

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

Date Revised: 09/03/2024

Effective for YE2023 – 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) (Updated for YE2018 to remove 6=Functionally Classified City Street) | REC | 0=Grade Separated Connector 1=On-System Mainlanes 2=On-System Right Frontage Road 3=On-System Left Frontage Road 5=County Road 7=City Street 8=Non-TxDOT Toll Authority Road 9=Federal Road |
| 1.02 | A10 | RIA-ROUTE-ID (Updated for YE2010 to account for on- and off-system and tolls) | 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 + Highway-Suffix (if any) + hyphen + Roadbed-ID] (9 characters) Format REC_TYPE 9 : 700000 – 710000 (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 | N6.3 | FROM-DFO | FRM_DFO | 000.000 – 999.998 For <i>Off-System</i> , value copied from Begin-Milepoint [in miles] |
| 1.06 | N6.3 | TO-DFO | TO_DFO | 000.001 – 999.999 For <i>Off-System</i> , 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 | A7 | SIGNED-HIGHWAY | HWY | Highway-System + Highway-Number + Highway-Suffix |
| 1.13 | A2 | HIGHWAY-SYSTEM | HSYS | <p><u>On-System:</u> 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><u>On-System (continued):</u> 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><u>Off-System:</u> CR=County Road FD=Federal Road LS=(Local) City Street TL=Off-System Toll Road</p> |
| 1.14 | A4 | HIGHWAY-NUMBER | HNUM | (0001 – 9999, OSR, NASA) |
| 1.15 | 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 |

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| 1.16 | A2 | ROADBED-IDENTIFIER | RDBD_ID | <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 | <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 NG=Left Managed Lane OG=Left Supplemental Managed Lane UG=Right Managed Lane VG=Right Supplemental Managed Lane |
| 1.17 | N4 | FROM-REFERENCE-MARKER-NUMBER | FRM_NBR | 0010 – 9999 for non-IH 0000 – 9999 for IH | |
| 1.18 | A1 | FROM- REFERENCE-MARKER-SUFFIX | FRM_SUF | Blank or A – Z | |
| 1.19 | A5 | FROM-REFERENCE-MARKER-NUMBER | FRM_NUM | Concatenated [From-Reference-Marker-Number + From-Reference-Marker-Suffix] | |
| 1.20 | N5.3 | FROM-REFERENCE-MARKER-DISPLACEMENT | FRM_DISP | Signed (+ or -) 00.000 – 99.999 [in miles] | |
| 1.21 | N4 | TO-REFERENCE-MARKER-NUMBER | TO_NBR | (see From-Reference-Marker-Number) | |
| 1.22 | A1 | TO-REFERENCE-MARKER-SUFFIX | TO_SUF | (see From-Reference-Marker-Suffix) | |
| 1.23 | A5 | TO-REFERENCE-MARKER-NUMBER | TO_NUM | (see From-Reference-Marker) | |
| 1.24 | N5.3 | TO-REFERENCE-MARKER-DISPLACEMENT | TO_DISP | (see From-Reference-Marker-Displacement) | |

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| 1.25 | N8 | FROM-REFERENCE-MARKER-DATE | FRM_MKR_DATE | Format yyyymmdd |
| 1.26 | N8 | TO-REFERENCE-MARKER-DATE <i>(New column for YE2017)</i> | TO_MKR_DATE | Format yyyymmdd |
| 1.27 | N1 | CARDINAL-DIRECTION <i>(Pre YE2008 called DIRECTION-OF-TRAVEL) (Updated codes for YE2017)</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 |
| 1.28 | 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 |
| 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 2020 Census)</i> |

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|----------|--------|--|-------------|---|
| 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 99 = “None”, to be used in combination with MAINTENANCE-SECTION = 0 |
| 2.10 | N2 | MAINTENANCE-SECTION | MNT_SEC | 00 – 30 00 = “Concession Project or other entity responsible for maintenance”, to be used in combination with MAINTENANCE-DISTRICT = 99 |
| 2.11 | N1 | PUBLIC-LANDS <i>(New column for YE2017)</i> | PBLC_LAND | 1=Within State-owned Land 2=Within Federally owned Land |

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| SECTION 3: ADMINISTRATIVE ATTRIBUTES | | | | |
| 3.01 | N2 | ADMINISTRATIVE-SYSTEM <i>(Updated codes for YE2014 and YE2017)</i> | ADMIN | 1=State Highway Agency 2=County 3=Bureau of Land Management 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 <i>(New column for YE2017)</i> | RDWAY_MAINT_AGCY | Same codes as ADMINISTRATIVE-SYSTEM |
| 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 |

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| 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 yyyyymm |
| 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 |

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| 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 |
| 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 |

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| 3.17 | N8 | TOP-100-ID | TOP100ID | 00000001-99999999 (segment ID for Top 100 Analysis) |
| 3.18 | N1 | NATIONAL-HIGHWAY-FREIGHT-NETWORK | NHFN | 1=Primary Highway Freight System (PHFS) 2=Critical Urban Freight Corridor (CUFC) 3=Critical Rural Freight Corridor (CRFC) |
| SECTION 4: OPERATIONAL ATTRIBUTES | | | | |
| 4.01 | N2 | HIGHWAY-STATUS <i>(Updated codes for YE2017)</i> | HWY_STAT | 4=Open but with some construction 6=Open to Traffic (All Data Input) 7=Temporarily Closed to Traffic 99=Unknown |
| 4.02 | N2 | SPEED-LIMIT-MAXIMUM | SPD_MAX | 00 – 85 [in mph] |
| 4.03 | N2 | ALTERNATE-SPEED-LIMIT <i>(New column for YE2017)</i> | ALT_SPD_LMT | 00 – 80 [in mph] |
| 4.04 | N1 | ALTERNATE-SPEED-LIMIT-TYPE <i>(New column for YE2017)</i> | ALT_SPD_LMT_TYPE | 1=Night Time Speed Limit 2=Truck Speed Limit |
| 4.05 | N1 | SCHOOL-ZONE <i>(New column for YE2017)</i> | SCHOOL_ZN | 0=Is not a School Zone 1=Is a School Zone |
| 4.06 | A100 | TOLL-NAME <i>(New column for YE2017)</i> | TOLL_NM | Name of toll facility |
| 4.07 | N4 | TOLL-HPMS-ID <i>(New column for YE2018)</i> | TOLL_HPMS_ID | HPMS Toll-ID |

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| 4.08 | N1 | TOLL-FACILITY-TYPE <i>(New column for YE2018)</i> | TOLL_FACILITY_TYPE | 1=Fully Tolled Facility 2=Toll Lanes on Otherwise Non-Tolled Facility 3=International Border Crossing |
| 4.09 | 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) |
| 4.10 | N2 | TOLL-LANES <i>(New column for YE2018)</i> | TOLL_LANES | Number of toll lanes |
| 4.11 | 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 |
| 4.12 | N1 | MANAGED-LANE-TYPE <i>(New column for YE2023)</i> | MNGD_LANE_TYPE | 1=High Occupancy Vehicle lanes (HOV) 2=High Occupancy Toll lanes (HOT) 3=Express Toll Lanes (ETL) 4=Managed Lanes which are not HOV or toll |
| 4.13 | N1 | MANAGED-LANE-OPERATION-TYPE <i>(New column for YE2023)</i> | MNGD_LANE_OPRN_TYPE | 1=Full-time Managed Lanes 2=Part-time Managed Lanes: normal through lanes 3=Part-time Managed Lanes: shoulder/parking lanes |
| 4.14 | N2 | MANAGED-LANES <i>(New column for YE2023)</i> | MNGD_LANES | Number of managed lanes |
| SECTION 5: PHYSICAL / CROSS SECTION ATTRIBUTES | | | | |
| 5.01 | N2 | HIGHWAY-DESIGN | HWY_DES | 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 |

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| 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 | MULTI-MODAL-FACILITY <i>(New column for YE2017)</i> | MULT_MOD_FCLTY | 0=None 1=Designated Bike Lane 2=Transit Rail |
| 5.05 | 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 |
| 5.06 | N3 | MEDIAN-WIDTH | MED_WID | Does not include inside Shoulder Widths [in feet] |
| 5.07 | N3 | NUMBER-OF-THROUGH-LANES | NUM_LANES | Does not include turning, climbing, or auxiliary lanes, but does include Super 2 and exclusive managed lanes |
| 5.08 | 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 |
| 5.09 | 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 |
| 5.10 | N4 | RIGHT-OF-WAY-WIDTH-MINIMUM <i>(On-System only beginning YE2021)</i> | ROW_MIN | 0001 – 9999 [in feet] |
| 5.11 | N4 | ROADBED-WIDTH | RB_WID | Includes Shoulder-Widths and Surface-Width [in feet] |

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| 5.12 | N4 | PAVED-ROADBED-WIDTH | PV_RB_WID | Includes Shoulder-Widths (where Shoulder-Type is paved) and Surface-Width (where Surface-Type is paved) [in feet] |
| 5.13 | N4 | SURFACE-WIDTH | SUR_W | Does not include Shoulder-Widths [in feet] |
| 5.14 | N2 | SHOULDER-TYPE-INSIDE <i>(Pre-YE2008 called SHOULDER-TYPE-LEFT) (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 (unpaved) 99=Unknown |
| 5.15 | N3 | SHOULDER-WIDTH-INSIDE <i>(Pre-YE2008 called SHOULDER-WIDTH-LEFT)</i> | S_WID_I | 000 – 999 [in feet] |
| 5.16 | 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 |
| 5.17 | N2 | SHOULDER-TYPE-OUTSIDE <i>(Pre-YE2008 called SHOULDER-TYPE-RIGHT)</i> | S_TYPE_O | (See Shoulder-Type-Inside) |
| 5.18 | N3 | SHOULDER-WIDTH-OUTSIDE <i>(Pre-YE2008 called SHOULDER-WIDTH-RIGHT)</i> | S_WID_O | (See Shoulder-Width-Inside) [in feet] |

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| 5.19 | N2 | SHOULDER-USE-OUTSIDE <i>(Pre-YE2008 called SHOULDER-USE-RIGHT)</i> | S_USE_O | (See Shoulder-Use-Inside) |
| 5.20 | 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 |
| 5.21 | N1 | CURB-TYPE-RIGHT | CURB_R | (see Curb-Type-Left) |
| 5.22 | 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 |

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| 5.23 | 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 (Unpaved) 12=Bladed (Unpaved) 13=Gravel (Unpaved) 99=Unknown |
| 5.24 | 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 |
| 5.25 | N4.2 | SURFACE-TREATMENT-THICKNESS | SURF_TREAT_THICK | Valid values 00.00 – 99.99 [in inches] |
| 5.26 | N4 | SURFACE-TREATMENT-YEAR | SURF_TREAT_YEAR | Format yyyy |

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| SECTION 6: TRAFFIC ATTRIBUTES | | | | |
| 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 | 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 | N4.1 | TRUCK-AADT-PCT | TRK_AADT_PCT | % of Trucks in AADT 00.0 to 100.0 NOTE: THIS IS A PERCENTAGE |
| 6.08 | N4.1 | PERCENT-SINGLE-TRUCK-AADT | PCT_SADT | % of Single-Unit-Trucks in AADT 00.0 – 100.0 NOTE: THIS IS A PERCENTAGE |
| 6.09 | N4.1 | PERCENT-COMBO-TRUCK-AADT | PCT_CADT | % of Combo-Unit-Trucks in AADT 00.0 – 100.0 NOTE: THIS IS A PERCENTAGE |
| 6.10 | N6 | AADT-TRAFFIC-TRUCKS <i>(New column for YE2017)</i> | 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 NOTE: THIS IS A PERCENTAGE |

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

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Effective for YE2023 – Current

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

| Position | Format | Item Name | Column Name | Definition |
|----------|--------|---|-------------|--|
| 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 | N6 | FLEXIBLE-18-KIP-EQUIVALENT-SINGLE-AXLE-LOADS | FLEX_ESAL | 000000 – 999999 (unidirectional over the Design Period) in thousands of lbs |
| 6.17 | N6 | RIGID-18-KIP-EQUIVALENT-SINGLE-AXLE-LOADS | RIGID_ESAL | 000000 – 999999 (unidirectional over the Design Period) in thousands of lbs |
| 6.18 | N3 | ATHWLD-100lbs-DESIGN-PERIOD | ATH_100 | 000 – 999 (over the Design Period) in hundreds of lbs |
| 6.19 | N3 | PERCENT-TANDEM-AXLE-IN-AVERAGE-TEN-HEAVIEST-WHEEL-LOADS-DESIGN-PERIOD | ATH_PCT | 000 – 100 NOTE: THIS IS A PERCENTAGE |
| 6.20 | N6 | MOTORCYCLES <i>(New column for YE2017)</i> | MOTORCYCLES | Number of Motorcycles in AADT |
| 6.21 | N6 | ADT-HISTORY-YEAR-1 | HY_1 | 000000 – 999999 |
| 6.22 | N6 | ADT-HISTORY-YEAR-2 | HY_2 | 000000 – 999999 |
| 6.23 | N6 | ADT-HISTORY-YEAR-3 | HY_3 | 000000 – 999999 |
| 6.24 | N6 | ADT-HISTORY-YEAR-4 | HY_4 | 000000 – 999999 |
| 6.25 | N6 | ADT-HISTORY-YEAR-5 | HY_5 | 000000 – 999999 |
| 6.26 | N6 | ADT-HISTORY-YEAR-6 | HY_6 | 000000 – 999999 |
| 6.27 | N6 | ADT-HISTORY-YEAR-7 | HY_7 | 000000 – 999999 |

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| Position | Format | Item Name | Column Name | Definition |
|----------|--------|---|----------------|--|
| 6.28 | N6 | ADT-HISTORY-YEAR-8 | HY_8 | 000000 – 999999 |
| 6.29 | N6 | ADT-HISTORY-YEAR-9 | HY_9 | 000000 – 999999 |
| 6.30 | N4 | DESIGN-YEAR | DESGN_YR | Current Year + 20 years (Future ADT Year) Format yyyy |
| 6.31 | N6 | AADT-FOR-DESIGN-YEAR | AADT_DESGN | 000000 – 999999 |
| 6.32 | N3.1 | AADT-GROWTH-FACTOR <i>(New column for YE2017)</i> | INCRS_FCTR_PCT | 00.0 – 99.9 (AADT-FOR-DESIGN-YEAR / AADT-CURRENT) |
| 6.33 | N6 | AADT-ABS-GROWTH <i>(New column for YE2017)</i> | INCRS_FCTR_MS | 000000 – 999999 (AADT-FOR-DESIGN-YEAR - AADT-CURRENT) |
| 6.34 | N6 | DESIGN-HOURLY-VOLUME | DHV | 000000 – 999999 |
| 6.35 | N3.1 | TRUCK-PCT-HIST-YEAR-1 <i>(New column for YE2017)</i> | TRUCK_HY_1 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE |
| 6.36 | N3.1 | TRUCK-PCT-HIST-YEAR-2 <i>(New column for YE2017)</i> | TRUCK_HY_2 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE |
| 6.37 | N3.1 | TRUCK-PCT-HIST-YEAR-3 <i>(New column for YE2017)</i> | TRUCK_HY_3 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE |
| 6.38 | N3.1 | TRUCK-PCT-HIST-YEAR-4 <i>(New column for YE2017)</i> | TRUCK_HY_4 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE |
| 6.39 | N3.1 | TRUCK-PCT-HIST-YEAR-5 <i>(New column for YE2017)</i> | TRUCK_HY_5 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE |
| 6.40 | N3.1 | TRUCK-PCT-HIST-YEAR-6 <i>(New column for YE2017)</i> | TRUCK_HY_6 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE |

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| Position | Format | Item Name | Column Name | Definition | | | | | | | | | | | | |
|--|----------------------|---|----------------|--|-------------|-------------------|---------------|-------------------|-----------------|--------------------|-----------------|----------------------|-------------------|----------------------|-------------------|---------------------|
| 6.41 | N3.1 | TRUCK-PCT-HIST-YEAR-7 <i>(New column for YE2017)</i> | TRUCK_HY_7 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE | | | | | | | | | | | | |
| 6.42 | N3.1 | TRUCK-PCT-HIST-YEAR-8 <i>(New column for YE2017)</i> | TRUCK_HY_8 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE | | | | | | | | | | | | |
| 6.43 | N3.1 | TRUCK-PCT-HIST-YEAR-9 <i>(New column for YE2017)</i> | TRUCK_HY_9 | 00.0 – 99.9 NOTE: THIS IS A PERCENTAGE | | | | | | | | | | | | |
| SECTION 7: HPMS SAMPLE SECTION ATTRIBUTES | | | | | | | | | | | | | | | | |
| 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 | N2 | PEAK-LANE <i>(New column for YE2017)</i> | PEAK_LANE | Number of lanes in the peak direction of flow during the peak period | | | | | | | | | | | | |
| 7.04 | 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 | | | | | | | | | | | | |

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| Position | Format | Item Name | Column Name | Definition |
|----------|--------|---|---------------|--|
| 7.05 | 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 |
| 7.06 | 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 |
| 7.07 | 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 |
| 7.08 | N2 | PERCENT-GREEN-TIME <i>(New column for YE2017)</i> | PCT_GREEN_TM | Percent of green time allocated for through-traffic at controlling intersection |
| 7.09 | N2 | NUMBER-OF-SIGNALS <i>(New column for YE2017)</i> | NBR_SGNL | Count of the signalized at-grade intersections |
| 7.10 | N2 | NUMBER-OF-STOP-SIGN <i>(New column for YE2017)</i> | NBR_STOP_SIGN | Count of the at-grade intersections with stop signs |
| 7.11 | N2 | AT-GRADE-OTHER <i>(New column for YE2017)</i> | ATGRD_OTHR | Count of the intersections without stop sign or signal controls |

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|----------|--------|---|---------------|---|
| 7.12 | N2 | LANE-WIDTH <i>(New column for YE2017)</i> | LANE_WIDTH | 01 – 99 (Width of a single lane in feet) |
| 7.13 | 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 |
| 7.14 | 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 |
| 7.15 | N3 | WIDENING-POTENTIAL <i>(New column for YE2017)</i> | WIDE_PTNTL | Number of through lanes that could be potentially added |
| 7.16 | 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 |
| 7.17 | 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) |
| 7.18 | 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) |

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| Position | Format | Item Name | Column Name | Definition |
|-------------------------------------|--------|---|------------------|--|
| 7.19 | 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 |
| 7.20 | N3.1 | PAVEMENT-THICKNESS-RIGID <i>(New column for YE2017)</i> | PVMT_THICK_RIGID | Thickness of rigid pavement to the nearest 0.5 inch |
| 7.21 | 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 |
| 7.22 | N2 | BASE-THICKNESS <i>(New column for YE2017)</i> | BASE_THCK | Thickness of the base pavement to the nearest inch |
| SECTION 8: COMMON STATISTICS | | | | |
| 8.01 | N6.3 | LENGTH-OF-SECTION | LEN_SEC | 000.001 – 999.999 [in miles] (Calculated as TO_DFO minus FRM_DFO) |
| 8.02 | N6.3 | LANE-MILES | LN_MILES | 000.001 – 999.999 (Calculated as LEN_SEC times NUM_LANES) |
| 8.03 | N10.3 | DAILY-VEHICLE-MILES-OF-TRAVEL | DVMT | 0000000.001 – 9999999.999 (Calculated as LEN_SEC times ADT_CUR) |
| 8.04 | N10.3 | DAILY-TRUCK-VMT | DTRKVMT | 0000000.001 – 9999999.999 (Calculated as LEN_SEC multiplied by AADT_TRUCKS) |

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Revisions for YE2023

⇒ Field source changed:

- DI new source DIST_TYPE_NBR
- MED_WID new source MDN.MDN_WIDTH_MS
- S_WID_I new source INSD_SHLDR.INSD_SHLDR_WIDTH_MS
- S_USE_I new source INSD_SHLDR.SHLDR_USE_TYPE_ID
- S_WID_O new source OUTSD_SHLDR.OUTSD_SHLDR_WIDTH_MS
- S_USE_O new source OUTSD_SHLDR.SHLDR_USE_TYPE_ID

⇒ Field values added:

- ADMIN Definition includes a type of 3=Bureau of Land Management

⇒ Field values removed:

- HWY_STAT had the following removed because they are not appropriate for mileage statistics:
 - 0=Proposed
 - 2=Artificial Centerline for Non-Mainlane (Value 2 formerly defined as “Designated as State Highway, but not yet built”)
 - 3=Under Construction

⇒ Field format changed:

- Previous Column name: HWY_DES1, Update Column name: HWY_DES
- Previous Item name: HIGHWAY-DESIGN-1, Update Item name: HIGHWAY-DESIGN

⇒ Fields removed: (Pavement/HPMS data)

- CRACK_LNGTH, CRACK_PCT, CURV_CLASS_A, CURV_CLASS_B, CURV_CLASS_C, CURV_CLASS_D, CURV_CLASS_E, CURV_CLASS_F, FAULT, PSR, PSR_DT, RUTTING, SOIL, TRRN, VERT_GRADE_CLASS_A, VERT_GRADE_CLASS_B, VERT_GRADE_CLASS_C, VERT_GRADE_CLASS_D, VERT_GRADE_CLASS_E, VERT_GRADE_CLASS_F, SEC_ADP, B_TERM, E_TERM

Revisions for YE2022

⇒ Fields added:

- MNGD_LANE_TYPE, MNGD_LANE_OPRN_TYPE, MNGD_LANE_CNT, NHFN, PV_RB_WID

⇒ Fields removed:

- TOLL_LANE_TYPE, HOV_LANES, HOV_TYP, SEC_FED_AID, CLMT_ZN, FRGHT_NTWRK, HWY_STAT_DATE, HP_MED_W, DBTP, DOTT, DCTT, CLSR_RESN, ROW_W_USL

⇒ Fields format changed:

- TRK_AADT_PCT, PCT_SADT and PCT_CADT change from N3.1 to N4.1
- FRM_DISP and TO_DISP change from N6.3 to N5.3

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- PCT_SDHV and PCT_CDHV change from N5.2 to N3.1

⇒ Fields source changed:

- TOLL_FACILITY_TYPE new source TOLL.TOLL_FCLTY_TYPE_ID & TOLL_FCLTY_TYPE.TOLL_FCLTY_TYPE_CD
- TOLL_LANES new source TOLL.TOLL_LANE_CNT
- SRF_TYPE updated source for including (Unpaved) with 11=BRICK, 12=BLADED, & 13=GRAVEL

Revisions for YE2021

⇒ Field format changes:

- DHV.DHV_SNGL_TRK_PCT change from N3.1 to N5.2
- DHV.DHV_COMBN_TRK_PCT change from N3.1 to N5.2
- Addison Airport Toll Tunnel change from TL0001 to TL0901
- ROW_MIN, Previous: Item Name = ROW-WIDTH-MIN, Update: Item Name = RIGHT-OF-WAY-WIDTH-MINIMUM

⇒ Field values changed:

- CITY_TYPE_NBR 26520 changed from Manvel to Oyster Creek
- CITY_TYPE_NBR 31490 changed from Oyster Creek to Pearland
- CITY_TYPE_NBR 32150 changed from Pearland to Quintana
- CITY_TYPE_NBR 34470 changed from Quintana to Richwood
- CITY_TYPE_NBR 35450 changed from Richwood to Sandy Point
- CITY_TYPE_NBR 37760 changed from Sandy Point to Surfside Beach
- CITY_TYPE_NBR 41490 changed from Surfside Beach to Sweeny
- CITY_TYPE_NBR 41500 changed from Sweeny to West Columbia
- CITY_TYPE_NBR 45100 changed from West Columbia to Manvel

⇒ Field criteria updated:

- ROW_MIN; ROW_W_USL, Update both to On-system only but NULL if Off-system

⇒ Fields removed:

- PCT_PK_SUT, PCT_PK_CUT, RI_MPT_DATE

⇒ New roadbed types:

- Left Supplemental Managed Lane (O), Right Supplemental Managed Lane (V), Left Managed Lane (N), Right Managed Lane (U)

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

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Updated By: TPP-DM-RIB

⇒ Field format changes:

- FRM_DFO, TO_DFO change from N4.3 to N3.3
- 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).

⇒ 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:

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- 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, DOT, DTRKVM, DVMT, FAULT, FRGHT_NTWK, 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

⇒ 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

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- HWY_STAT
Add: 99 = Unknown
- S_USE_I, S_USE_O
Add: 8 = Evacuation Lane

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⇒ Codes / definitions updated:

- MED_TYPE

| | |
|---------------------------------|------------------------------------|
| Previous: 0 = No median | Update: 0 = No median |
| 1 = Curbed | 2 = Unprotected |
| 2 = Positive Barrier | 3 = Curbed |
| 3 = Unprotected | 4 = Positive Barrier - Unspecified |
| 4 = One-way pair | 5 = Positive Barrier Flexible |
| 5 = Positive Barrier Flexible | 6 = Positive Barrier Semi-Rigid |
| 6 = Positive Barrier Semi-Rigid | 7 = Positive Barrier 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 |

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

Date Revised: 09/03/2024

Effective for YE2023 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

- 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

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

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Effective for YE2023 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

- 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)

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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: 09/03/2024

Effective for YE2023 – 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

-C(enterline) -R(oadbed)

Date Revised: 09/03/2024

Effective for YE2023 – 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

Revisions for YE2006

Roadway Inventory File Format

-C(enterline) -R(oadbed)

Date Revised: 09/03/2024

Effective for YE2023 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

⇒ 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*)

Revisions for YE2002

⇒ Codes / definitions updated:

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

Date Revised: 09/03/2024

Effective for YE2023 – Current

Prepared By: TPP-DM-RIB

Updated By: TPP-DM-RIB

- SPEED-LIMIT-MAX
Range update: 01 – 75
- SEC-RTE-FEDERAL-AID
0 = Is a Federal Aid Route
- HIGHWAY-DESIGN
Previous: 0 = One-Way Update: 0 = One-Way Pair
 1 = One-Way Pair 1 = One Way
- MEDIAN-TYPE
Previous: 0 = One-way pair Update: 0 = No Median
 1 = Curbed 1 = Curbed
 2 = Positive Barrier 2 = Positive Barrier
 3 = Unprotected 3 = Unprotected
 4 = No median 4 = One-way pair
- RIA-RESERVATION
Coded with actual values in data file

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

Date Revised: 09/03/2024

Effective for YE2023 – 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