (includes IBWC) 8=Bureau of Indian Affairs 9=Bureau of Fish and Wildlife 10=U.S. Forest Service </div> <div> 11=National Park Service 12=Bureau of Reclamation 13=Corp of Engineers 14=Navy / Marines 15=Army 16=Regional Mobility Authority 17=Other 18=Unknown </div>
3.02	N2	ROADWAY-MAINTENANCE-AGENCY <i>(New column for YE2017)</i>	RDWAY_MAINT_AGCY	Same codes as ADMINISTRATIVE-SYSTEM

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3.03	N1	FUNCTIONAL- CLASSIFICATION <i>(Updated codes for YE2014)</i>	F_SYSTEM	1=Interstate 2=Other Freeway and Expressway 3=Other Principal Arterial 4=Minor Arterial 5=Major Collector 6=Minor Collector 7=Local
3.04	A2	FUNCTIONAL- CLASSIFICATION <i>(Updated Codes for YE2014)</i>	RU_F_SYSTEM	R1=Rural Interstate R2=Rural Other Freeway and Expressway R3=Rural Other Principal Arterial R4=Rural Minor Arterial R5=Rural Major Collector R6=Rural Minor Collector R7=Rural Local U1=Urban Interstate U2=Urban Other Freeway and Expressway U3=Urban Other Principal Arterial U4=Urban Minor Arterial U5=Urban Major Collector U6=Urban Minor Collector U7=Urban Local
3.05	N1	SEC-RTE-NATIONAL- HIGHWAY-SYSTEM	SEC_NHS	0=Not on the NHS 1=On the NHS, not an Intermodal Connector 2-9=On the NHS, is an Intermodal Connector: 2=Major Airport 3=Major Port Facility 4=Major Amtrak Station 5=Major Rail / Truck Terminal 6=Major Inter-city Bus Terminal 7=Major Public Transit / Multi-modal Passenger Terminal 8=Major Pipeline Terminal 9=Major Ferry Terminal
3.06	N6	SEC-RTE-NHS-APPROVAL- DATE	SEC_NHS_APRV_DT	Format yyyymm

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3.07	N2	SEC-RTE-STRATEGIC-HIGHWAY-NETWORK <i>(Updated codes for YE2017)</i>	SEC_STR	0=Not on the Strahnet 1=On Strahnet, primary route 2=On Strahnet, connector 99=Unknown
3.08	N1	SECONDARY-ROUTE-TEXAS-TRUNK-SYSTEM <i>(Updated codes for YE2017)</i>	SEC_TRUNK	0=Is not a Texas Trunk Route 1=Phase I Trunk Route 2=Interstate Highway 3=Other Texas Trunk Route
3.09	N1	SEC-RTE-TRUCK-ROUTE <i>(New column for YE2017)</i>	SEC_TRK	0=Is not a truck route 1=Is a national truck route 2=Is a state truck route 3=Is both a national and state truck route
3.10	N1	SEC-RTE-HAZARDOUS-MATERIALS-ROUTE <i>(Updated codes for YE2017)</i>	SEC_HAZ	0=Is not a Hazardous-Materials Route 1=Is a Hazardous-Materials Route
3.11	N1	SEC-RTE-EVACUATION-ROUTE <i>(Updated codes for YE2017)</i>	SEC_EVAC	0=Is not an Evacuation Route 1=Is an Evacuation Route
3.12	N1	SEC-RTE-NATL-FOREST-HIGHWAY <i>(Updated codes for YE2017)</i>	SEC_NFH	0=Is not a National Forest Highway 1=Is a National Forest Highway
3.13	N1	SEC-RTE-ST-MEMORIAL-HIGHWAY <i>(Updated codes for YE2017)</i>	SEC_STM	0=Is not a State Memorial Highway 1=Is a State Memorial Highway

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3.14	N1	SEC-RTE-TEXAS-TRAVEL-TRAIL <i>(Updated codes for YE2017)</i>	SEC_TTT	0=Is not a Texas Travel Trail 1=Is a Texas Travel Trail
3.15	N1	SEC-RTE-PARKWAY <i>(Updated codes for YE2017)</i>	SEC_PARK	0=Is not a Parkway 1=Is a Parkway
3.16	N1	SEC-RTE-BICYCLE-ROUTE <i>(Updated codes for YE2017)</i>	SEC_BIC	0=Is not a Bicycle Route 1=Is a Bicycle Route
3.17	A1	SEC-RTE-ADOPT-A-HIGHWAY <i>(Updated codes for YE2017)</i>	SEC_ADP	0=Is not an Adopt a Highway 1=Is an Adopt a Highway
3.18	A1	SEC-RTE-FEDERAL-AID	SEC_FED_AID	0=Is not a Federal Aid Route 1=Is a Federal Aid Route (Used to denote FAP routes prior to 1993. Do not use this field for Federal-Aid highway systems)
3.19	N2	METROPOLITAN-STATISTICAL-AREA-CLASS-CODE	MSA_CLS	00=MSA Class Code not applicable (REC<>1)  Valid codes for REC=1: <b><u>Not within an MSA County</u></b> 01=2lane, not full access control 02=More than 2 lanes, not full access control 03=Full access control <b><u>Within an MSA County</u></b> 11=2lane, not full access control 12=More than 2 lanes, not full access control 13=Full access control
3.20	N8	TOP-100-ID	TOP100ID	00000001-99999999 (segment ID for Top 100 Analysis)



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3.21	A100	TOP-100-BEGIN-TERMINUS	TOP_100_BEGIN_TERM	
3.22	A100	TOP-100-END-TERMINUS	TOP_100_END_TERM	
3.23	N1	FREIGHT-NETWORK	FRGHT_NTWRK	0=Not on the 2040 Freight Network 1=On the PRIMARY Freight Network 2=On the SECONDARY Freight Network
<b>SECTION 4: OPERATIONAL ATTRIBUTES</b>				
4.01	N2	HIGHWAY-STATUS <i>(Updated codes for YE2017)</i>	HWY_STAT	<b><u>Do Not Use for Mileage Statistics:</u></b> 0=Proposed 2=Designated as State Highway, but not yet built 3=Under Construction <b><u>Use for Mileage Statistics:</u></b> 4=Open but with some construction 6=Open to Traffic (All Data Input) 7=Temporarily Closed to Traffic 99=Unknown
4.02	N8	HIGHWAY-STATUS-DATE	HWY_STAT_DATE	Format yyyymmdd
4.03	N8	DATE-OPENED-TO-TRAFFIC <i>(New column for YE2017)</i>	DOTT	Format yyyymmdd
4.04	N8	DATE-CLOSED-TO-TRAFFIC <i>(New column for YE2017)</i>	DCTT	Format yyyymmdd
4.05	N1	CLOSURE-REASON <i>(New column for YE2017)</i>	CLSR_RESN	1=Weather 2=Emergency 3=Repairs 4=Natural Disaster 5=Other

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Position	Format	Item Name	Column Name	Definition
4.06	A30	HIGHWAY-STATUS-NOTE	HWY_NOTE	<i>Column currently not in use</i>
4.07	N2	SPEED-LIMIT-MAXIMUM	SPD_MAX	00 – 85 [in mph]
4.08	N2	SPEED-LIMIT-MINIMUM	SPD_MIN	00 – 80 [in mph]
4.09	N2	ALTERNATE-SPEED-LIMIT <i>(New column for YE2017)</i>	ALT_SPD_LMT	00 – 80 [in mph]
4.10	N1	ALTERNATE-SPEED-LIMIT-TYPE <i>(New column for YE2017)</i>	ALT_SPD_LMT_TYPE	1=Night Time Speed Limit 2=Truck Speed Limit
4.11	N1	SCHOOL-ZONE <i>(New column for YE2017)</i>	SCHOOL_ZN	0=Is not a School Zone 1=Is a School Zone
4.12	N6	LOAD-LIMIT-AXLE	LOAD_AXLE	000000 – 999999 [in pounds]
4.13	N6	LOAD-LIMIT-GROSS	LOAD_GROSS	000000 – 999999 [in pounds]
4.14	N6	LOAD-LIMIT-TANDEM	LOAD_TAND	000000 – 999999 [in pounds]
4.15	A100	TOLL-NAME <i>(New column for YE2017)</i>	TOLL_NM	Name of toll facility
4.16	N4	TOLL-HPMS-ID <i>(New column for YE2018)</i>	TOLL_HPMS_ID	HPMS Toll-ID
4.17	N1	TOLL-FACILITY-TYPE <i>(New column for YE2018)</i>	TOLL_FACILITY_TYPE	1=Fully Tolloed Facility 2=Toll Lanes on Otherwise Non-Tolloed Facility 3=International Border Crossing
4.18	N1	TOLL-TYPE <i>(New column for YE2017)</i>	TOLL_LANE_TYPE	0=None (i.e., not tolled) 1=Has toll lanes, but no HOT lanes 2=Has HOT lanes

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Position	Format	Item Name	Column Name	Definition
4.19	N1	TOLL-CHARGE-TYPE <i>(New column for YE2017)</i>	TOLL_CHRG_TYPE	1=Toll charged in one direction only 2=Toll charged in both directions 3=No toll charged on toll facility (new value for YE2018)
4.20	N2	TOLL-LANES <i>(New column for YE2018)</i>	TOLL_LANES	Number of toll lanes
4.21	N1	DEMAND-BASED-TOLL-PRICE <i>(New column for YE2017)</i>	DBTP	0=No toll, or Toll does not vary based upon demand 1=Toll varies based upon demand
4.22	N1	PEAK-DIRECTION-TOLL <i>(New column for YE2017)</i>	PEAK_DRCT_TOLL	0=Does not have peak direction toll 1=Has peak direction toll
<b>SECTION 5: PHYSICAL / CROSS SECTION ATTRIBUTES</b>				
5.01	N2	HIGHWAY-DESIGN-1	HWY_DES1	0=One-way-pair (couplet) 1=One-way 2=Two-way, Undivided 3=Two-way, Divided - Boulevard 4=Two-way, Divided - Expressway (partial access control) 5=Two-way, Divided - Freeway (full access control) 99=Unknown
5.02	N1	ACCESS-CONTROL <i>(New column for YE2017)</i>	ACES_CTRL	1=Full 2=Partial 3=None
5.03	A15	BRIDGE-STRUCTURE-NUMBER <i>(New column for YE2017)</i>	BRDG_STRUC_NBR	15-digit Bridge Structure number
5.04	N1	CAUSEWAY <i>(New column for YE2017)</i>	CAUSEWAY	0=Not a Causeway 1=Causeway

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5.05	N1	TUNNEL <i>(New column for YE2017)</i>	TUNNEL	0=Not a Tunnel 1=Tunnel
5.06	N1	MULTI-MODAL-FACILITY <i>(New column for YE2017)</i>	MULT_MOD_FCLTY	0=None 1=Designated Bike Lane 2=Transit Rail
5.07	N1	MEDIAN-TYPE <i>(Updated for YE2010 to include codes 5-7)</i> <i>(Updated codes for YE2017)</i>	MED_TYPE	0=No median 2=Unprotected 3=Curbed 4=Positive Barrier - Unspecified 5=Positive Barrier Flexible 6=Positive Barrier Semi-Rigid 7=Positive Barrier Rigid 99=Unknown
5.08	N3	MEDIAN-WIDTH	MED_WID	Does not include inside Shoulder Widths [in feet]
5.09	N3	HPMS-MEDIAN-WIDTH	HP_MED_W	000 – 999 Median-Width + both Inside Shoulders [in feet]
5.10	N3	NUMBER-OF-THROUGH-LANES	NUM_LANES	Does not include turning, climbing, or auxiliary lanes, but does include Super 2 and exclusive HOV / HOT lanes
5.11	N1	CLIMBING-PASSING-CENTERTURNING-LANE <i>(New column for YE2017)</i>	CLMB_PS_LANE	1=Continuous Two-way Left Turn Lane 2=Super 2 Lane 3=Climbing / Passing Lane
5.12	N1	ACCELERATION-DECELERATION-LANE <i>(New column for YE2017)</i>	ACCEL_DECEL_LANE	0=Has no Acceleration / Deceleration Lane 1=Has an Acceleration / Deceleration Lane
5.13	N1	HOV-LANES <i>(New column for YE2017)</i>	HOV_LANES	Number of HOV lanes

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5.14	N2	HOV-TYPE <i>(New column for YE2008)</i> <i>(Updated codes for YE2017)</i>	HOV_TYP	0=Section does not have HOV lanes 1=Section has exclusive HOV lanes (HOV use only; no other uses permitted) 2=Normal through lane(s) used for exclusive HOV in specified time periods 3=Shoulder / parking lane(s) used for exclusive HOV in specified time periods 99=Unknown
5.15	N4	ROW-WIDTH-MIN	ROW_MIN	0001 – 9999 [in feet]
5.16	N4	RIGHT-OF-WAY-WIDTH-USUAL	ROW_W_USL	0001 – 9999 [in feet]
5.17	N4	ROADBED-WIDTH	RB_WID	Includes Shoulder-Width and Surface-Widths [in feet]
5.18	N4	SURFACE-WIDTH	SUR_W	Does not include Shoulder-Widths [in feet]
5.19	N2	SHOULDER-TYPE-INSIDE <i>(Pre-YE2008 called SHOULDER-TYPE-LEFT)</i> <i>(Updated codes for YE2017)</i>	S_TYPE_I	0=None (unpaved) 1=Bituminous Surface (paved) 2=Concrete Surface (paved) 3=Stabilized-Surfaced with Flex (unpaved) 4=Combination-Surface / Stabilized (unpaved) 5=Earth-with or without turf (unpaved) 6=Brick 99=Unknown
5.20	N3	SHOULDER-WIDTH-INSIDE <i>(Pre-YE2008 called SHOULDER-WIDTH-LEFT)</i>	S_WID_I	000 – 999 [in feet]

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5.21	N2	SHOULDER-USE-INSIDE <i>(Pre-YE2008 called SHOULDER-USE-LEFT) (Updated codes for YE2017)</i>	S_USE_I	0=No designated use 1=Diagonal Parking 2=Parallel Parking 3=Bicycle 4=Bus 5=Emergency only 6=Peak only 7=Other 8=Evacuation Lane
5.22	N2	SHOULDER-TYPE-OUTSIDE <i>(Pre-YE2008 called SHOULDER-TYPE-RIGHT)</i>	S_TYPE_O	(See Shoulder-Type-Inside)
5.23	N3	SHOULDER-WIDTH-OUTSIDE <i>(Pre-YE2008 called SHOULDER-WIDTH-RIGHT)</i>	S_WID_O	(See Shoulder-Width-Inside) [in feet]
5.24	N2	SHOULDER-USE-OUTSIDE <i>(Pre-YE2008 called SHOULDER-USE-RIGHT)</i>	S_USE_O	(See Shoulder-Use-Inside)
5.25	N1	CURB-TYPE-LEFT <i>(Updated codes for YE2017)</i>	CURB_L	0=None 1=Curb-Surface Drainage Only 2=Curb-Sub-surface Only 3=Overlaid (resurfaced, no longer functions) 4=Overlaid (resurfaced, may or may not function) 5=Curb and Gutter
5.26	N1	CURB-TYPE-RIGHT	CURB_R	(see Curb-Type-Left)

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5.27	N2	BASE-TYPE <i>(Updated codes for YE2017)</i>	BASE_TP	1=No Base Layer 3=Asphalt Stabilized with Granular Subbase 4=Cement Stabilized with Granular Subbase 5=Hot Mix Asphalt Concrete 6=Lean Concrete 7=Stabilized open-graded permeable 8=Fractured Portland Cement Concrete 9=Concrete Cement Stabilized 10=Lime Stabilized 11=Asphalt Stabilized 12=Lime-Fly Ash Stabilized 13=Fly Ash Stabilized 14=Granular Flexible 16=Recycled Asphalt Pavement Stabilized 17=Recycled Concrete Aggregates Stabilized
5.28	N2	SURFACE-TYPE <i>(Updated codes for YE2017)</i>	SRF_TYPE	1=Continuously Reinforced Concrete 2=Jointed Reinforced Concrete 3=Jointed Plain Concrete 4=Thick Asphaltic Concrete, over 5.5 inches 5=Medium Asphaltic Concrete, 2.5 - 5.5 inches 6=Thin Asphaltic Concrete, under 2.5 inches 7=Composite (Asphalt Surfaced Concrete) 8=Widened Composite Pavement 9=Overlaid and Widened Asphaltic Concrete Pavement 10=Surface Treatment Pavement 11=Brick 12=Bladed 13=Gravel 99=Unknown

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5.29	N1	SURFACE-TREATMENT-CODE <i>(Updated codes for YE2017)</i>	SURF_TREAT_CODE	1=Original Construction 2=Full Overlay 3=Microseal 4=Chip Seal 5=Seal Coats 6=Micro / Slurry 7=Partial Rehab 8=Reconstruction 9=Permeable Friction Course
5.30	N4.2	SURFACE-TREATMENT-THICKNESS	SURF_TREAT_THICK	Valid values 00.00 – 99.99 [in inches]
5.31	N4	SURFACE-TREATMENT-YEAR	SURF_TREAT_YEAR	Format yyyy
<b>SECTION 6: TRAFFIC ATTRIBUTES</b>				
6.01	A18	RIA-TRAFFIC-SITE-ID <i>(Updated codes for YE2014)</i>	TRF_STA_ID	Concatenated [Count Station Prefix (County) + Count Station Number + Count Station Suffix]
6.02	N4	ANNUAL-AVERAGE-DAILY-TRAFFIC-DT-CURRENT-YEAR	ADT_YEAR	Format yyyy
6.03	N6	AADT-CURRENT	ADT_CUR	000000 – 999999
6.04	N6	AADT-ADJUST-CURRENT	ADT_ADJ	000000 – 999999
6.05	N3.1	PEAK-FACTOR	K_FAC	00.0 to 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.06	N3	DIRECTIONAL-DISTRIBUTION-FACTOR	D_FAC	000 – 100 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.07	N3.1	TRUCK-AADT-PCT	TRK_AADT_PCT	% of Trucks in AADT 00.0 to 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>



## Roadway Inventory File Format -C(enterline) -R(oadbed)

Date Revised: 10/05/2020

\*\*Effective for YE2019 – Current\*\*

Prepared By: TPP-DM-DDS/MAP

Updated By: TPP-DM-DDS

Position	Format	Item Name	Column Name	Definition
6.08	N3.1	PERCENT-SINGLE-TRUCK-AADT	PCT_SADT	% of Single-Unit-Trucks in AADT 00.0 – 99.9 <b>NOTE: THIS IS A PERCENTAGE</b>
6.09	N3.1	PERCENT-COMBO-TRUCK-AADT	PCT_CADT	% of Combo-Unit-Trucks in AADT 00.0 – 99.9 <b>NOTE: THIS IS A PERCENTAGE</b>
6.10	N6	AADT-TRAFFIC-TRUCKS (New column for YE2017)	AADT_TRUCKS	Number of All Trucks in AADT
6.11	N6	AADT-TRAFFIC-SINGLE-UNIT-TRUCKS	AADT_SINGLE_UNIT	Number of Single Unit Trucks in AADT
6.12	N6	AADT-COMBINATION-UNIT-TRUCKS	AADT_COMBINATION	Number of Combination Trucks in AADT
6.13	N4.1	TRUCK-DESIGN-HOURLY-VOLUME-PCT	TRK_DHV_PCT	% of Trucks in Design Hourly Volume 000.0 – 100.0 <b>NOTE: THIS IS A PERCENTAGE</b>
6.14	N3.1	PERCENT-SINGLE-TRUCK-DESIGN-HOURLY-VOLUME	PCT_SDHV	% of Single-Unit-Trucks in DHV 0.00 – 99.9 <b>NOTE: THIS IS A PERCENTAGE</b>
6.15	N3.1	PERCENT-COMBO-TRUCK-DESIGN-HOURLY-VOLUME	PCT_CDHV	% of Combo-Unit-Trucks in DHV 00.0 – 99.9 <b>NOTE: THIS IS A PERCENTAGE</b>
6.16	N5.3	PERCENT-PEAK-SINGLE-TRUCK	PCT_PK_SUT	% of Peak Single-Unit-Trucks 0.000 to 99.999 <b>NOTE: THIS IS A PERCENTAGE</b>
6.17	N5.3	PERCENT-PEAK-COMBO-TRUCK	PCT_PK_CUT	% of Peak Combo-Unit-Trucks 0.000 to 99.999 <b>NOTE: THIS IS A PERCENTAGE</b>

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Updated By: TPP-DM-DDS

Position	Format	Item Name	Column Name	Definition
6.18	N6	FLEXIBLE-18-KIP-EQUIVALENT-SINGLE-AXLE-LOADS	FLEX_ESAL	000000 – 999999 (unidirectional over the Design Period) in 1,000 of lbs
6.19	N6	RIGID-18-KIP-EQUIVALENT-SINGLE-AXLE-LOADS	RIGID_ESAL	000000 – 999999 (unidirectional over the Design Period) in 1,000 of lbs
6.20	N3	ATHWLD-100lbs-DESIGN-PERIOD	ATH_100	000 – 999 (over the Design Period) in hundreds of lbs
6.21	N3	PERCENT-TANDEM-AXLE-IN-AVERAGE-TEN-HEAVIEST-WHEEL-LOADS-DESIGN-PERIOD	ATH_PCT	000 – 100 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.22	N6	MOTORCYCLES (New column for YE2017)	MOTORCYCLES	Number of Motorcycles in AADT
6.23	N4	ADT-HISTORY-YEAR	ADT_HIST_YR	Format yyyy (Current-Year minus 1)
6.24	N6	ADT-HISTORY-YEAR-1	HY_1	000000 – 999999
6.25	N6	ADT-HISTORY-YEAR-2	HY_2	000000 – 999999
6.26	N6	ADT-HISTORY-YEAR-3	HY_3	000000 – 999999
6.27	N6	ADT-HISTORY-YEAR-4	HY_4	000000 – 999999
6.28	N6	ADT-HISTORY-YEAR-5	HY_5	000000 – 999999
6.29	N6	ADT-HISTORY-YEAR-6	HY_6	000000 – 999999
6.30	N6	ADT-HISTORY-YEAR-7	HY_7	000000 – 999999
6.31	N6	ADT-HISTORY-YEAR-8	HY_8	000000 – 999999

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Updated By: TPP-DM-DDS

Position	Format	Item Name	Column Name	Definition
6.32	N6	ADT-HISTORY-YEAR-9	HY_9	000000 – 999999
6.33	N4	DESIGN-YEAR	DESGN_YR	Current Year + 20 years (Future ADT Year) Format yyyy
6.34	N6	AADT-FOR-DESIGN-YEAR	AADT_DESGN	000000 – 999999
6.35	N3.1	AADT-GROWTH-FACTOR <i>(New column for YE2017)</i>	INCRS_FCTR_PCT	00.0 – 99.9 (AADT-FOR-DESIGN-YEAR / ADT-CURRENT)
6.36	N6	AADT-ABS-GROWTH <i>(New column for YE2017)</i>	INCRS_FCTR_MS	000000 – 999999 (AADT-FOR-DESIGN-YEAR - ADT-CURRENT)
6.37	N6	DESIGN-HOURLY-VOLUME	DHV	000000 – 999999
6.38	N3.1	TRUCK-PCT-HIST-YEAR-1 <i>(New column for YE2017)</i>	TRUCK_HY_1	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.39	N3.1	TRUCK-PCT-HIST-YEAR-2 <i>(New column for YE2017)</i>	TRUCK_HY_2	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.40	N3.1	TRUCK-PCT-HIST-YEAR-3 <i>(New column for YE2017)</i>	TRUCK_HY_3	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.41	N3.1	TRUCK-PCT-HIST-YEAR-4 <i>(New column for YE2017)</i>	TRUCK_HY_4	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.42	N3.1	TRUCK-PCT-HIST-YEAR-5 <i>(New column for YE2017)</i>	TRUCK_HY_5	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.43	N3.1	TRUCK-PCT-HIST-YEAR-6 <i>(New column for YE2017)</i>	TRUCK_HY_6	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.44	N3.1	TRUCK-PCT-HIST-YEAR-7 <i>(New column for YE2017)</i>	TRUCK_HY_7	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>

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Position	Format	Item Name	Column Name	Definition
6.45	N3.1	TRUCK-PCT-HIST-YEAR-8 <i>(New column for YE2017)</i>	TRUCK_HY_8	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
6.46	N3.1	TRUCK-PCT-HIST-YEAR-9 <i>(New column for YE2017)</i>	TRUCK_HY_9	00.0 – 99.9 <b>NOTE: THIS IS A <u>PERCENTAGE</u></b>
<b>SECTION 7: HPMS SAMPLE SECTION ATTRIBUTES</b>				
7.01	A12	HIGHWAY- PERFORMANCE- MONITORING-SYSTEM- CURRENT-ID <i>(Pre-2005: H=High- Occupancy Vehicle S=Surveillance Z=HOV &amp; Surveillance)</i>	HPMSID	000000000000 – 999999999999
7.02	N2	HPMS-VOLUME-GROUP	HP_VOL_GRP	<div> <div>1=Under 500</div> <div>2=500 – 1,999</div> <div>3=2,000 – 4,999</div> <div>4=5,000 – 9,999</div> <div>5=10,000 – 19,999</div> <div>6=20,000 – 34,999</div> </div> <div> <div>7=35,000 – 54,999</div> <div>8=55,000 – 84,999</div> <div>9=85,000 – 124,999</div> <div>10=125,000 – 174,999</div> <div>11=175,000 – 249,999</div> <div>12=250,000 and more</div> </div>
7.03	A15	BEGIN-TERMINI	B_TERM	
7.04	A15	END-TERMINI	E_TERM	

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Position	Format	Item Name	Column Name	Definition
7.05	A2	PHYSICAL-ROADBED	PHY_RDBD	Roadbed source of fields like Surface-Type, Speed-Limit, and Shoulders for divided roads. AG=Right Frontage Road BG=Right Supplemental Frontage Road GS=Grade Separated Connector <i>(New for YE2014)</i> KG=Single Roadbed LG=Left Roadbed MG=Left Supplemental Mainlane PG=Left Supplemental Supplemental Mainlane RG=Right Roadbed SG=Right Supplemental Mainlane TG=Right Supplemental Supplemental Mainlane XG=Left Frontage Road YG=Left Supplemental Frontage Road
7.06	N2	PEAK-LANE <i>(New column for YE2017)</i>	PEAK_LANE	Number of lanes in the peak direction of flow during the peak period
7.07	N2	COUNTER-PEAK-LANE <i>(New column for YE2017)</i>	CNTR_PEAK_LANE	Number of lanes in the counter-peak direction of flow during the peak period
7.08	N1	RIGHT-TURN-LANE <i>(New column for YE2017)</i>	RT_TURN_LANE	1=No intersections exist on the section 2=Turns permitted; multiple exclusive right turning lanes exist. Through movements are prohibited in these lanes. Multiple turning lanes allow for simultaneous turns from all turning lanes 3=Turns permitted; a continuous exclusive right turning lane exists from intersection to intersection. Through movements are prohibited in this lane 4=Turns permitted; a single exclusive right turning lane exists 5=Turns permitted; no exclusive right turning lanes exist 6=No right turns are permitted during the peak period

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Position	Format	Item Name	Column Name	Definition
7.09	N1	LEFT-TURN-LANE <i>(New column for YE2017)</i>	LT_TURN_LANE	1=No intersections exist on the section 2=Turns permitted; multiple exclusive left turning lanes exist. Through movements are prohibited in these lanes. Multiple turning lanes allow for simultaneous turns from all turning lanes 3=Turns permitted; a continuous exclusive left turning lane exists from intersection to intersection. Through movements are prohibited in this lane 4=Turns permitted; a single exclusive left turning lane exists 5=Turns permitted; no exclusive left turning lanes exist 6=No left turns are permitted during the peak period
7.10	N1	TRAFFIC-SIGNAL-TYPE <i>(New column for YE2017)</i>	TRFC_SGNL	1=Uncoordinated Fixed Time (may include pre-programmed changes for peak or other time periods) 2=Uncoordinated Traffic Actuated 3=Coordinated Progressive (coordinated signals through several intersections) 4=Coordinated Real-time Adaptive 5=No signal systems exist
7.11	N2	PERCENT-GREEN-TIME <i>(New column for YE2017)</i>	PCT_GREEN_TM	Percent of green time allocated for through-traffic at controlling intersection
7.12	N2	NUMBER-OF-SIGNALS <i>(New column for YE2017)</i>	NBR_SGNL	Count of the signalized at-grade intersections
7.13	N2	NUMBER-OF-STOP-SIGN <i>(New column for YE2017)</i>	NBR_STOP_SIGN	Count of the at-grade intersections with stop signs
7.14	N2	AT-GRADE-OTHER <i>(New column for YE2017)</i>	ATGRD_OTHR	Count of the intersections without stop sign or signal controls
7.15	N2	LANE-WIDTH <i>(New column for YE2017)</i>	LANE_WIDTH	01 – 99 (Width of lane in feet)
7.16	N2	PEAK-PARKING <i>(New column for YE2017)</i>	PEAK_PRKG	1=Parking allowed on one side 2=Parking allowed on both sides 3=No parking allowed or none available

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Position	Format	Item Name	Column Name	Definition
7.17	A1	WIDENING-OBSTACLE <i>(New column for YE2017)</i>	WIDE_OBST	X=No obstacles A=Dense development B=Major transportation facilities C=Other public facilities D=Terrain restrictions E=Historic and archaeological sites F=Environmentally sensitive areas G=Parkland
7.18	N3	WIDENING-POTENTIAL <i>(New column for YE2017)</i>	WIDE_PTNTL	Number of through lanes that could be potentially added
7.19	N6.3	CURVE-CLASS-A <i>(New column for YE2017)</i>	CURV_CLASS_A	Length of curves that are under 3.5 degrees (i.e., 0.061 radians)
7.20	N6.3	CURVE-CLASS-B <i>(New column for YE2017)</i>	CURV_CLASS_B	Length of curves that are 3.5 – 5.4 degrees (i.e., 0.061 – 0.094 radians)
7.21	N6.3	CURVE-CLASS-C <i>(New column for YE2017)</i>	CURV_CLASS_C	Length of curves that are 5.5 – 8.4 degrees (i.e., 0.096 – 0.147 radians)
7.22	N6.3	CURVE-CLASS-D <i>(New column for YE2017)</i>	CURV_CLASS_D	Length of curves that are 8.5 – 13.9 degrees (i.e., 0.148 – 0.243 radians)
7.23	N6.3	CURVE-CLASS-E <i>(New column for YE2017)</i>	CURV_CLASS_E	Length of curves that are 14.0 – 27.9 degrees (i.e., 0.244 – 0.487 radians)
7.24	N6.3	CURVE-CLASS-F <i>(New column for YE2017)</i>	CURV_CLASS_F	Length of curves that are 28 degrees (i.e., 0.489 radians) or more

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Position	Format	Item Name	Column Name	Definition
7.25	N6.3	VERTICAL-GRADE- CLASS-A <i>(New column for YE2017)</i>	VERT_GRADE_CLASS_A	Length of segments that have a percent grade of 0.0% – 0.4%
7.26	N6.3	VERTICAL-GRADE- CLASS-B <i>(New column for YE2017)</i>	VERT_GRADE_CLASS_B	Length of segments that have a percent grade of 0.5% – 2.4%
7.27	N6.3	VERTICAL-GRADE- CLASS-C <i>(New column for YE2017)</i>	VERT_GRADE_CLASS_C	Length of segments that have a percent grade of 2.5% – 4.4%
7.28	N6.3	VERTICAL-GRADE- CLASS-D <i>(New column for YE2017)</i>	VERT_GRADE_CLASS_D	Length of segments that have a percent grade of 4.5% – 6.4%
7.29	N6.3	VERTICAL-GRADE- CLASS-E <i>(New column for YE2017)</i>	VERT_GRADE_CLASS_E	Length of segments that have a percent grade of 6.5% – 8.4%
7.30	N6.3	VERTICAL-GRADE- CLASS-F <i>(New column for YE2017)</i>	VERT_GRADE_CLASS_F	Length of segments that have a percent grade of 8.5% or greater
7.31	N1	TERRAIN <i>(New column for YE2017)</i>	TRRN	1=Level 2=Rolling 3=Mountainous
7.32	N2	PERCENT-PASS-SIGHT- DISTANCE <i>(New column for YE2017)</i>	PPSD	Percent of a Sample Panel section meeting the sight distance requirement for passing



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Position	Format	Item Name	Column Name	Definition
7.33	N3.1	PRESENT-SERVICEABILITY-RATING <i>(New column for YE2017)</i>	PSR	Present Serviceability Rating (PSR) for pavement condition
7.34	N6	PSR-DATE <i>(New column for YE2017)</i>	PSR_DT	Format yyyymm
7.35	N3.1	RUTTING <i>(New column for YE2017)</i>	RUTTING	Average depth of rutting to the nearest 0.1 inch
7.36	N3.1	FAULTING <i>(New column for YE2017)</i>	FAULT	Average vertical displacement (difference in elevation) between adjacent jointed concrete panels in the direction of travel to the nearest 0.1 inch
7.37	N3.1	CRACKING-PERCENT <i>(New column for YE2017)</i>	CRACK_PCT	Percent area with fatigue type cracking for all severity levels for AC pavements (in wheel path) and percent of slabs with cracking for PCC (jointed and continuous) pavements
7.38	N4	CRACKING-LENGTH <i>(New column for YE2017)</i>	CRACK_LNGTH	Relative length in feet per mile (ft / mi) of transverse cracking for AC pavements and reflection transverse cracking for composite pavements where AC is the top surface layer
7.39	N4	YEAR-OF-LAST-IMPROVEMENT <i>(New column for YE2017)</i>	YR_LAST_IMPRV	Year in which the roadway surface was last improved; 4-digit year (in format YYYY)
7.40	N4	YEAR-OF-LAST-CONSTRUCTION <i>(New column for YE2017)</i>	YR_LAST_CNSTR	Year in which the roadway was constructed or reconstructed; 4-digit year (in format YYYY)
7.41	N3.1	LAST-OVERLAY-THICKNESS <i>(New column for YE2017)</i>	LAST_OVRLY_THCK	Thickness of the most recent pavement overlay to the nearest 0.5 inch

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Position	Format	Item Name	Column Name	Definition
7.42	N3.1	PAVEMENT-THICKNESS-RIGID <i>(New column for YE2017)</i>	PVMT_THICK_RIGID	Thickness of rigid pavement to the nearest 0.5 inch
7.43	N3.1	PAVEMENT-THICKNESS-FLEXIBLE <i>(New column for YE2017)</i>	PVMT_THICK_FLEX	Thickness of the flexible pavement to the nearest 0.5 inch
7.44	N2	BASE-THICKNESS <i>(New column for YE2017)</i>	BASE_THCK	Thickness of the base pavement to the nearest inch
7.45	N1	CLIMATE-ZONE <i>(New column for YE2017)</i>	CLMT_ZN	1=Wet-Freeze 2=Wet-Nonfreeze 3=Dry-Freeze 4=Dry-Nonfreeze
7.46	N1	SOIL <i>(New column for YE2017)</i>	SOIL	1=Granular (35% or less passing the 0.075 mm sieve) (AASHTO Soil Class A-0 through A-3) 2=Fine (Silt-Clay) Materials (>35% passing the 0.075 mm sieve) (AASHTO Soil Class A-4 through A-7)
<b>SECTION 8: COMMON STATISTICS</b>				
8.01	N7.3	LENGTH-OF-SECTION	LEN_SEC	0000.001 – 9999.999 [in miles] (Calculated as TO_DFO minus FRM_DFO)
8.02	N7.3	LANE-MILES	LN_MILES	0000.001 – 9999.999
8.03	N10.3	DAILY-VEHICLE-MILES-OF-TRAVEL	DVMT	0000000.001 – 9999999.999
8.04	N10.3	DAILY-TRUCK-VMT	DTRKVT	0000000.001 – 9999999.999

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### Revisions for YE2019

⇒ Codes / definitions updated:

- None

### Revisions for YE2018

⇒ Fields added:

- PCT\_PK\_CUT, PCT\_PK\_SUT, TOLL\_HPMS\_ID, TOLL\_FACILITY\_TYPE, TOLL\_LANES

⇒ Codes / definitions removed:

- REC

Remove: 6 = Functionally Classified City Street

Rename: 7 = Local City Street is changed to 7 = City Street

Combine: Records formerly classified as REC=6 are combined with REC=7 records

- HSYS

Remove: FC = Functionally Classified City Street

Combine: Records formerly classified as HSYS = FC are combined with HSYS = LS records

⇒ Codes / definitions added:

- TOLL\_CHRG\_TYPE

Add: 3 = No toll charged on toll facility

### Revisions for YE2017

⇒ TPP completed migration from various roadway inventory legacy file systems to the Geospatial Roadway Inventory Database (GRID).

⇒ Fields removed:

- ADMIN\_OLD, ADT\_DESGN, CEN\_PLACE, DATA\_DATE, FUN\_SYS, FUN\_SYS\_EXPANDED, GOV\_CTR\_LVL, HP\_SWL, HP\_SWR, HWY\_DES2, MKR\_DATE, MNT\_FMAN, OLD\_SURF\_TYPE, PCT\_PK\_CUT, PCT\_PK\_SUT, RD\_MN\_STAT, RI\_MPT\_LEN, RIA\_RESV, SEC\_NTRK, SEC\_Q, SEC\_STE, SEC\_STR\_CON, SEC\_URB, SEC\_Z, SPEC\_LANES\_NUM\_LANES, SPEC\_LANES\_TYPE, SPEC\_SYS

⇒ Fields added:

- AADT\_DESGN, AADT\_TRUCKS, ACCEL\_DECEL\_LANE, ACES\_CTRL, ALT\_SPD\_LMT, ALT\_SPD\_LMT\_TYPE, ATGRD\_OTHR, BASE\_THCK, BRDG\_STRUC\_NBR, CAUSEWAY, CLMB\_PS\_LANE, CLMT\_ZN, CLSR\_RESN, CNTR\_PEAK\_LANE, CRACK\_LNGTH, CRACK\_PCT, CURV\_CLASS\_A, CURV\_CLASS\_B, CURV\_CLASS\_C, CURV\_CLASS\_D, CURV\_CLASS\_E, CURV\_CLASS\_F, DBTP, DCTT, DOTT, DTRKVMT, DVMT, FAULT, FRGHT\_NTWRK, FRM\_MKR\_DATE, GID, HOV\_LANES, INCRS\_FCTR\_MS, INCRS\_FCTR\_PCT, LANE\_WIDTH, LAST\_OVRLY\_THCK, LN\_MILES, LT\_TURN\_LANE, MOTORCYCLES, MULT\_MOD\_FCLTY, NBR\_SGNL, NBR\_STOP\_SIGN, PBLC\_LAND, PCT\_GREEN\_TM, PEAK\_DRCT\_TOLL, PEAK\_LANE, PEAK\_PRKG, PPSD, PSR, PSR\_DT, PVMT\_THICK\_FLEX, PVMT\_THICK\_RIGID, RDWAY\_MAINT\_AGCY, RT\_TURN\_LANE, RTE\_GRID, RUTTING, SCHOOL\_ZN, SEC\_NHS\_APRV\_DT, SEC\_TRK,

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SOIL, TO\_MKR\_DATE, TOLL\_CHRG\_TYPE, TOLL\_LANE\_TYPE, TOLL\_NM, TOP\_100\_BEGIN\_TERM, TOP\_100\_END\_TERM, TOP100ID, TRFC\_SGNL, TRRN, TRUCK\_HY\_1, TRUCK\_HY\_2, TRUCK\_HY\_3, TRUCK\_HY\_4, TRUCK\_HY\_5, TRUCK\_HY\_6, TRUCK\_HY\_7, TRUCK\_HY\_8, TRUCK\_HY\_9, TUNNEL, UAN\_HPMS, VERT\_GRADE\_CLASS\_A, VERT\_GRADE\_CLASS\_B, VERT\_GRADE\_CLASS\_C, VERT\_GRADE\_CLASS\_D, VERT\_GRADE\_CLASS\_E, VERT\_GRADE\_CLASS\_F, WIDE\_OBST, WIDE\_PTNTL, YR\_LAST\_CNSTR, YR\_LAST\_IMPRV

⇒ Field format changes:

- FRM\_DISP, TO\_DISP change from N5.3 to N6.3
- BMP, EMP change from N6.3 to N5.3
- FRM\_DFO, TO\_DFO change from N6.3 to N7.3
- SURF\_TREAT\_THICK change from N3.2 to N4.2
- HWY\_DES1, PHY\_RDBD change from A1 to N2
- BASE\_TP, HWY\_STAT, S\_TYPE\_I, S\_TYPE\_O, SEC\_STR change from N1 to N2
- PHY\_RDBD change from A1 to A2
- SEC\_BIC, SEC\_EVAC, SEC\_HAZ, SEC\_NFH, SEC\_PARK, SEC\_STM, SEC\_TRUNK, SEC\_TTT change from A1 to N1
- STE\_NAM change from A15 to A50
- TRF\_STA\_ID change from A30 to A18
- UAN (now used for TXDOT UAN codes) change from N5 to N3

⇒ Codes / definitions removed:

- REC

Remove: 4 = Designated, but not built yet

⇒ Codes / definitions added:

- ADMIN  
Add: 16 = Regional Mobility Authority, 17 = Other, 18 = Unknown
- CURB\_L, CURB\_R  
Add: 5 = Curb and Gutter
- DIR\_TRAVEL  
Add: 5 = Counter-clockwise Loop
- HOV\_TYPE  
Add: 99 = Unknown
- HWY\_STAT  
Add: 99 = Unknown
- S\_USE\_I, S\_USE\_O  
Add: 8 = Evacuation Lane

## Roadway Inventory File Format

### -C(enterline) -R(oadbed)

Date Revised: 10/05/2020

\*\*Effective for YE2019 – Current\*\*

Prepared By: TPP-DM-DDS/MAP

Updated By: TPP-DM-DDS

⇒ Codes / definitions updated:

- MED\_TYPE

Previous: 0 = No median

1 = Curbed

2 = Positive Barrier

3 = Unprotected

4 = One-way pair

5 = Positive Barrier Flexible

6 = Positive Barrier Semi-Rigid

7 = Positive Barrier Rigid

Update: 0 = No median

2 = Unprotected

3 = Curbed

4 = Positive Barrier - Unspecified

5 = Positive Barrier Flexible

6 = Positive Barrier Semi-Rigid

7 = Positive Barrier Rigid

99 = Unknown

- SEC\_ADP

Previous: M = Is an Adopt a Highway

Update: 1 = Is an Adopt a Highway

- SEC\_BIC

Previous: L = Is a Bicycle Route

Update: 1=Is a Bicycle Route

- SEC\_EVAC

Previous: P = Is an Evacuation Route

Update: 1 = Is an Evacuation Route

- SEC\_FED\_AID

Previous: O = Is a Federal Aid Route

Update: 1 = Is a Federal Aid Route

- SEC\_HAZ

Previous: C = Is a Haz-Mat Route

Update: 1 = Is a Hazardous-Materials Route

- SEC\_NFH

Previous: H = Is a National Forest Highway

Update: 1 = Is a National Forest Highway

- SEC\_PARK

Previous: K = Is a Parkway

Update: 1 = Is a Parkway

- SEC\_STM

Previous: I = Is a State Memorial Highway

Update: 1 = Is a State Memorial Highway

- SEC\_STR

Previous: 1 = Is a Strahnet route

Update: 1 = On Strahnet (primary route)

2 = On Strahnet (connector)

99 = Unknown

- SEC\_TRUNK

Previous: E = Is a State Trunk Route

Update: 2 = Interstate Highway

3 = Other Texas Trunk Route

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- SEC\_TTT  
Previous: J = Is a Texas Travel Trail  
Update: 1 = Is a Texas Travel Trail
- MED\_TYPE  
Previous: 0 = No median  
1 = Curbed  
2 = Positive Barrier  
3 = Unprotected  
4 = One-way pair  
5 = Positive Barrier Flexible  
6 = Positive Barrier Semi-Rigid  
7 = Positive Barrier Rigid  
Update: 0 = No median  
2 = Unprotected  
3 = Curbed  
4 = Positive Barrier - Unspecified  
5 = Positive Barrier Flexible  
6 = Positive Barrier Semi-Rigid  
7 = Positive Barrier Rigid  
99 = Unknown
- S\_TYPE\_I, S\_TYPE\_O  
Previous: 1 = None (unpaved)  
2 = Surfaced (paved)  
3 = Stabilized-Surfaced with Flex (unpaved)  
4 = Combination-Surface/Stabilized (unpaved)  
5 = Earth-with or without turf (unpaved)  
Update: 0 = None (unpaved)  
1 = Bituminous Surface (paved)  
2 = Concrete Surface (paved)  
3 = Stabilized-Surfaced with Flex (unpaved)  
4 = Combination-Surface / Stabilized (unpaved)  
5 = Earth-with or without turf (unpaved)  
6 = Brick  
99 = Unknown

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- BASE\_TP

Previous: 1 = Roadbed Soil  
2 = Flex Base (Granular)  
3 = Stabilized Earth or Flex (Granular)  
8 = Asphalt Base (Hot Mix, Asphalt Concrete)  
9 = Concrete

Update: 1 = No Base Layer  
3 = Asphalt Stabilized with Granular Subbase  
4 = Cement Stabilized with Granular Subbase  
5 = Hot Mix Asphalt Concrete  
6 = Lean Concrete  
7 = Stabilized open-graded permeable  
8 = Fractured Portland Cement Concrete  
9 = Concrete Cement Stabilized  
10 = Lime Stabilized  
11 = Asphalt Stabilized  
12 = Lime-Fly Ash Stabilized  
13 = Fly Ash Stabilized  
14 = Granular Flexible  
16 = Recycled Asphalt Pavement Stabilized  
17 = Recycled Concrete Aggregates Stabilized

- SRF\_TYPE

Previous: 1 = Road is unpaved (unpaved)  
2 = Low Type Bituminous Surface-treated  
(paved, flex)  
3 = Intermediate Type mixed (paved, flex)  
4 = High Type Flexible (paved, flex)  
5 = High Type Rigid (paved, concrete)  
6 = High Type Composite (paved, flex)  
99 = Unknown

Update: 1 = Continuously Reinforced Concrete  
2 = Jointed Reinforced Concrete  
3 = Jointed Plain Concrete  
4 = Thick Asphaltic Concrete, over 5.5 inches  
5 = Medium Asphaltic Concrete, 2.5 - 5.5 inches  
6 = Thin Asphaltic Concrete, under 2.5 inches  
7 = Composite (Asphalt Surfaced Concrete)  
8 = Widened Composite Pavement  
9 = Overlaid and Widened Asphaltic Concrete Pavement  
10 = Surface Treatment Pavement  
11 = Brick  
12 = Bladed  
13 = Gravel  
99 = Unknown

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- SURF\_TREAT\_CODE

Previous: 1 = Permeable Friction Course (PFC)  
2 = Microseal  
3 = Seal Coat  
4 = Chip Seal  
5 = Slurry  
6 = Other

Update: 1 = Original Construction  
2 = Full Overlay  
3 = Microseal  
4 = Chip Seal  
5 = Seal Coats  
6 = Micro / Slurry  
7 = Partial Rehab  
8 = Reconstruction  
9 = Permeable Friction Course

### Revisions for YE2016

⇒ Field format changes:

- PCT\_PK\_SUT, PCT\_PK\_CUT change from N3.1 to N5.3

### Revisions for YE2015

⇒ Fields added:

- PCT\_PK\_SUT, PCT\_PK\_CUT

### Revisions for YE2014

⇒ Fields added:

- F\_SYSTEM, FUN\_SYS\_EXPANDED, RU\_F\_SYSTEM, ADMIN (updated with new codes), ADMIN\_OLD (previously used codes)

⇒ Codes definitions added:

- REC

Add: 0 = Grade Separated Connector, 8 = Non-TxDOT Toll Road, 9 = Federal Road

- HSYS

Add: FD = Federal Road, GS = Grade Separated Connector

- SRF\_TYPE

Add: 99 = Unknown

⇒ Field format changes:

- Field name change from TRK\_AADT to TRK\_AADT\_PCT
- Field name change from TRK\_DHV to TRK\_DHV\_PCT



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### Revisions for YE2013

⇒ Fields added:

- Special\_Lanes\_Type, Special\_Lanes\_Number\_of\_Lanes

⇒ Codes / definitions added:

- Add: Cardinal Direction “4” for Clockwise Loop

⇒ Codes / definitions updated:

- Modified definitions for Highway Status codes 1, 2, 3
- Modified definition of Highway Suffix to account for Suffix=“C” on interstates

### Revisions for YE2011

⇒ Fields added:

- Surface\_Treatment\_Code, Surface\_Treatment\_Thickness, Surface\_Treatment\_Year

### Revisions for YE2010

⇒ Updated creation of RIA\_RTE\_ID:

If REC\_TYPE = 1, 2, 3: Value is Highway System + Number + Suffix (if no Suffix exists; do not include blank) + Hyphen + Roadbed-ID:

If REC\_TYPE = 1:

- If segment is not a One-Way Pair, Roadbed-ID = KG (revised per TASK0166481)
- If segment is a One-Way Pair, Roadbed-ID = RG (or LG if RG is not open to traffic)

If REC\_TYPE = 2, Roadbed-ID = AG

If REC\_TYPE = 3, Roadbed-ID = XG

If REC\_TYPE = 5, format is County + Control-Section

If REC\_TYPE = 6, value is an index number with these exceptions:

- If 183A, value is 183A-KG or 183A-AG or 183A-XG
- If SL 8 mainlanes, value is SL0008-KG
- For other toll roads, format is County + Control-Section (ex: 085TOL003)

⇒ Fields added (1/20/2010):

- AADT\_Single\_Unit, AADT\_Combination

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⇒ Codes / definitions added:

- Add: Median-Type codes (7/27/2010 (IRR #5010005)): 5 = Positive Barrier Flexible, 6 = Positive Barrier Semi-Rigid, 7 = Positive Barrier Rigid
- Add: Note to Median Type stating “Include Median Type 1 and 3 for Medians that include Grass, Gravel, dirt, etc.” (9/14/2010)

⇒ Codes / definitions updated:

- %\_Truck\_AADT definition update to be more descriptive
- %\_Truck\_DHV definition update to be more descriptive
- Redefined Federal Aid Highways to be used for ad hocs (12/2/2010):  
Federal Aid Highways are defined as highways on the Federal-aid highway systems and all other public roads not classified as local roads or rural minor collectors.  
Federal Aid Highways are queried as: Functional System <> 8, 9 or 19
- Do not use SEC\_FED\_AID to query for Federal-Aid Highways for ad hocs; SEC\_FED\_AID defines the old Federal Aid Primary system up to 1993

### Revisions for YE1999 through YE2009

⇒ The End-Milepoint may cross a milepoint equation break on on-system routes.

Therefore,

- RIA-Milepoint-Length is applicable for off-system segments only
- Length-of-Section is calculated as: To-DFO minus From-DFO for on-system, and End-Milepoint minus Begin-Milepoint for off-system

### Revisions for YE2009

⇒ Codes / definitions updated:

- HWY\_DES1 of One-Way Pair description to say, “divided”
- Surface-Type descriptions for codes 5 & 6; the code definitions were reversed
- Update RIA\_RTE\_ID from 6 digits to 9 digits (may have characters)

### Revisions for YE2008

⇒ Fields added:

- OLD-SURFACE-TYPE, RIA-ROUTE-ID, HOV-Lanes

⇒ Codes / definitions updated:

- Filler (zero fill) items included on format documents ONLY (YE2004-YE2007)  
All data files (YE1999-YE2008) do not contain these filler items

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### Revisions for YE2006

⇒ Codes / definitions updated:

- SPEED-LIMIT-MAX and SPEED-LIMIT-MIN

Range update: 01 – 80

### Revisions for YE2005

⇒ Codes / definitions removed:

- Remove: H = HOV, S = Surveillance, Z = HOV & Surveillance

⇒ Codes / definitions updated:

- HPMS-CURRENT-ID codes modified
- Greater distinction provided for N = Off-System NHS and/or PAS hereafter

### Revisions for YE2004

⇒ Codes / definitions removed:

- Remove: Record Type = '8' (HPMS Tolls) removed from data file. Tolls are represented by the 2<sup>nd</sup> character of HIGHWAY-DESIGN, coded with C = Toll Road.

⇒ Codes / definitions updated:

- Revised to include Tolls coming from TRM and RIA, no longer from HPMS.
- Revised to zero-fill RIA-Milepoint-Length for on-system roadways.
- HPMS-CURRENT-ID modified;  
Add D = Mainlane Donut, E = AG Donut (Right Frontage), F = XG Donut (Left Frontage).  
Data files for previous years coded with "D", "E" and "F".

### Revisions for YE2003

⇒ Codes / definitions updated:

- SEC-RTE-EVACUATION-RTE coded with P = Evacuation Route
- 2<sup>nd</sup> character of HIGHWAY-DESIGN coded with:  
A = With HOV (*added in the data file*)  
B = with Rail (*added only to the format documentation*)

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### Revisions for YE2002

⇒ Codes / definitions updated:

- SPEED-LIMIT-MAX

Range update: 01 – 75

- SEC-RTE-FEDERAL-AID

O = Is a Federal Aid Route

- HIGHWAY-DESIGN

Previous: 0 = One-Way

1 = One-Way Pair

Update: 0 = One-Way Pair

1 = One Way

- MEDIAN-TYPE

Previous: 0 = One-way pair

1 = Curbed

2 = Positive Barrier

3 = Unprotected

4 = No median

Update: 0 = No Median

1 = Curbed

2 = Positive Barrier

3 = Unprotected

4 = One-way pair

- RIA-RESERVATION

Coded with actual values in data file

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### Revisions for YE2001

⇒ Codes / definitions updated:

- The four %-Truck fields are coded with values
- HPMS-VOL-GROUP, ADT\_HIST\_YR  
Values are formatted as a single-digit number in this year ONLY
- RIA-TRAFFIC-STE-ID, BEGIN- TERMINI, END-TERMINI  
Coded with actual values
- ADT-CURRENT  
Values formatted as 2-digit number, not 6-digit in this year ONLY

### Revisions for YE2000

⇒ Codes / definitions updated:

- RECORD-TYPE  
Updated code “8” for Toll Roads, from HPMS
- HP-SHLDR-LEFT, HP-SHLDR-RT and HP-MEDIAN-WIDTH  
Coded with actual values in data file