

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

Position	Format	Item Name	Column Name	Definition
SECTION 1: IDENTIFICATION / REFERENCING ATTRIBUTES				
1.01	N1	RECORD-TYPE (Pre YE2004: 8=HPMS Tolls)	REC	0=Grade Separated Connector <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 9=Federal Road
1.02	A10	RIA-ROUTE-ID	RIA RTE_ID	Format REC_TYPE 0 : 10000 – 9999999999 (10 digits) Format REC_TYPE 1, 2, 3 : Concatenated [Highway-System + Highway-Number + Highway-Suffix (if any) + hyphen + Roadbed-ID] (9-10 characters) Format REC_TYPE 5 : Concatenated [County + Control-Section] (9 characters) Format REC_TYPE 7 : 100000 – 9999999; other format for Tolls (7 digits) Format REC_TYPE 8 : Concatenated [Highway-System + Highway-Number + hyphen + Roadbed-ID] (9 characters) Format REC_TYPE 9 : 700000 – 704999 (6 digits)
1.03	N10	RTE_ID	RTE_GRID	Native GRID ID (Geospatial Roadway Inventory Database) for each route
1.04	N10	RDBD_GMTRY_LN_ID	GID	Native GRID ID for each route / roadbed segment
1.05	N7.3	FROM-DFO	FRM_DFO	0000.000 – 9999.998 <i>For Off-System, value copied from Begin-Milepoint [in miles]</i>
1.06	N7.3	TO-DFO	TO_DFO	0000.001 – 9999.999 <i>For Off-System, value copied from End-Milepoint [in miles]</i>

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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 yyyyymm (Record-Type 4-7 only)
1.13	A7	SIGNED-HIGHWAY	HWY	Highway-System + Highway-Number + Highway-Suffix
1.14	A2	HIGHWAY-SYSTEM	HSYS	<p>On-System: 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</p> <p>On-System (continued): RU=RR Spur SA=State Alternate SH=State Highway SL=State Loop SS=State Spur UA=US Alternate UP=US Spur US=US Highway</p> <p>Off-System: CR=County Road FD=Federal Road LS=(Local) City Street TL=Off-System Toll Road</p>
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	<table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><u>For Centerline File</u> AG=Right Frontage Road CG=Centerline / Single Roadbed GS=Grade Separated Connector (<i>New for YE2014</i>) XG=Left Frontage Road</p> </td> <td style="vertical-align: top; width: 50%;"> <p><u>For Roadbed File</u> 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</p> </td> </tr> </table>	<p><u>For Centerline File</u> AG=Right Frontage Road CG=Centerline / Single Roadbed GS=Grade Separated Connector (<i>New for YE2014</i>) XG=Left Frontage Road</p>	<p><u>For Roadbed File</u> 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</p>
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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	TO_MKR_DATE	Format yyyyymmdd
1.28	N1	CARDINAL-DIRECTION <i>(Pre YE2008 called DIRECTION-OF-TRAVEL)</i>	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
SECTION 2: GEOGRAPHIC ATTRIBUTES				
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
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 Only populated for REC=1
2.09	N2	MAINTENANCE-DISTRICT	MAINT_DIS	01 – 25
2.10	N2	MAINTENANCE-SECTION	MNT_SEC	00 – 30
2.11	N1	PUBLIC-LANDS	PBLC_LAND	1=Within State-owned Land 2=Within Federally-owned Land
SECTION 3: ADMINISTRATIVE ATTRIBUTES				
3.01	N2	ADMINISTRATIVE-SYSTEM	ADMIN	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 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
3.02	N2	ROADWAY-MAINTENANCE-AGENCY	RDWAY_MAINT_AGCY	Same codes as ADMINISTRATIVE-SYSTEM

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3.03	N1	FUNCTIONAL-CLASSIFICATION	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	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 yyyyymm

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3.07	N2	SEC-RTE-STRATEGIC-HIGHWAY-NETWORK	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	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	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	SEC_HAZ	0=Is not a Hazardous-Materials Route 1=Is a Hazardous-Materials Route
3.11	N1	SEC-RTE-EVACUATION-ROUTE	SEC_EVAC	0=Is not an Evacuation Route 1=Is an Evacuation Route
3.12	N1	SEC-RTE-NATL-FOREST-HIGHWAY	SEC_NFH	0=Is not a National Forest Highway 1=Is a National Forest Highway
3.13	N1	SEC-RTE-ST-MEMORIAL-HIGHWAY	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	SEC_TTT	0=Is not a Texas Travel Trail 1=Is a Texas Travel Trail
3.15	N1	SEC-RTE-PARKWAY	SEC_PARK	0=Is not a Parkway 1=Is a Parkway
3.16	N1	SEC-RTE-BICYCLE-ROUTE	SEC_BIC	0=Is not a Bicycle Route 1=Is a Bicycle Route
3.17	A1	SEC-RTE-ADOPT-A-HIGHWAY	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	N8	TOP-100-ID	TOP100ID	00000001-99999999 (segment ID for Top 100 Analysis)
3.20	N1	FREIGHT-NETWORK	FRGHT_NTWRK	0=Not on the 2040 Freight Network 1=On the PRIMARY Freight Network 2=On the SECONDARY Freight Network
SECTION 4: OPERATIONAL ATTRIBUTES				
4.01	N2	HIGHWAY-STATUS	HWY_STAT	<u>Do Not Use for Mileage Statistics:</u> 0=Proposed 2=Designated as State Highway, but not yet built 3=Under Construction <u>Use for Mileage Statistics:</u> 4=Open but with some construction 6=Open to Traffic (All Data Input) 7=Temporarily Closed to Traffic 99=Unknown

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4.02	N8	HIGHWAY-STATUS-DATE	HWY_STAT_DATE	Format yyyymmdd
4.03	N8	DATE-OPENED-TO-TRAFFIC	DOTT	Format yyyymmdd
4.04	N8	DATE-CLOSED-TO-TRAFFIC	DCTT	Format yyyymmdd
4.05	N1	CLOSURE-REASON	CLSR_RESN	1=Weather 2=Emergency 3=Repairs 4=Natural Disaster 5=Other
4.06	N2	SPEED-LIMIT-MAXIMUM	SPD_MAX	00 – 85 [in mph]
4.07	N2	ALTERNATE-SPEED-LIMIT	ALT_SPD_LMT	00 – 80 [in mph]
4.08	N1	ALTERNATE-SPEED-LIMIT-TYPE	ALT_SPD_LMT_TYPE	1=Night Time Speed Limit 2=Truck Speed Limit
4.09	N1	SCHOOL-ZONE	SCHOOL_ZN	0=Is not a School Zone 1=Is a School Zone
4.10	A100	TOLL-NAME	TOLL_NM	Name of toll facility
4.11	N4	TOLL-HPMS-ID	TOLL_HPMS_ID	HPMS Toll-ID

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4.12	N1	TOLL-FACILITY-TYPE	TOLL_FACILITY_TYPE	1=Fully Tolled Facility 2=Toll Lanes on Otherwise Non-Tolled Facility 3=International Border Crossing
4.13	N1	TOLL-TYPE	TOLL_LANE_TYPE	0=None (i.e., not tolled) 1=Has toll lanes, but no HOT lanes 2=Has HOT lanes
4.14	N1	TOLL-CHARGE-TYPE	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)
4.15	N2	TOLL-LANES	TOLL_LANES	Number of toll lanes
4.16	N1	DEMAND-BASED-TOLL-PRICE	DBTP	0=No toll, or Toll does not vary based upon demand 1=Toll varies based upon demand
4.17	N1	PEAK-DIRECTION-TOLL	PEAK_DRCT_TOLL	0=Does not have peak direction toll 1=Has peak direction toll
SECTION 5: PHYSICAL / CROSS SECTION ATTRIBUTES				
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	ACES_CTRL	1=Full 2=Partial 3=None

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5.03	A15	BRIDGE-STRUCTURE-NUMBER	BRDG_STRUC_NBR	15-digit Bridge Structure number
5.04	N1	MULTI-MODAL-FACILITY	MULT_MOD_FCLTY	0=None 1=Designated Bike Lane 2=Transit Rail
5.05	N1	MEDIAN-TYPE	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
5.06	N3	MEDIAN-WIDTH	MED_WID	Does not include inside Shoulder Widths [in feet]
5.07	N3	HPMS-MEDIAN-WIDTH	HP_MED_W	000 – 999 Median-Width + both Inside Shoulders [in feet]
5.08	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
5.09	N1	CLIMBING-PASSING-CENTERTURNING-LANE	CLMB_PS_LANE	1=Continuous Two-way Left Turn Lane 2=Super 2 Lane 3=Climbing / Passing Lane
5.10	N1	ACCELERATION-DECELERATION-LANE	ACCEL_DECEL_LANE	0=Has no Acceleration / Deceleration Lane 1=Has an Acceleration / Deceleration Lane

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5.11	N1	HOV-LANES	HOV_LANES	Number of HOV lanes
5.12	N2	HOV-TYPE	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
5.13	N4	ROW-WIDTH-MIN	ROW_MIN	0001 – 9999 [in feet]
5.14	N4	RIGHT-OF-WAY-WIDTH-USUAL	ROW_W_USL	0001 – 9999 [in feet]
5.15	N4	ROADBED-WIDTH	RB_WID	Includes Shoulder-Width and Surface-Widths [in feet]
5.16	N4	SURFACE-WIDTH	SUR_W	Does not include Shoulder-Widths [in feet]
5.17	N2	SHOULDER-TYPE-INSIDE <i>(Pre-YE2008 called SHOULDER-TYPE-LEFT)</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

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5.18	N3	SHOULDER-WIDTH-INSIDE <i>(Pre-YE2008 called SHOULDER-WIDTH-LEFT)</i>	S_WID_I	000 – 999 [in feet]
5.19	N2	SHOULDER-USE-INSIDE <i>(Pre-YE2008 called SHOULDER-USE-LEFT)</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
5.20	N2	SHOULDER-TYPE-OUTSIDE <i>(Pre-YE2008 called SHOULDER-TYPE-RIGHT)</i>	S_TYPE_O	(See Shoulder-Type-Inside)
5.21	N3	SHOULDER-WIDTH-OUTSIDE <i>(Pre-YE2008 called SHOULDER-WIDTH-RIGHT)</i>	S_WID_O	(See Shoulder-Width-Inside) [in feet]
5.22	N2	SHOULDER-USE-OUTSIDE <i>(Pre-YE2008 called SHOULDER-USE-RIGHT)</i>	S_USE_O	(See Shoulder-Use-Inside)

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Position	Format	Item Name	Column Name	Definition
5.23	N1	CURB-TYPE-LEFT	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
5.24	N1	CURB-TYPE-RIGHT	CURB_R	(see Curb-Type-Left)
5.25	N2	BASE-TYPE	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

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5.26	N2	SURFACE-TYPE	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
5.27	N1	SURFACE-TREATMENT-CODE	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
5.28	N4.2	SURFACE-TREATMENT-THICKNESS	SURF_TREAT_THICK	Valid values 00.00 – 99.99 [in inches]
5.29	N4	SURFACE-TREATMENT-YEAR	SURF_TREAT_YEAR	Format yyyy

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SECTION 6: TRAFFIC ATTRIBUTES				
6.01	A18	RIA-TRAFFIC-SITE-ID	TRF_STA_ID	Concatenated [Count Station Prefix (County) + Count Station Number + Count Station Suffix]
6.02	N4	YEAR-OF-ANNUAL-AVERAGE-DAILY-TRAFFIC	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 NOTE: THIS IS A PERCENTAGE
6.06	N3	DIRECTIONAL-DISTRIBUTION-FACTOR	D_FAC	000 – 100 NOTE: THIS IS A PERCENTAGE
6.07	N3.1	TRUCK-AADT-PCT	TRK_AADT_PCT	% of Trucks in AADT 00.0 to 99.9 NOTE: THIS IS A PERCENTAGE
6.08	N3.1	PERCENT-SINGLE-TRUCK-AADT	PCT_SADT	% of Single-Unit-Trucks in AADT 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE
6.09	N3.1	PERCENT-COMBO-TRUCK-AADT	PCT_CADT	% of Combo-Unit-Trucks in AADT 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE
6.10	N6	AADT-TRAFFIC-TRUCKS	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

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6.13	N4.1	TRUCK-DESIGN-HOURLY-VOLUME-PCT	TRK_DHV_PCT	% of Trucks in Design Hourly Volume 000.0 – 100.0 NOTE: THIS IS A PERCENTAGE
6.14	N3.1	PERCENT-SINGLE-TRUCK-DESIGN-HOURLY-VOLUME	PCT_SDHV	% of Single-Unit-Trucks in DHV 0.00 – 99.9 NOTE: THIS IS A PERCENTAGE
6.15	N3.1	PERCENT-COMBO-TRUCK-DESIGN-HOURLY-VOLUME	PCT_CDHV	% of Combo-Unit-Trucks in DHV 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE
6.16	N5.3	PERCENT-PEAK-SINGLE-TRUCK	PCT_PK_SUT	% of Peak Single-Unit-Trucks 0.000 to 99.999 NOTE: THIS IS A PERCENTAGE
6.17	N5.3	PERCENT-PEAK-COMBO-TRUCK	PCT_PK_CUT	% of Peak Combo-Unit-Trucks 0.000 to 99.999 NOTE: THIS IS A PERCENTAGE
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 NOTE: THIS IS A PERCENTAGE

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Prepared By: TPP-DM-RIB
Updated By: TPP-DM-RIB

Position	Format	Item Name	Column Name	Definition
6.22	N6	MOTORCYCLES	MOTORCYCLES	Number of Motorcycles in AADT
6.23	N6	ADT-HISTORY-YEAR-1	HY_1	000000 – 999999
6.24	N6	ADT-HISTORY-YEAR-2	HY_2	000000 – 999999
6.25	N6	ADT-HISTORY-YEAR-3	HY_3	000000 – 999999
6.26	N6	ADT-HISTORY-YEAR-4	HY_4	000000 – 999999
6.27	N6	ADT-HISTORY-YEAR-5	HY_5	000000 – 999999
6.28	N6	ADT-HISTORY-YEAR-6	HY_6	000000 – 999999
6.29	N6	ADT-HISTORY-YEAR-7	HY_7	000000 – 999999
6.30	N6	ADT-HISTORY-YEAR-8	HY_8	000000 – 999999
6.31	N6	ADT-HISTORY-YEAR-9	HY_9	000000 – 999999
6.32	N4	DESIGN-YEAR	DESGN_YR	Current Year + 20 years (Future ADT Year) Format yyyy
6.33	N6	AADT-FOR-DESIGN-YEAR	AADT_DESGN	000000 – 999999
6.34	N3.1	AADT-GROWTH-FACTOR	INCRS_FCTR_PCT	00.0 – 99.9 (AADT-FOR-DESIGN-YEAR / ADT-CURRENT)
6.35	N6	AADT-ABS-GROWTH	INCRS_FCTR_MS	000000 – 999999 (AADT-FOR-DESIGN-YEAR - ADT-CURRENT)
6.36	N6	DESIGN-HOURLY-VOLUME	DHV	000000 – 999999

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Position	Format	Item Name	Column Name	Definition
6.37	N3.1	TRUCK-PCT-HIST-YEAR-1	TRUCK_HY_1	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.38	N3.1	TRUCK-PCT-HIST-YEAR-2	TRUCK_HY_2	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.39	N3.1	TRUCK-PCT-HIST-YEAR-3	TRUCK_HY_3	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.40	N3.1	TRUCK-PCT-HIST-YEAR-4	TRUCK_HY_4	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.41	N3.1	TRUCK-PCT-HIST-YEAR-5	TRUCK_HY_5	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.42	N3.1	TRUCK-PCT-HIST-YEAR-6	TRUCK_HY_6	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.43	N3.1	TRUCK-PCT-HIST-YEAR-7	TRUCK_HY_7	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.44	N3.1	TRUCK-PCT-HIST-YEAR-8	TRUCK_HY_8	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
6.45	N3.1	TRUCK-PCT-HIST-YEAR-9	TRUCK_HY_9	00.0 – 99.9 NOTE: THIS IS A <u>PERCENTAGE</u>
SECTION 7: HPMS SAMPLE SECTION ATTRIBUTES				

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Position	Format	Item Name	Column Name	Definition												
7.01	A12	HIGHWAY-PERFORMANCE-MONITORING-SYSTEM-CURRENT-ID <i>(Pre-2005: H=High-Occupancy Vehicle S=Surveillance Z=HOV & Surveillance)</i>	HPMSID	000000000000 – 999999999999												
7.02	N2	HPMS-VOLUME-GROUP	HP_VOL_GRP	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">1=Under 500</td> <td style="width: 50%;">7=35,000 – 54,999</td> </tr> <tr> <td>2=500 – 1,999</td> <td>8=55,000 – 84,999</td> </tr> <tr> <td>3=2,000 – 4,999</td> <td>9=85,000 – 124,999</td> </tr> <tr> <td>4=5,000 – 9,999</td> <td>10=125,000 – 174,999</td> </tr> <tr> <td>5=10,000 – 19,999</td> <td>11=175,000 – 249,999</td> </tr> <tr> <td>6=20,000 – 34,999</td> <td>12=250,000 and more</td> </tr> </table>	1=Under 500	7=35,000 – 54,999	2=500 – 1,999	8=55,000 – 84,999	3=2,000 – 4,999	9=85,000 – 124,999	4=5,000 – 9,999	10=125,000 – 174,999	5=10,000 – 19,999	11=175,000 – 249,999	6=20,000 – 34,999	12=250,000 and more
1=Under 500	7=35,000 – 54,999															
2=500 – 1,999	8=55,000 – 84,999															
3=2,000 – 4,999	9=85,000 – 124,999															
4=5,000 – 9,999	10=125,000 – 174,999															
5=10,000 – 19,999	11=175,000 – 249,999															
6=20,000 – 34,999	12=250,000 and more															
7.03	A15	BEGIN-TERMINI	B_TERM													
7.04	A15	END-TERMINI	E_TERM													
7.05	N2	PEAK-LANE	PEAK_LANE	Number of lanes in the peak direction of flow during the peak period												
7.06	N2	COUNTER-PEAK-LANE	CNTR_PEAK_LANE	Number of lanes in the counter-peak direction of flow during the peak period												

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Position	Format	Item Name	Column Name	Definition
7.07	N1	RIGHT-TURN-LANE	RT_TURN_LANE	<p>1=No intersections exist on the section</p> <p>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</p> <p>3=Turns permitted; a continuous exclusive right turning lane exists from intersection to intersection. Through movements are prohibited in this lane</p> <p>4=Turns permitted; a single exclusive right turning lane exists</p> <p>5=Turns permitted; no exclusive right turning lanes exist</p> <p>6=No right turns are permitted during the peak period</p>
7.08	N1	LEFT-TURN-LANE	LT_TURN_LANE	<p>1=No intersections exist on the section</p> <p>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</p> <p>3=Turns permitted; a continuous exclusive left turning lane exists from intersection to intersection. Through movements are prohibited in this lane</p> <p>4=Turns permitted; a single exclusive left turning lane exists</p> <p>5=Turns permitted; no exclusive left turning lanes exist</p> <p>6=No left turns are permitted during the peak period</p>
7.09	N1	TRAFFIC-SIGNAL-TYPE	TRFC_SGNL	<p>1=Uncoordinated Fixed Time (may include pre-programmed changes for peak or other time periods)</p> <p>2=Uncoordinated Traffic Actuated</p> <p>3=Coordinated Progressive (coordinated signals through several intersections)</p> <p>4=Coordinated Real-time Adaptive</p> <p>5=No signal systems exist</p>
7.10	N2	PERCENT-GREEN-TIME	PCT_GREEN_TM	Percent of green time allocated for through-traffic at controlling intersection

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Position	Format	Item Name	Column Name	Definition
7.11	N2	NUMBER-OF-SIGNALS	NBR_SGNL	Count of the signalized at-grade intersections
7.12	N2	NUMBER-OF-STOP-SIGN	NBR_STOP_SIGN	Count of the at-grade intersections with stop signs
7.13	N2	AT-GRADE-OTHER	ATGRD_OTHR	Count of the intersections without stop sign or signal controls
7.14	N2	LANE-WIDTH	LANE_WIDTH	01 – 99 (Width of lane in feet)
7.15	N2	PEAK-PARKING	PEAK_PRKG	1=Parking allowed on one side 2=Parking allowed on both sides 3=No parking allowed or none available
7.16	A1	WIDENING-OBSTACLE	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
7.17	N3	WIDENING-POTENTIAL	WIDE_PTNTL	Number of through lanes that could be potentially added
7.18	N6.3	CURVE-CLASS-A	CURV_CLASS_A	Length of curves that are under 3.5 degrees (i.e., 0.061 radians)
7.19	N6.3	CURVE-CLASS-B	CURV_CLASS_B	Length of curves that are 3.5 – 5.4 degrees (i.e., 0.061 – 0.094 radians)

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Position	Format	Item Name	Column Name	Definition
7.20	N6.3	CURVE-CLASS-C	CURV_CLASS_C	Length of curves that are 5.5 – 8.4 degrees (i.e., 0.096 – 0.147 radians)
7.21	N6.3	CURVE-CLASS-D	CURV_CLASS_D	Length of curves that are 8.5 – 13.9 degrees (i.e., 0.148 – 0.243 radians)
7.22	N6.3	CURVE-CLASS-E	CURV_CLASS_E	Length of curves that are 14.0 – 27.9 degrees (i.e., 0.244 – 0.487 radians)
7.23	N6.3	CURVE-CLASS-F	CURV_CLASS_F	Length of curves that are 28 degrees (i.e., 0.489 radians) or more
7.24	N6.3	VERTICAL-GRADE-CLASS-A	VERT_GRADE_CLASS_A	Length of segments that have a percent grade of 0.0% – 0.4%
7.25	N6.3	VERTICAL-GRADE-CLASS-B	VERT_GRADE_CLASS_B	Length of segments that have a percent grade of 0.5% – 2.4%
7.26	N6.3	VERTICAL-GRADE-CLASS-C	VERT_GRADE_CLASS_C	Length of segments that have a percent grade of 2.5% – 4.4%
7.27	N6.3	VERTICAL-GRADE-CLASS-D	VERT_GRADE_CLASS_D	Length of segments that have a percent grade of 4.5% – 6.4%

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Position	Format	Item Name	Column Name	Definition
7.28	N6.3	VERTICAL-GRADE-CLASS-E	VERT_GRADE_CLASS_E	Length of segments that have a percent grade of 6.5% – 8.4%
7.29	N6.3	VERTICAL-GRADE-CLASS-F	VERT_GRADE_CLASS_F	Length of segments that have a percent grade of 8.5% or greater
7.30	N1	TERRAIN	TRRN	1=Level 2=Rolling 3=Mountainous
7.31	N2	PERCENT-PASS-SIGHT-DISTANCE	PPSD	Percent of a Sample Panel section meeting the sight distance requirement for passing
7.32	N3.1	PRESENT-SERVICEABILITY-RATING	PSR	Present Serviceability Rating (PSR) for pavement condition
7.33	N6	PSR-DATE	PSR_DT	Format yyyymm
7.34	N3.1	RUTTING	RUTTING	Average depth of rutting to the nearest 0.1 inch
7.35	N3.1	FAULTING	FAULT	Average vertical displacement (difference in elevation) between adjacent jointed concrete panels in the direction of travel to the nearest 0.1 inch
7.36	N3.1	CRACKING-PERCENT	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

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Position	Format	Item Name	Column Name	Definition
7.37	N4	CRACKING-LENGTH	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
7.38	N4	YEAR-OF-LAST-IMPROVEMENT	YR_LAST_IMPRV	Year in which the roadway surface was last improved; 4-digit year (in format YYYY)
7.39	N4	YEAR-OF-LAST-CONSTRUCTION	YR_LAST_CNSTR	Year in which the roadway was constructed or reconstructed; 4-digit year (in format YYYY)
7.40	N3.1	LAST-OVERLAY-THICKNESS	LAST_OVRLY_THCK	Thickness of the most recent pavement overlay to the nearest 0.5 inch
7.41	N3.1	PAVEMENT-THICKNESS-RIGID	PVMT_THICK_RIGID	Thickness of rigid pavement to the nearest 0.5 inch
7.42	N3.1	PAVEMENT-THICKNESS-FLEXIBLE	PVMT_THICK_FLEX	Thickness of the flexible pavement to the nearest 0.5 inch
7.43	N2	BASE-THICKNESS	BASE_THCK	Thickness of the base pavement to the nearest inch
7.44	N1	CLIMATE-ZONE	CLMT_ZN	1=Wet-Freeze 2=Wet-Nonfreeze 3=Dry-Freeze 4=Dry-Nonfreeze

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Position	Format	Item Name	Column Name	Definition
7.45	N1	SOIL	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)
SECTION 8: COMMON STATISTICS				
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 YE2020

⇒ Fields removed:

- ADT_HIST_YR, CAUSEWAY, HWY_NOTE, LOAD_AXLE, LOAD_GROSS, LOAD_TAND, MSA_CLS, PHY_RDBD, SPD_MIN, TOP_100_BEGIN_TERM, TOP_100_END_TERM, TUNNEL

⇒ Field format changes:

- Item Name change from ANNUAL-AVERAGE-DAILY-TRAFFIC-DT-CURRENT-YEAR to YEAR-OF-ANNUAL-AVERAGE-DAILY-TRAFFIC

⇒ Codes / definitions removed:

- PBLC_LAND

Remove: 0 = Outside of State and Federally owned land

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).

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⇒ 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, 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

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⇒ 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 LaneCodes / 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
--	--

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- 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

- 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

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

- 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

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

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

Roadway Inventory File Format

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Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

⇒ 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

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

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 2nd 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
- 2nd character of HIGHWAY-DESIGN coded with:
A = With HOV (*added in the data file*)
B = with Rail (*added only to the format documentation*)

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

Revisions for YE2002

⇒ Codes / definitions updated:

- SPEED-LIMIT-MAX
Range update: 01 – 75
- SEC-RTE-FEDERAL-AID
0 = 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

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 06/07/2021

Effective for YE2020 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

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