

RCI

ROADWAY CHARACTERISTICS INVENTORY

FEATURES & CHARACTERISTICS HANDBOOK



Florida Department of Transportation
Transportation Statistics Office

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Acknowledgements

The Florida Department of Transportation has created the Roadway Characteristics Inventory (RCI) Handbook to be an important guide for those working with the RCI data. Our office wishes to acknowledge the collaborative efforts of the supporting offices and subject matter experts that contributed to its content.

Our goal is to have the best possible handbook in order to provide the best data. The intent of this handbook is to provide guidance for those that collect, code, and use the RCI data in an accurate and consistent manner statewide. In coordination with the district offices, Central Transportation Statistics Office ensures the data is enter into the RCI database to reflect existing field conditions. All diagrams and images depict the most typical occurrences of actual field conditions and do not cover all occurrences. Therefore subscribed methods, guidelines, and practices outlined may contain errors and omissions, and as such are subject to change. The contents herein are intended for those with transportation background and technical knowledge, which are required for a full understanding of the RCI data and the prescribed collection methodologies.

So that our office continues to have reliable, organized, accurate, and consistent data, we encourage users' feedback to help improve the quality of this handbook.

Please provide any comments or suggestions to:

Florida Department of Transportation
Transportation Statistics Office
605 Suwannee Street, Mail Station 27
Tallahassee, Florida 32399-0450
Phone: (850) 414-4848
Fax: (850) 414-4878
email to: CO_RCI_Planning@dot.state.fl.us

Log of Changes for the RCI Features & Characteristics Handbook

Item	Date	Page(s)	Description
1	Aug 2016	Throughout	Added - Effective dates as needed throughout the book
2	Aug 2016	Throughout	Changed - Specific individual names to position title/department
3	Aug 2016	i	Updated - Link to the SharePoint site; added link for Maps and Publication
4	Aug 2016	ii	Updated - Suggestions and Errata title changed to Acknowledgements; contents revised
5	Aug 2016	iv-v	Updated - Log of changes
6	Aug 2016	vii-xiv	Updated - Table of contents to include new features and characteristics
7	Aug 2016	1	Updated - Introduction
8	Aug 2016	1-5	Updated - Feature Descriptions to include new features and characteristics
9	Aug 2016	6	Updated - Sample Feature/Characteristic Page
10	Aug 2016	8	Updated - FAHWYSYS revised HPMS code from 4,5 to 64
11	Aug 2016	9	Updated - SPECSYS revised HPMS code from 4 to 64
12	Aug 2016	10	Updated - STGHWNWK revised HPMS code from 6 to 65
13	Aug 2016	10	Updated - TRAVLWAY revised HPMS code from 4,6 to 64; added MAP-21 image
14	Aug 2016	11	Updated - USROUTE/USROUTE2 Required for
15	Aug 2016	12-14	Updated - LOCALNAM Took information from the Appendix and moved it here
16	Aug 2016	16	Updated - SCENEHWY This characteristic has moved under new Feature 115 Special Designations
17	Aug 2016	17	Added - SCENEDTE & SCENEEXT under new Feature 115 Special Designations
18	Aug 2016	18	Added - NHFN under new Feature 116 Freight Network
19	Aug 2016	42	Updated - SURFACTP Old code 10 has been replaced
20	Aug 2016	43	Updated - TOLLNAME Codes 339 and 340 added
21	Aug 2016	52	Updated - OWNAUTH Added code OCX under Planned Authorities
22	Aug 2016	56	Updated - PLACECD Added code 0595 Estero, Villages of
23	Aug 2016	58	Updated - URBAREA Updated code 1520 North Port-Port Charlotte under Small Urbanized Areas
24	Aug 2016	65	Updated - STATEXPT Added multiple codes (81, 82, 84,85, 93 is now 94, 95)
25	Aug 2016	79	Added - Feature 144 back into the book (for informational purposes only)
26	Aug 2016	80	Updated - Feature 145 is now listed as for informational purposes only
27	Aug 2016	86	Updated - Feature 212 Diagrams/Images
28	Aug 2016	88, 89	Updated - AUXLN TYP Code 9 is now Special Enforcement Lane; Caption in lower right hand image for two-way left turns
29	Aug 2016	91	Updated - AUXLN WTH How to Gather this Data
30	Aug 2016	93	Updated - SSHLDTYPE/SHLDTYPEx Code 1; change from bike slots to bike lanes
31	Aug 2016	104	Updated - RDMEDIAN Code 10 (Paved/Hatching and Gores) added
32	Aug 2016	106, 107	Updated - BIKELNCD Code 5 (Sharrow) added; image of sharrow is added as reference

33	Aug 2016	110	Updated - SIDWLKWD Arrow in image 8 box has been changed
34	Aug 2016	121	Updated - PAVINDEX Code 3 now includes the words 'includes chipseal'
35	Aug 2016	149	Added - TUNNELNO under Feature 258 Structures
36	Aug 2016	155	Added - CABLBRTY & CABLWIRE under new feature 273 Cable Barriers
37	Aug 2016	158	Updated - MAXSPEED Wo/What uses this Information
38	Aug 2016	159	Updated - TURNMOVE Diagrams/Images
39	Aug 2016	170	Updated - LOCOWNER added was missing previously from the book
40	Aug 2016	172	Updated - Feature 351 is now listed as for informational purposes only
41	Aug 2016	180	Added - BOLDLAND under Feature 413 Landscape Area
42	Aug 2016	193	Updated - Feature 453 Cross Walks Special Situations
43	Aug 2016	195	Updated - Feature 454 Stop Bars Definition/Background
44	Aug 2016	208-213	Added - new Feature 801 Trails
45	Aug 2016	215	Updated - RRLINETP Code 0 (Abandon) added
46	Aug 2016	216	Updated - RRSISFIDx & RRSISFTPx
47	Aug 2016	218	Added - Feature 902 Passenger Rail
48	Aug 2016	219-220	Added - Feature 903 Railroad Passenger Station Name
49	Aug 2016	Appx. 2	Appendix 1 - Updated District map and contact information
50	Aug 2016	Appx. 3	Appendix 2 - Updated district number and added note at bottom
51	Aug 2016	Appx. 5	Appendix 4 - Updated by adding new features
52	Aug 2016	Appx. 6	Appendix 5 - Updated by adding new features
53	Aug 2016	Appx. 7	Appendix 6 - Updated by adding new features
54	Aug 2016	Appx. 8-15	Appendix 6 - Updated by adding new features and characteristics
55	Aug 2016	Appx. 16	Appendix 8 - Updated U.S. Postal Standard Street Suffixes list
56	Aug 2016	Appx. 17-20	Appendix 9 - Updated to become glossary and shifted Special Situations back into the book
57	Aug 2016	N/A	Appendix 10 - Removed RCI Inventory Field Sheet Examples placed them in the revised Planning Data Handbook
58	Aug 2016	N/A	Appendix 11 - Removed - Inventory Matrices and placed them in the revised Planning Data Handbook

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This handbook identifies and defines the data found in the Roadway Characteristics Inventory (RCI). This handbook also provides basic guidelines and considerations to assist the RCI data collector. The features and characteristics in RCI reflect the roadway data of interest to the Florida Department of Transportation.

Data in RCI is organized by features and characteristics.

Features are a collection of characteristics. They group similar characteristics together. An example is Feature 215 Median. Within Feature 215, there are three characteristics, MDBARTYP, MEDWIDTH, and RDMEDIAN. All three characteristics deal with medians and are therefore grouped together. Features assign unique aspects to their characteristic(s). For instance, Feature 215's type is length, therefore all of its characteristics are length also. Whatever the feature's type is, the characteristic(s) will be also. Similarly, features pass on other attributes like administrative type, classification, owning office, road side, interlocking, and tying. These attributes are fully explained in the RCI User Manual.

Characteristics are the actual data component of RCI and each one is specifically created for a certain purpose. Characteristics issue specifications for data collection. Using Feature 215 as an example again, MEDWIDTH stands for median width. Its measurement unit is in feet. That means all measurements must be collected in feet. There are also minimum and maximum values that must be met in order to code the data into RCI. Other attributes include roadside, offset, offset direction, data type, data length, and number of decimals, anchoring, and multiples. These attributes are fully explained in the RCI User Manual.

Features are assigned to owning offices. Each owning office manages and is responsible for their feature(s). These are the owning offices:

- Office of Maintenance (Maintenance)
- Rail and Motor Carrier Operations Office (Rail)
- Traffic Engineering and Operations Office (Traffic Ops)
- Transportation Statistics Office (TranStat)
- Systems Planning Office (Systems Planning)
- Roadway Design Office (Roadway) **TBD*

FEATURE DESCRIPTIONS

Feature 111 State Road System – Records the limits of designation of the state road (SR) number, the secondary SR number, or county road (CR) number and secondary CR number on the roadway.

Feature 112 Federal System – Records the limits of designation of the federal highway system code, National Highway System (NHS) connector ID, old federal highway system, special systems, Strategic Highway Network (STRAHNET), and Moving Ahead for Progress in the 21st Century Act (MAP-21) on the roadway.

Feature 113 AASHTO – Records the limits of designation of the US route number, secondary US route number and interstate route on the roadway.

Feature 114 Local System – Records the limits of the local names of along the roadway.

Feature 115 Special Designations – Records the Florida scenic highway roadway names with designation and extension information.

Feature 116 Freight Network – Records the roadway ID, NHFN codes (subsystem of NHFN roadway network), BMP and EMP for the roadways assigned as a part of National Highway Freight Network.

Feature 118 HPMS – Records the data from the sample portion of the annual Highway Performance Monitoring System (HPMS) submittal to the Federal Highway Administration (FHWA).

Feature 119 HPMS Universe – Records the data from the universe portion of the annual HPMS submittal to the FHWA.

Feature 120 Typeroad – Records the limits of the route signing along the roadway and if the roadway is divided, undivided, or oneway.

Feature 121 Functional Classification – Records the limits of designation of the functional classification and proposed functional classification.

Feature 122 Facility Classification – Records the limits of the owning authority, access control type, and if there is a user toll.

Feature 124 Urban Classification – Records the limits of the highway location code, census place code, urban area number, and urban size.

Feature 125 Adjacent Land Classification – Records the limits of the prevailing type of land use and the pavement roughness index.

Feature 137 Maintenance Area Boundary – Records the limits of the responsible Maintenance Office unit cost center number.

Feature 138 Roadway Realignment – Records the completion date, section identification, limits of the new alignment of the roadway.

Feature 139 New Alignment – This feature automatically generates from the data recorded in Feature 138; cross referencing the limits of the associated old roadway alignment.

Feature 140 Section Status Exception – Records the date the roadway was officially added to or removed from the State Highway System (SHS) and the segment status.

Feature 141 Stationing Exceptions – Records the limits and roadway ID of the exception.

Feature 142 Managed Lanes – Records the limits, roadway ID, and geometric data of the managed lanes. There is also an explanation about how to collect managed lanes data.

Feature 143 Associated Station Exception – This feature automatically generates from the data recorded in Feature 141; cross referencing the limits and roadway ID of the stationing exception on the associated roadway.

Feature 144 FIHS (Obsolete) – *Effective July 2012. This feature was removed from the RCI database. It remains in the handbook for informational and historical purposes only.* Records the date of last change, whether the roadway is on the Florida Intrastate Highway System, (FIHS), long-range access type, map reference number, and proposed short-range access type.

Feature 145 Level of Service Input Data (Obsolete) – *Effective July 2016. This feature was removed from the RCI database. It remains in the handbook for informational and historical purposes only.* Records the level of service standard K factor.

Feature 146 Access Management – Records limits of the access management classification.

Feature 147 Strategic Intermodal System – Records limits of the Strategic Intermodal System (SIS) facility type and map ID level.

Feature 212 Thru Lanes – Records limits of the number of roadway lanes and their pavement surface width.

Feature 213 Auxiliary Lanes – Records the limits of type, number, and width of auxiliary lanes, such as turning, merging, and bus lanes.

Feature 214 Outside Shoulders – Records the limits of the managed lane separator, the type, and width of outside shoulders.

Feature 215 Median – Records the limits of the median barrier type, median width, and median type. There is also an explanation about how to collect roundabout as a wide median.

Feature 216 Bike Lanes/Pedestrian Sidewalk – Records the limits of the bicycle lane, bicycle slot, sidewalk barrier code, shared path width and separation, and sidewalk width and separation.

Feature 217 Sidewalks – Records the limits of sidewalk data owned and maintained by the Department.

Feature 219 Inside Shoulders – Records the limits of the type and width of inside shoulders.

Feature 220 Non Curve Intersection Point – Records the location of the non-curve point of the intersection, where the alignment of the roadway jogs and lines up at an intersection.

Feature 221 Horizontal Curve – Records the compass bearing, horizontal curve central angle, horizontal degree of curve, horizontal point of curvature, horizontal point of intersection, and horizontal tangency of the curve.

Feature 230 Surface Description – Records the limits of the pavement index and surface type.

Feature 232 Surface Layers – Records the limits of the friction course layer, pavement surface thickness, and pavement surface layer.

Feature 233 Base – Records the limits of the base thickness and type of base material.

Feature 241 Crossdrains – Records the number of box culverts with openings less than 20 feet and crossdrain pipes.

Feature 242 Storm Sewers – Records the number of curb inlets, manholes, and catch basins.

Feature 243 Off Roadway Areas – Records the number of borrow pits, mitigation areas, retention areas, and sediment basins.

Feature 245 Roadside Ditches – Records the number and the length of the following types of ditches along the sides of the roadway: french drain, paved, storm sewer, and trunk line.

Feature 248 Outfall Ditches – Records the number and the length of the following types of ditches along the roadway: hand, hauled, paved, piped, and spread.

Feature 251 Intersection – Records the location, name, direction, and roadway surface type (optional) of the intersecting roads along the route.

Feature 252 Interchanges – Records the location, crossing road name, exit number, and interchange type.

Feature 253 Railroads – Records the location, check digit, and crossing number.

Feature 256 Turnouts – Records the number and average width of turnouts, paved/unpaved with or without pipe.

Feature 257 Crossovers – Records the number and the length of crossovers.

Feature 258 Structures – Records the locations of the bridge number, underpass number, tunnel, box culvert number with openings 20 feet or greater, and facility crossed.

Feature 271 Guardrail – Records the number and length of standard guardrail, double face guardrail, barrier wall, and miscellaneous guardrail.

Feature 272 Fencing – Records the number and the length of chain link, woven wire, other types, and miscellaneous fences.

Feature 273 Cable Barrier – Records the number and the type of cable barrier along the roadway on the left side, right side, and in the median.

Feature 275 Miscellaneous Concrete Structures – Records the number and length of noise barrier wall, retaining wall, seawall, concrete slope, and rip-rap slope paving.

Feature 311 Speed Limits – Records the limits of the maximum and minimum speed, the date approved and implemented.

Feature 312 Turning Restrictions – Records the limits of the limited time and turning movement restriction, date approved and implemented.

Feature 313 Parking – Records the limits of the parking restriction time, type of parking, date approved and implemented.

Feature 320 Mile Marker Signs – Records the location of the mile marker sign.

Feature 322 Signals – Records the location of the traffic signal types, non-counted signal types, signal cabinet ID number, side street name, date signal became operational, type of signal structure, type of cable connection, and the maintaining agency.

Feature 323 School Zones – Records the limits of the school speed zone and the associated school name.

Feature 326 Traffic Monitoring Sites – This feature automatically generates from the Traffic Counts Inventory (TCI) application, identifies the location of the traffic station number and the traffic station type.

Feature 330 Traffic Flow Break Station – This feature automatically generates from the Traffic Counts Inventory (TCI) application, identifies the limits of the traffic count station assigned to the break and the traffic break code.

Feature 331 Traffic Flow Breaks – This feature automatically generates from the Traffic Counts Inventory (TCI) application, identifies the annual average daily traffic (AADT) date, type and section, average D factor, K factor, T factor.

Feature 341 Lighting System – Records the number of aluminum poles, concrete poles, fiberglass poles, high mast luminaries, local luminaries, high mast poles, sign luminaries, standard luminaries, steel poles, under deck luminaries, and wood poles.

Feature 351 Motorist Aid System (Obsolete) – *Effective July 2014. This feature was removed from the RCI database. It remains in the handbook for informational and historical purposes only.* Records the type of motorist aid.

Feature 360 Toll Plazas – Records the toll plaza name.

Feature 361 Service Plazas – Records the service plaza name.

Feature 411 Roadside Mowing – Records the mowing acreage for intermediate machines, large machines, slopes, and small machines.

Feature 412 Weed Control – Records the acreage of hand cut, mechanical weed control, and obstruction spraying area.

Feature 413 Landscape Area – Records the acreage of the landscape area.

Feature 421 Roadside Ditch Cleaning – Records the number of roadside canals and ditches.

Feature 422 Median Ditch Cleaning – Records the number of median ditches that are either excavated, paved, or piped.

Feature 431 Parks & Rest Areas – Records the number of rest areas with or without facilities, wayside parks, weigh stations, and welcome stations.

Feature 443 Delineators – Records the number of bridge end delineators and guideposts or hazard maker delineators.

Feature 451 Striping – Records the number of double stripes and skip stripes by color.

Feature 452 Symbols & Messages – Records the number of crosshatching area, curb marking area, number of arrows, number of letters, and radius marking area.

Feature 453 Crosswalks – Records the number of crosswalks according to the crosswalk length.

Feature 454 Stop Bars – Records the number of stop bars according to the stop bar length.

Feature 455 Raised Pavement Markers – Records the number of raised pavement markers.

Feature 456 Retroreflectivity Measurement (Obsolete) – *Effective June 2014. This feature was removed from the RCI database. It remains in the handbook for informational and historical purposes only.* Records the centerline, edge line, and slipped line.

Feature 457 Retroreflectivity Parameters (Obsolete) – *Effective June 2014. This feature was removed from the RCI database. It remains in the handbook for informational and historical purposes only.* Records the centerline striping material, direction, edge line striping material, financial project number, tester's initials, material manufacturer, skip line striping material, surface material, surface type, system, temperature at time of test, test date, test speed, measurement category type, vehicle unit, and weather condition at test.

Feature 460 Attenuators – Records the attenuator condition, inspection date, repair date, remarks, location, model number, type, inspection type, and general vehicle direction.

Feature 480 Highway Signs – Records the number of cantilever structures, panels to construct all overhead signs and ground signs greater than 30 square feet, ground sign posts that support signs greater than 30 square feet, ground sign posts that support signs less than 30 square feet, full overlane structures, and panels to construct a ground sign less to 30 square feet.

Feature 481 Highway Maintenance Classification – Records the limits of the highway maintenance classification.

Feature 801 Trails – Records the limits of shared used trails that are not part of the roadway.

Feature 901 Rail Line Facility – Records the limits of the railroad company name, rail line type, route ID, SIS facility ID, and SIS facility type.

Feature 902 Passenger Rail – Records the limits of the rail passenger facilities and rail managing entity.

Feature 903 Rail Passenger Station Name – Records the limits rail passenger station name and railroad urban fixed guideway facility type.

FEATURE/CHARACTERISTIC PAGE

Feature description, number, and owning office

Maintenance Area Boundary - Feature 137

RCI Features & Characteristics Handbook

Owning Office: Maintenance

Definition/Background: Designates each section and sub-section of a SR within a county as being under the responsibility of a Maintenance Unit cost center.

Who is responsible for gathering data

Checks are continuously required to insure each roadway section/sub-section within the active milepoint limits have this characteristic validated. (Any errors in this data will show up in the Consistency Edit Report that should be run each month.)

Responsible Party for Data Collection: District Office of Maintenance

Data format (only listed when applicable)

CCNUMBER Cost Center Number

Roadside: C Feature Type: Length

How to Gather this Data: Add the current cost center of the responsible Maintenance Unit. This characteristic must be entered by each county, section, and sub-section for each state road in the physical boundary of the maintenance cost center.

Instructions to collect data

NOTE: The location for this characteristic is always entered as "C" composite. Only one entry is required per section/sub-section.

Value for Cost Center Number: 3 Bytes: XXX



[Maintenance and Traffic Ops. characteristics follow the format above](#)

TranStat, Systems Planning, Rail & Motor Carrier Operations characteristics follow the format below

Characteristic code and description

FAHWYSYS Federal Highway System Code

General information

Roadside: C HPMS: 4, 5 Feature Type: Length

Definition/Background: Shows Federal aid funding eligibility of public roadways. It also designates roadways as on or off the National Highway System (NHS). If code 5 appears in this characteristic, then the roadway is "on NHS," otherwise it is "off NHS." NHS is assigned by TranStat and approved by the FHWA. All roadways functionally classified as major collector and above and not NHS are Surface Transportation Program (STP). In general, STP projects may not be on local or rural minor collectors. To be eligible for federal (STP) funding, a project must be on a road functionally classified as an urban collector or rural major collector or above, or on a local road or rural minor collector if that road was on the Federal-aid Rural Secondary System (FASS) as designated on January 1, 1991. Federal aid eligibility may include designation of the NHS.

Road type(s) from which the data is collected

Potential users of the information

Responsible Party for Data Collection: TranStat

Required For: All roadways functionally classified as local and above, and NHS roadways with any functional classification

Verify data accuracy or dimensional accuracy or the established tolerance

Who/What uses this Information: Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS (data collected to determine funding)

Important When Gathering: FHWA functional classification approval is discussed further in Feature 121.

Quality Check: Cross-Reference/Tolerance: STP and Federal Aid None will match milepoints in Feature 121; NHS will match Feature 251 and intermodal facility locations.

Specific information on data gathering

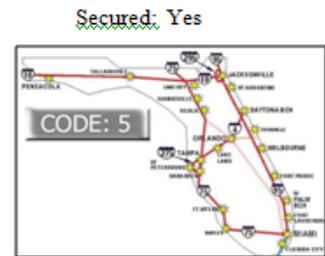
How to Gather this Data: TranStat (determined by functional classification). The code is determined by the FDOT with the approval of the FHWA.

Special Situations: This is a secured feature. Please prepare and submit an RCI/GIS basemap package to TranStat to update the milepoints of this characteristic.

Describe the codes found in RCI

- Codes:**
- 5 – National Highway System (NHS)
 - 6 – Surface Transportation Program (STP) – Major collector and above and not NHS
 - 9 – Federal Aid None (FA None) – Rural minor collectors and locals and not NHS

Illustration/ Example of the characteristic



STROADNO	State Road Number
STRDNUM2	Secondary State Road Number

Roadside: C

HPMS: 17, 18, 20

Feature Type: Length

Definition/Background: Florida Department of Transportation (FDOT) roadways are categorized as interstates, US routes, state roads (SRs) and county roads (CRs) and are collectively called the “State Highway System” (SHS). All roadways on the SHS have a SR number that may or may not be posted. A single route often carries a US route number and state route number, though only one number may be posted. Refer to the Transportation System Jurisdiction and Numbering Procedure, Topic No. 525-020-010.

County roads are also coded under this characteristic, with a prefix of CR.

If a roadway transfers from the SHS, the SR number is changed to the CR number in the database by changing the SR prefix to old state (OS) road number on an update screen. After one year, the OS is changed to CR. This is to assist the State Safety Office in locating crashes on roadways that were state roads when an accident occurred.

SR numbers are assigned by the Transportation Systems Coordinator (Central Transportation Statistics Office) as requested by the appropriate District Office. Odd numbers are assigned to north and south routes with the low number beginning in the east and progressing higher toward the west. Even numbers are assigned to east and west routes with low number beginning to the north and progressing toward the south.

When a SR number is recorded, a sequence number is automatically assigned to the roadway ID. The sequence number is used to store the SR numbers in the order that they actually occur, from south to north and west to east. However, the sequence number that is automatically assigned does not place the roadway ID segments in the proper sequence. In order to change a sequence number to the correct order according to the road's location, it must be resequenced manually in RCI.

Responsible Party for Data Collection: District Planning: All listed or posted SR numbers; TranStat: Non-listed SR numbers

Required For: All roadways, including Active Exclusive ramps and frontage roads associated with the state and county roads designations.

Who/What uses this Information: Federal Highway Administration (FHWA), TranStat, Traffic Engineering and Operations Office, District Office of Maintenance, public map companies, public traveling motorists

Important When Gathering: Code locations accurately. Distinguish between the state and county numbers. When two or more SR numbers are designated at the same milepoints, the lowest numbered route is coded first as STROADNO. The next lowest number is coded STRDNUM2 and so on until all numbers have been recorded.

How to Measure: Code designation for the entire length of the roadway ID. Code for multiple designations. Measure beginning and ending milepoints at the intersection's milepoint.

How to Gather this Data: Record all state road numbers exactly as they are designated according to official paperwork. Verify the designations are signed correctly in the field.

Special Situations: If the SR number is not in the State Road Master List, it needs to be added to the database. Contact the Transportation Systems Coordinator (Central Transportation Statistics Office). When at a junction, also record the intersecting road's milepoint. The roadway ID should not change between intersecting roadways. Realignment should be carefully coded to ensure roadway ID continuity. There should be no gaps. For one-way road segments, Features 111 and 113 must break at the same points as the one-way points.

Value for State Road/County Road: Choose from the drop down menu.



FAHWYSYS Federal Highway System Code

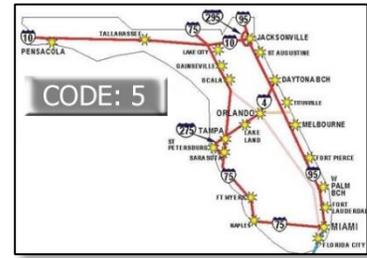
Roadside: C

HPMS: 64

Feature Type: Length

Secured: Yes

Definition/Background: Shows Federal aid funding eligibility of public roadways. It also designates roadways as on or off the National Highway System (NHS). If code 5 appears in this characteristic, then the roadway is "on NHS," otherwise it is "off NHS." NHS is assigned by TranStat and approved by the FHWA. All roadways functionally classified as major collector and above and not NHS are Surface Transportation Program (STP). In general, STP projects may not be on local or rural minor collectors. To be eligible for federal STP funding, a project must be on a roadway functionally classified as an urban collector or rural major collector or above, or on a local road or rural minor collector if that roadway was on the Federal-aid Rural Secondary System (FARSS) as designated on January 1, 1991. Federal aid eligibility may include designation of the NHS.



Responsible Party for Data Collection: TranStat

Required For: All roadways functionally classified as local and above, and NHS roadways with any functional classification

Who/What uses this Information: Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS (data collected to determine funding)

Important When Gathering: FHWA functional classification approval is discussed further in Feature 121.

Quality Check: Cross-Reference/Tolerance: STP and Federal Aid None should match Feature 121; NHS should match Feature 251 and intermodal facility locations.

How to Gather this Data: Transportation Systems Coordinator (Central Transportation Statistics Office) determines by functional classification. The code is determined by the FDOT with the approval of the FHWA.

Special Situations: This is a secured feature. Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

Codes:

- 5 – National Highway System (NHS)
- 6 – Surface Transportation Program (STP) – Major collector and above and not NHS
- 9 – Federal Aid None (FA None) – Rural minor collectors and locals and not NHS

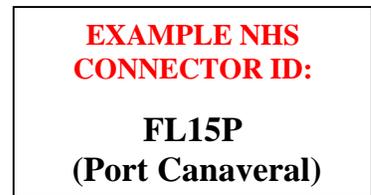
NHSCID National Highway System Connector

Roadside: C

Feature Type: Length

Secured: Yes

Definition/Background: Used for the NHS connector to identify the facility served by the connector.



Responsible Party for Data Collection: Transportation Systems Coordinator (Central Transportation Statistics Office)

Required For: NHS connectors

Who/What uses this Information: FHWA, Systems Planning

How to Gather this Data: Do not gather. The ID is provided by FHWA.

Special Situations: This is a secured feature. Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

OLDFASYS **Old Federal Highway System**

Roadside: C

Feature Type: Length

Secured: Yes

Definition/Background: This was an early version of the Federal Aid System and was replaced by the FAHWSYS characteristic. This field is for historical information only.

Under the OLDFASYS characteristic, the Federal Aid Interstate code was used for all interstate routes. The Federal Aid Primary code was used for all routes of primary importance, e.g. US routes. The Federal Aid Urban code was used only for routes in urban areas. These codes are still used by outdoor advertising regulations.

Responsible Party for Data Collection: Transportation Systems Coordinator (Central Transportation Statistics Office)

Required For: Historical purposes

Who/What uses this Information: Outdoor Advertising Office

How to Gather this Data: Do not gather. This feature will only be updated by shortening and deletion. It should not be lengthened.

Special Situations: Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

Codes:

- 1 – Federal Aid Interstate
- 2 – Federal Aid Primary
- 3 – Federal Aid Urban
- 4 – Federal Aid Secondary
- 9 – Federal Aid None



SPECSYS **Special Systems**

Roadside: C

HPMS: 64

Feature Type: Length

Secured: Yes

Definition/Background: Used for NHS connectors to identify the type of facility served by the connector.

Responsible Party for Data Collection: Transportation Systems Coordinator (Central Transportation Statistics Office)

Required For: NHS roadways

Who/What uses this Information: FHWA, HPMS

How to Gather this Data: Do not gather. The code is determined by Transportation Systems Coordinator (Central Transportation Statistics Office) with the approval of FHWA.

Special Situations: This is a secured feature. Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

Codes:

- 02 – Airport
- 03 – Port Facility
- 04 – AMTRAK Station
- 05 – Rail/Truck Terminal
- 07 – Public Transit Terminal



STGHWNWK**Strategic Highway Network Code**

Roadside: C

HPMS: 65

Feature Type: Length

Secured: Yes

Definition/Background: The Strategic Highway Network (STRAHNET) pertains to national defense and is designated by the US Department of Defense (DOD).

Responsible Party for Data Collection: Transportation Systems Coordinator (Central Transportation Statistics Office)

Required For: NHS roadways

Who/What uses this Information: FHWA

How to Gather this Data: Do not gather. The code is obtained by Transportation Systems Coordinator (Central Transportation Statistics Office) from the DOD.

Special Situations: This is a secured feature. Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

Codes:

- 1 – Yes
- 2 – No

**TRAVLWAY****Travel Way Along Roadway**

Roadside: C

HPMS: 64

Feature Type: Length

Secured: Yes

Definition/Background: Denotes the reason a NHS route is included on the NHS and MAP-21 designations.

Responsible Party for Data Collection: Transportation Systems Coordinator (Central Transportation Statistics Office)

Required For: All NHS and MAP-21 roadways

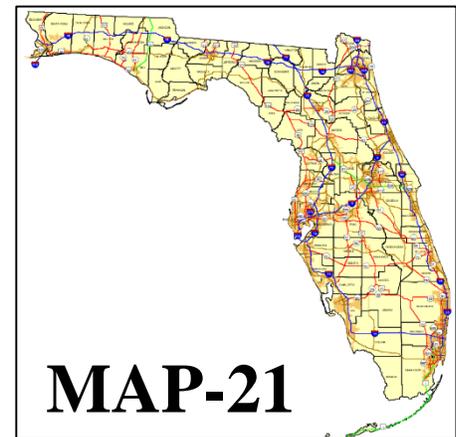
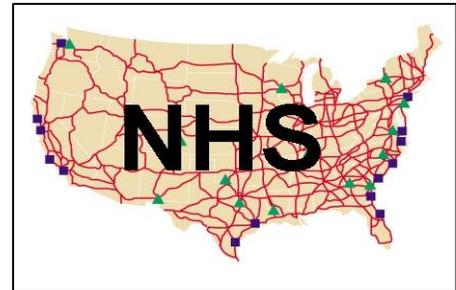
Who/What uses this Information: FHWA, Outdoor Advertising Office, Right of Way Office

How to Gather this Data: Do not gather. The code is determined by Transportation Systems Coordinator (Central Transportation Statistics Office) with the approval of the FHWA.

Special Situations: This is a secured feature. Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

Codes:

- 1 – NHS/Interstate
- 2 – NHS/STRAHNET Route
- 3 – NHS/STRAHNET Connector
- 4 – NHS/Unbuilt
- 5 – NHS/Other
- 6 – NHS/Intermodal Connector
- 7 – NHS/MAP-21



USROUTE	US Route Number	
USROUTE2	Secondary US Route Number	

Roadside: C

HPMS: 17, 18, 20

Feature Type: Length

Definition/Background: The interstate and US route numbers are assigned by the Federal American Association of State Highway and Transportation Officials (AASHTO) usually following recommendations by the each state department. Both interstate and US routes are coded under the USROUTE characteristic.

Interstate numbers are assigned with even numbers for west to east routes and odd numbers for routes going south to north, starting with the lowest number in the lowest part of the nation and progressing higher nationwide. US route numbers are assigned with odd numbers for north and south routes with the low number beginning in the east and progressing higher toward the west. This numbering practice is used across all states for all interstates and US routes for the public traveling purposes.



INTERSTATE

Responsible Party for Data Collection: District Planning

Required For: Roadways functionally classified as principal, minor arterials that have US route designations, and all Active Exclusive roads that are associated with Interstate and the US route



USROUTE/USROUTE2

Important When Gathering: No additions, deletions, or changes can take place without AASHTO's approval. Any changes to this feature require a basemap package.

How to Measure: Add the interstate and US route number to a roadway exactly as it appears on the Interstate and US Route Number Listing. In the photo example, code USROUTE = I-95, USROUTE2 = US 19 and USROUTE2 = US 98.

How to Gather this Data: In office – When two or more US route numbers are designated at the same milepoints, the lowest numbered route is coded first as USROUTE. The next lowest number is coded USROUTE2 and so on until all numbers have been recorded.

NOTE: *If the roadway has both an interstate and a US route designation, the interstate route should be coded first then the US route number. In addition, interstates and US routes cannot have gaps for route sequencing purposes.*

A sequence number will automatically be assigned in the master US route listing file. This sequence number is used to store segments of the US routes in the order that they actually occur, from north to south and west to east. However, the sequence number that is automatically assigned does not place the roadway ID segments in the proper sequence. In order to change a sequence number to the correct order according to the road's location, it must be re-sequenced manually in RCI.

Special Situations: If the US route number is not in the Master Listing, then it needs to be added to the system, contact the State Transportation Systems Coordinator in TranStat. When more than one US route number exists, code the lowest US route number in USROUTE and any additional numbers under USROUTE2. Interstate routes are coded under the characteristic USROUTE. For one-way roadway segments, Features 111 and 113 must break at the same points as the one-way points.

Value for US Route/Interstate: Choose from the drop down menu.

LOCALNAM**Local Name of Facility**

Roadside: C

Feature Type: Length

Definition/Background: The name given to a section of roadway to identify it from other sections of roadway. Local names are important for emergency medical services and law enforcement. The local name identifies where on the Florida roadway network an accident or incident occurred or is occurring. Street signs are not standardized across the state. Their naming scheme is determined by its governing city or county, for consistency make all local name recordings comply with the guidelines below. This will ensure that RCI is standardized. This feature is used to associate a local name with roadway IDs in RCI for the labeling of roadways in GIS applications like iView and the Florida Transportation Information (FTI) DVD.

Responsible Party for Data Collection: District Planning

Required For: All roadways, including Active Exclusives

How to Measure: From the beginning of the roadway ID to the end. Only record local name changes when two consecutive signage types contain identical names. Signage types are defined under the roadway naming signage type hierarchy on the next page. Always record the local name from the highest signage type near the beginning of the roadway, but after that, if no two consecutive signage types are identical, then keep the name of the highest signage type for the entire roadway.

Quality Check: Cross-Reference/Tolerance: Double-check the name, USPS street suffixes, and special situations.

How to Gather this Data: A local name most commonly occurs within city limits. When outside of city limits the US route, state road, or county road number is the most common. Pay close attention to posted signage when entering and exiting cities to see when the name changes happen. Roadways within city limits can have more than one local name, so keep an eye out for those changes too.

If there is no signage, then research other sources such as city maps, local government, geographic information system (GIS) products, etc. to determine the local name. After reviewing other sources, if the local name of the roadway still cannot be determined, then code it as “unsigned.”

Interstate, toll road, US route, SR, and CR signs often contain direction of travel information. Direction of travel is not required to be recorded in RCI for local names for interstates, toll roads, US routes, state roads, and county roads because the roadway is inventoried in both directions of travel. Directional signage is for assisting the traveling motorist. Record only the route since both directions of travel are inventoried under the same roadway ID. This also applies to ramps. It is not necessary to record the direction of travel when coding a ramp.

Record cardinal direction designations (N, NE, NW, S, SE, SW, E, and W) on ground mounted street name signs and overhead street name signs. This is because they do not apply to direction of travel, rather, they apply to geographic location in a city. Cities that are laid out in grid patterns use them to indicate in which quadrant of the city the roadway is located.

1. Follow the roadway naming signage type hierarchy to find the correct local name.
2. Record the name on the sign exactly as it appears in the field, and then perform the following edits.
3. Use the appropriate format below:

For interstates, toll roads, U.S. routes, SRs, and CRs:

- I-4, I-75
- For toll road names see Special Situations: Toll Road Abbreviations
- US-98, S US-441, US-17/US-92
- NE SR-16, SR-19, SR-A1A
- NE CR-125, CR-219A

The hyphens are used for reporting purposes to keep the name together and for consistency.

For non-interstates, toll roads, US routes, SRs, and CRs:

- 108 ST N, NW 16 BLVD, MAIN ST, EL CONQUISTADOR PKWY

4. Code all cardinal direction designations as found in the field. If there are multiple directions for one street name, see Special Situations: Multiple Cardinal Direction Designations. Use the following abbreviations:

- | | |
|--------------|-------------------|
| a) N – North | e) NE – Northeast |
| b) S – South | f) NW – Northwest |
| c) E – East | g) SE – Southeast |
| d) W – West | h) SW – Southwest |

5. Code all street suffixes as their official USPS standard street suffix abbreviation.

For example:

- 11TH STREET will become → 11 ST
- ORANGE BLOSSOM TRAIL will become → ORANGE BLOSSOM TRL
- NE 150 AV RD will become → NE 150 AVE RD
- GULF BL will become → GULF BLVD
- STATE ROAD 7 will become → SR-7
- A1A will become → SR-A1A
- N US HWY 301 will become → NUS-301

Special Situations: If street names need to be abbreviate in order to fit within the allowable 20 characters field, the following guidelines are recommended to be utilized for statewide consistency.

- | | |
|--------------------|----------------------------------|
| Alternate Roadways | Rest Areas |
| Business Roadways | Roundabouts |
| Flyovers | Toll Road Abbreviations/ |
| Hyphens | Two or more USPS Street Suffixes |
| Plazas | USPS Suffixes in Names |
| Ramps | Weigh Stations |

Alternate Roadways

1. For U.S. routes record the mainline roadway then “A” without a space after the number.
For example:
 - US-27A
 - US-19A
2. For non U.S. routes record the mainline roadway then “ALT” with a space before it.
For example:
 - SR-A1A ALT
 - KEENE RD ALT

Business Roadways

1. For U.S. routes record the mainline roadway then “B” without a space after the number.
For example:
 - US-41B
 - US-98B
2. For non U.S. routes record the mainline roadway then “BUS” with a space before it.
For example:
 - EAST LAKE BUS

Flyovers

1. Record the mainline roadway then “FLY” with a space before it.
For example:
 - MILAM DRY RD FLY
 - THOMASVILLE RD FLY

Hyphens

1. Interstates, U.S. routes, SRs, and CRs must contain a hyphen “-” with no spacing around it. The hyphens are used for reporting purposes to keep the name together and for consistency.
For example:
 - I-395
 - SR-471
 - US-98
 - CR-1084
2. Remove hyphens that are in signage for non interstates, U.S. routes, SRs, and CRs.
For example:
 - C-24 CANAL RD will become → C 24 CANAL RD
 - OSCEOLA-POLK LINE RD will become → OSCEOLA POLK LINE RD

Plazas

1. For toll plazas and service plazas, record the Toll Road Designation Abbreviation (see below) or exit name then “RMP” with a space before it.
For example:
 - SAWGXW RMP
 - FT DRUM RMP
 - LANTANA RMP

Ramps

1. Determine the mainline roadway for the ramp by comparing the section numbers of its adjoining roadway IDs.
For example:
 - A ramp with roadway ID 75002005 connects BEACHLINE (75002000) and SR-520 (75140000). The ramp’s mainline roadway is BEACHLINE because the section numbers match.
 - A ramp with roadway ID 03175027 connects I-75 (03175800) and SR-29 (03080000). The ramp’s mainline roadway is I-75 because the section numbers match.
2. For on ramps record the mainline roadway then “ONRMP” with a space before it.
For example:
 - I-4 ONRMP
 - SUNRISE BLVD ONRMP
3. For off ramps record the mainline roadway then “OFRMP” with a space before it.
For example:
 - TURNPIKE OFRMP
 - CLEVELAND AVE OFRMP
4. If it is hard to determine the mainline roadway because all section numbers are the same, use the one with lowest sub-section number.
For example:
 - An on ramp with roadway ID 10000636 connects BAYSHORE BLVD (10000028) and DAVIS BLVD (10000070). The mainline is the lower number of the two, 10000028. The resulting ramp name would be BAYSHORE BLVD ONRMP.

- An off ramp with roadway ID 72090177 connects 20 ST EXPY (72090000) and FRNT RD (72090154). The mainline is the lower number of the two, 72090000. The resulting ramp name would be 20 ST EXPY OFRMP.

Rest Areas

1. Record the mainline roadway then "REST AREA" with a space before it.

For example:

- I-4 REST AREA
- I-95 REST AREA

Roundabouts

1. Record the mainline roadway then "RA" with a space before it.

For example:

- HOOD RD RA
- WESTMORELAND BLVD RA
- BUENA VISTA BLVD RA

Toll Road Abbreviations

1. When coding a toll road use the appropriate abbreviation from below for the local name:

1. Airport Expressway (SR-112) – SR-112
2. Alligator Alley (SR-93/I-75) – I-75
3. Broad Causeway (SR-922) – SR-922
4. Cape Coral Bridge – CPE CORAL PKWY
5. Card Sound Road (CR-905A) – CARD SOUND RD
6. Central Florida Greenway (SR-417) – SR-417
7. Challenger Memorial Parkway (SR-407) – SR-407
8. Daniel Webster Western Beltway (SR-429) – SR-429
9. Dolphin East West Expressway (SR-836) – SR-836
10. Everglades Parkway (SR-93/I-75) – I-75
11. Florida's Turnpike (SR-91) – TURNPIKE
12. Garcon Point Bridge (SR-281) – GARCON PT BRG
13. Goldenrod Road Extension – GOLDENROD RD
14. Gratigny Parkway (SR-924) – SR-924
15. Holland East-West Expressway (SR-408) – SR-408
16. Homestead Extension of Florida's Turnpike (SR-821) – HEFT
17. John Land Apopka Expressway (SR-414) – SR-414
18. Lee Roy Selmon Expressway (SR-618) – SELMON EXPY
19. Lee Roy Selmon Expressway Reversible Lane (SR-618A) – SELMON EXPY RL
20. Martin Andersen Beachline Expressway (SR-528) – BEACHLINE
21. Mid Bay Bridge (SR-293) – MID BAY BRG
22. Midpoint Memorial Bridge (CR-884) – VETERANS PKWY
23. Osceola Parkway (CR-522) – OSCEOLA PKWY
24. Pensacola Beach Boulevard/Bob Sikes Bridge – PENSACOLA BRG
25. Pinellas Bayway (SR-679) – PINELLAS BAYWY
26. Pinellas Bayway (SR-682) – PINELLAS BAYWY
27. Polk Parkway (SR-570) – POLK PKWY
28. Rickenbacker Causeway – RICKENBACKER CSWY
29. Sanibel Causeway – CAUSEWAY
30. Sawgrass Expressway (SR-869) – SAWGRASS EXPY
31. Seminole Expressway (SR-417) – SR-417
32. South Dade Expressway (SR-874) – SR-874
33. Southern Connector (SR-417) – SR-417
34. Suncoast Parkway (SR-589) – SUNCOAST PKWY
35. Sunshine Skyway Bridge (I-275/US-19) – SKYWAY BRG
36. Veterans Expressway (SR-568) – VETERANS EXPY
37. Veterans Expressway (SR-589) – VETERANS EXPY

Two or more USPS Street Suffixes

1. Keep the suffix ordering as it appears in the field.

For example:

- 72 ST CT E
- SW 73 AVE RD
- NE 160 AVE RD

Weigh Stations

1. Go to <http://www.dot.state.fl.us/statemaintenanceoffice/WeighStationListing.shtm> to find the weigh station, record its name, then "WEIGH" with a space before it.

For example:

- WHITE SPRINGS WEIGH
- PLANTATION KEY WEIGH
- LAKE CITY WEIGH

Value for Local Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXX

ROADWAY NAMING SIGNAGE TYPE HIERARCHY

- | | |
|------------------------------------|-----------------------------------|
| 1. Ground mounted street name sign | 5. SR marker |
| 2. Overhead street name sign | 6. CR marker |
| 3. Interstate marker | 7. Memorial designation sign |
| 4. US route marker | 8. Other roadway designation sign |

Examples:

1. Ground mounted street name sign



5. SR marker



2. Overhead street name sign



6. CR marker



3. Interstate marker



7. Memorial designation sign



4. US route marker



8. Other roadway designation sign



SCENEHWY**Scenic Highway Designation**

Roadside: C

Feature Type: Length

Secured: Yes

Definition/Background: Denotes the designation of the Florida Scenic Highway Program, which was developed in 1996 in accordance with *Section 335.093, F.S.* The program promotes the preservation, maintenance, protection and enhancement of the cultural, historical, archeological, recreational, natural and intrinsic scenic resources of Florida highways. The program also provides travelers a unique historical view of Florida. For more information about the Florida Scenic Highway Program, please visit the website:

<http://www.dot.state.fl.us/projectmanagementoffice/highwaybeautification/scenichighways.shtm>



Responsible Party for Data Collection: The Scenic Highway Designation Coordinator (Production Management Office) will convey designation information to the Transportation Systems Coordinator (Central Transportation Statistics Office) who will determine the appropriate roadway IDs, the beginning and ending milepoints for the designated roadways.

Required For: All roadways designated as a scenic highway by the Production Management Office.

Who/What uses this Information: Outdoor Advertising Office

How to Measure: From the beginning milepoint to the ending milepoint of the designated roadway.

Quality Check: Cross-Reference/Tolerance: Verify the RCI milepoint limits and lengths are consistent with the limits denoted in the official designation letter.

How to Gather this Data: Each Florida scenic highway is accompanied by a Corridor Management Plan (CMP) prepared by a Corridor Management Entity (CME). The CME oversees the roadway and specifies within the CMP the location and extent of the designated roadway. The Scenic Highway Designation Coordinator transmits a copy of the official letter of designation, which specifies the designated roadways and termini, to the Transportation Systems Coordinator. A copy of the official letter is scanned and maintained in the Electronic Documentation Management System (EDMS) for historical purposes. This is applicable to both new designations and extensions of current designations.

***NOTE:** Posted signs display the limits of the scenic highway designation but may not always show its official designation name. Any questions regarding scenic highway designations should be directed to the Scenic Highway Designation Coordinator.*

Special Situations: Some designations may exist on local roads. Designations may extend across multiple roadway IDs. Please prepare and submit a basemap package to TranStat to update the milepoints of this characteristic.

Codes:

A1AHB – A1A Historic Byway
BBH – Bradenton Beach Highway
BBSB – Big Bend Scenic Byway
BCASH – Broward Co A1A Scenic Highway
CC – Courtney Campbell Highway
FBB – Florida Black Bear Byway
GMB – Green Mountain Byway
HCH – Heritage Crossroads Highway
IRL – Indian River Lagoon Highway
IRLTC – Indian River Lagoon Treasure Coast Highway
JCPMH – JC Penney Memorial Highway
LBMT – Lemon Bay/Myakka Trail
MGH – Martin Grade Highway

OFH – Old Florida Heritage
OLAT – Ormond Loop & Trail
PBH – Pensacola Bluffs Highway
PSH – Palma Sola Highway
ROLHC – River of Lakes Heritage Corridor Highway
SH30A – Scenic Highway 30-A
SSHBC – Scenic Sumter Heritage Byway
SSP – Suncoast Scenic Parkway
TRH – The Ridge Highway
TTH – Tamiami Trail Highway (Obsolete)
TTWGCW – Tamiami Trail-Windows to the Gulf Coast Water
WBT – William Bartram Trail



SCENEDTE**Scenic Highway Designation Date**

Roadside: C

Feature Type: Length

Secured: Yes

Definition/Background: Denotes the date the segment was designated on the signed designation letter. Additionally, some scenic highways have been extended to include more roadway segments. Each extension has a designation letter dated.

Responsible Party for Data Collection: The Scenic Highway Designation Coordinator (Production Management Office) will convey designation information to the Transportation Systems Coordinator (Central Transportation Statistics Office) who will ensure the correct date is recorded.

Required For: All roadways designated as a scenic highway by the Production Management Office.

Who/What uses this Information: Outdoor Advertising Office

How to Measure: N/A

Quality Check: Cross-Reference/Tolerance: N/A

How to Gather this Data: The date of the scenic highway designation must come from the signed designation letter or the signed designation extension letter.

Special Situations: Existing scenic highways that do not have a SCENEDTE will only be updated once a signed letter is sent to the Transportation Systems Coordinator.

Value for Scenic Highway Designation Date: 8 Bytes: MMDDYYYY

SCENEEXT**Scenic Highway Designation Extension**

Roadside: C

Feature Type: Length

Secured: Yes

Definition/Background: Denotes the original or extension number of the Scenic Highway Designation segment. Since the inception of this program, so of the scenic highways have been extended to include additional segments of roads. The extension occurs at a different date than the original designation.

Responsible Party for Data Collection: The Scenic Highway Designation Coordinator (Production Management Office) will convey designation information to the Transportation Systems Coordinator (Central Transportation Statistics Office) who will ensure the correct extension is recorded.

Required For: All roadways designated as a scenic highway by the Production Management Office.

Who/What uses this Information: Outdoor Advertising Office

How to Measure: N/A

Quality Check: Cross-Reference/Tolerance: N/A

How to Gather this Data: The Scenic Highway Designation Coordinator will identify which extension, if any, for the scenic highway designation.

Special Situations: Existing scenic highways that do not have a SCENEEXT will only be updated once a signed letter is sent to the Transportation Systems Coordinator.

Codes:

00 – Original Designation

01 – 1ST Extension

02 – 2ND Extension

03 – 3RD Extension

04 – 4TH Extension

05 – 5TH Extension

NHFN

National Highway Freight Network

Roadside: C

HPMS: 4

Feature Type: Length

Interlocking: Yes

Definition/Background: The National Highway Freight Network (NHFN), established by Federal Highway Administration (FHWA), designates portions of the National Highway System (NHS) and State Highway System (SHS) in Florida eligible for federal funding under the National Highway Freight Program (NHFP) in accordance to **49 U.S.C. 70203**.

The NHFN includes the following subsystems of roadways:

Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data.

Other interstate portions not on the PHFS: These highways consist of the remaining portion of interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.

Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

Responsible Party for Data Collection: For PHFS – FHWA. For CUFCs and CRFCs – Central Office FDOT and MPOs.

Required For: Prioritizing projects for NHFP funding.

Who/What uses this Information: FHWA, Freight Logistics and Passengers Operations (FLP), Work Program, SIS, HPMS.

Important When Gathering: No additions, deletions, nor changes can take place without FHWA’s approval.

Quality Check: Cross Reference/Tolerance: The network assignments should be crosschecked with the NHFN network provided by FHWA.

How to Gather this Data: The data is not gathered for NHFN. The PHFS and non-CRFC and CUFC networks are designated and approved by FHWA. The CUFCs and CRFCs are designated by FDOT and MPOs and submitted by FDOT FLP Office for designation approval by FHWA.

Special Situations: CRFC and CUFC can be changed, deleted or added yearly by FDOT FLP Office.

Codes:

- 1 – Primary Highway Freight System
- 2 – Interstate but not on PHFS
- 3 – Critical Rural Freight Corridor
- 4 – Critical Urban Freight Corridor



NOTE: *Designation criteria for CRFC and CUFC*, as per Fixing America's Surface Transportation Act (FAST) act regulations, the following criteria should be met.

For CRFCs:

23 U.S.C. 167(e) identifies the requirements for designating CRFCs

Critical rural freight corridors should be:

1. Public roads not in an urbanized area.
2. Require identification by the State's responsibility.
3. Provides access and connection to the PHFS and the interstate.
4. May include other important ports, public transportation facilities, or other intermodal freight facilities.
5. Maximum limit of CRFC mileage is 320.14 centerline miles.

Critical rural freight corridors may satisfy one or more of the following criteria:

1. Is a rural principal arterial that has a minimum of 25% of AADT of the road measured in passenger vehicle equivalents from trucks (FHWA vehicle classes 8-13).
2. Provides access to energy, exploration, development, installation or production areas.
3. Connects the PHFS or the interstate system to facilities that handle more than 50,000 20 foot equivalent units (TEUs) per year or/and 500,000 tons per year of bulk commodities.
4. Provides access to grain elevators, agricultural facilities, mining facilities, forestry facilities, intermodal facility international port of entry, significant air, rail, water, or other freight facilities in the state.
5. Connects to an international port of entry.
6. Provides access to significant air, rail, water, or other freight facilities in the state.
7. Is determined by the State to be vital to improving the efficient movement of freight importance to the economy of the state.

For CUFCs:

23 U.S.C. 167(f) identifies the requirements for designating CUFCs

It is important to note that if public roads are in an urbanized area (population of 500,000 or greater) then the designation should be done by the MPO with consultation by the State. On the other hand, if public roads are in an urbanized area (population less and 500,000), then designation should be done by the State with consultation of the MPO. Maximum limit of CUFC mileage is 160.07 centerline miles.

Critical urban freight corridors may satisfy one of the following criteria:

1. Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility.
2. Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement.
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land.
4. Is important to the movement of freight within the region, as determined by the MPO or the State.

ATGROTHR
Other or No Control At-Grade Intersections

Roadside: C

HPMS: 33

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the number of intersections without stop signs and traffic signals for each sample.

NOTE: Effective March 2009, all samples are to be inventoried the new way: by counting the last intersection and not the first. By March 2012, all samples should be in compliance with this change.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on partial or no access control

Who/What uses this Information: FHWA in report to Congress

Quality Check: Cross-Reference/Tolerance: 1

How to Gather this Data: Code for both sides of the roadway.

Include the intersection in your count if:

- It has no controls (i.e. no stop sign or signal that cycles red, yellow and green); “or”
- It ends at the sample intersection centerline; “or”
- It has state or local government signage; “or”
- It has two opposing side roads separated by 50 feet or less along the sample; “or”
- It is from an apartment complex, shopping center, or other facility regardless if signed and generates 500 trips per day (one vehicle every three minutes). Count only one intersection per facility; “or”
- It has the capabilities of a full three-cycle light (red, yellow, green) but is predominantly used as a flashing yellow light and generates at least 500 trips per day; “or”
- It has a flashing yellow light.

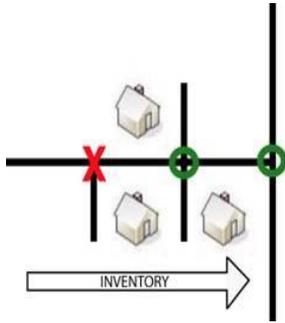
Special Situations: Do not include an intersection in the count under any of the following conditions:

- It is private (e.g., dirt road with no sign).
- It is at the beginning point of a sample.
- It is a grade-separated highway (e.g. I-95). Usually the roadway spans over another via bridge and the ramps to the highway intersections are not at-grade.
- It is not signed at every entrance to a large facility.
- It is a yield such as a ramp, exit, or turn bay.

Value for Other or No Control At-grade Intersections: 2 Bytes: XX – Number of intersections as defined, e.g. 03

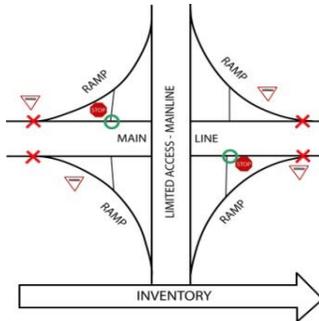


Examples:



Collect the number of at-grade intersections without controls, i.e. no stop signs or signals that cycle through red, yellow, and green.

Count the intersection at the end of a sample. Do not count the intersection at the beginning of a sample.



Intersections that yield into a sample are not counted as at-grade intersections.

SCHOOLS



APARTMENTS



Collect all intersections at shopping centers, apartment complexes, schools, public buildings, etc. that generate more than 500 vehicles per day.

However, if there is more than one intersection going into the shopping center, apartments, schools, public buildings, etc., then count only one.

ATGRSIG Signals At-Grade Intersections

Roadside: C

HPMS: 31

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the number of signalized at-grade intersections.

NOTE: Effective March 2009, all samples are to be inventoried the new way: by counting the last intersection and not the first. By March 2012, all samples should be in compliance with this change.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on partial or no access control

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Identify the number of at-grade intersections that have signals must cycle through red, yellow, and green. Code both sides of roadway.

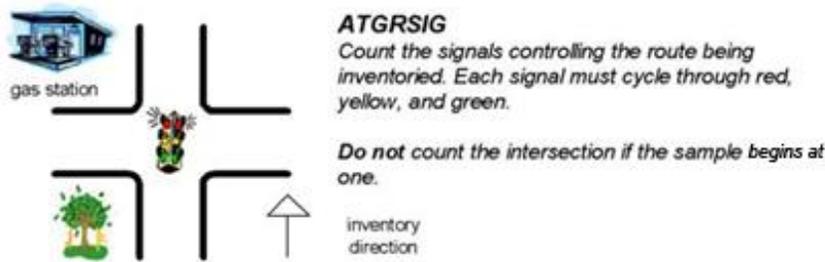
Special Situations: Do not include an intersection in the count under any of the following conditions:

- The intersection has the capabilities of a full three-cycle light (red, yellow, green) that is predominantly used as a flashing yellow light.
- The intersection is at the beginning point of a sample.

Do not include mid-block signals for pedestrian crossings.

Value for Signals at At-grade Intersections: 2 Bytes: XX – Number of intersections as defined, e.g. 03

Example:



ATGRSTOP Stop Signs At-Grade Intersections

Roadside: C

HPMS: 32

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the number of at-grade intersections with either stop signs or flashing red lights.

NOTE: Effective March 2009, all samples are to be inventoried the new way: by counting the last intersection and not the first. By March 2012, all samples should be in compliance with this change.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on partial or no access control

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Identify the number of at-grade intersections that have stop signs or flashing red signals controlling the route being inventoried.

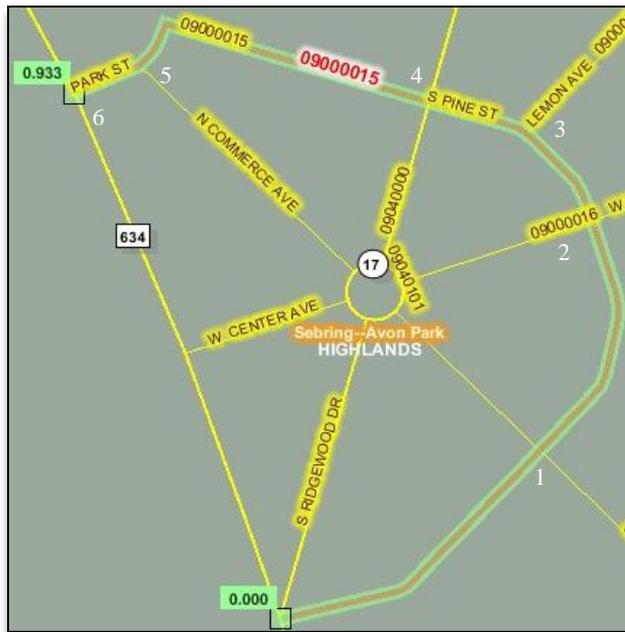
Special Situations: Do not include an intersection in the count under any of the following conditions:

- If the stop sign is on an intersecting roadway and not on the roadway being inventoried.
- If the flashing light is yellow on the roadway being inventoried.
- If an intersection is at the beginning point of a sample.

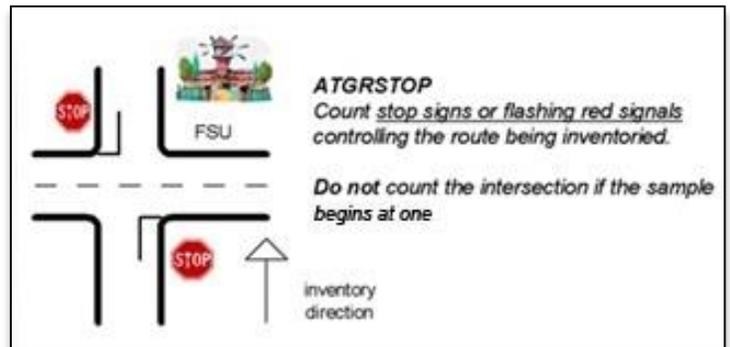
Value for Stop Signs at At-grade Intersections: 2 Bytes: XX – Number of intersections as defined, e.g. 03



Examples:



Number of intersections: 06



ATGRTYPE At-Grade Type – First or Last

Roadside: C

HPMS: 31-33

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes whether the inventory method is new includes the last or old includes the first at grade intersection.

NOTE: *Effective March 2009, all samples are to be inventoried the new way: by counting the last intersection and not the first. By March 2012, all samples should be in compliance with this change.*

Responsible Party for Data Collection: District Planning

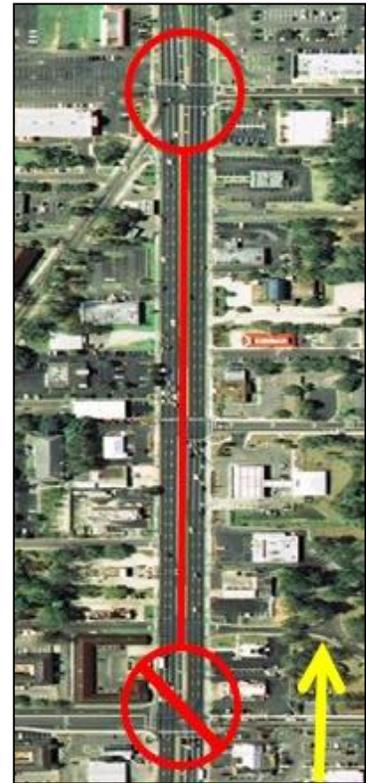
Required For: All HPMS samples

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Include the last intersection on a sample and not the first one. If the most recent inventory included the first intersection, the sample will still have at-grade intersection coded with that assumption and ATGRTYPE will be F for First. Any new inventory will use the new method including the last intersection and when the corresponding data are entered into RCI, ATGRTYPE should be changed to L for Last.

Codes:

- F** – First At-Grade Intersection is included (old way)
- L** – Last At-Grade Intersection is included (new way)



CURCLASx **Curves by Class (x=A-F)**

Roadside: C HPMS: 43 Feature Type: Length Interlocking: Yes

Definition/Background: Denotes the length of curves for a sample. The horizontal degree of curvature can be obtained from Feature 221 in RCI or by reviewing construction plans. A curve class C with a curvature of 5°30' would have a HRZDGCRV Feature 221 with an English value of 005D30'00.00". For further information on reading the curve data from plans, contact the Construction Office for assistance and training.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on paved rural principal and minor arterials and urban principal arterials

Who/What uses this Information: FHWA in report to Congress

Important When Gathering: The sum of all curves must equal the length of the sample.

How to Measure: Each curve is classified by its degrees into a range class, e.g. CURCLASA-F. The measured length is summed for all matching curves and coded for the appropriate CURCLASx. The sum of all CURCLASx will equal the sample length. When a curve begins or ends outside of a sample, only count the portion of the curve inside of the sample.

How to Gather this Data: Record the curvature as a seven-digit number. Code 01 as a placeholder for positions 1 and 2. Code the miles in positions 3-7 without a decimal. CURCLASB – 0102745 is a curve between 3°30' to 5°29' for 2.745 miles. Only code right side of roadway.

Special Situations: Do not count quantity of curves.

Value for Curve Class: 7 Bytes: 01XXXXX – (e.g. 0102745 is 2.745 miles)

Characteristic	Horizontal Degree of Curvature
CURCLASA	0°00' - 3°29'
CURCLASB	3°30' - 5°29'
CURCLASC	5°30' - 8°29'
CURCLASD	8°30 - 13°59'
CURCLASE	14°00' - 27°59'
CURCLASF	28° and above

GRACLASX**Grades by Class (x=A-F)**

Roadside: C

HPMS: 45

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the degree of roadway grade, vertical slope of roadway segment.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on paved rural principal and minor arterials and urban principal arterials

Who/What uses this Information: FHWA in report to Congress

Important When Gathering: The sum of all grades must equal the length of the sample.

How to Measure: If the RCI input screen requires the first two digits to be coded, please use 01. The last five digits should be the total length of the grades in miles, e.g. GRACLASA with a value of 0101235 is grade class A for 1.235 miles.

How to Gather this Data: Record the length as a seven-digit number with three decimal places. The last five digits should be the total length of the grades in miles, e.g. GRACLASA with a value of 0101235 is grade class A for 1.235 miles using 01 as a placeholder for the first two digits. When a grade begins or ends outside of a sample, only count the portion of the grade that is within the sample section. The sum of all grade lengths should be equal to the total length of the sample section. Only code right side of roadway.

Special Situations: Do not count quantity of grades.

Value for Grade Class: 7 Bytes: 01XXXXX – (e.g. 0101235 is 1.235 miles)

Characteristic	Percent of Grade
GRACLASA	0.0% - 0.4%
GRACLASB	0.5% - 2.4%
GRACLASC	2.5% - 4.4%
GRACLASD	4.5% - 6.4%
GRACLASE	6.5% - 8.4%
GRACLASF	8.5% and above

HORALADQ Horizontal Alignment Adequacy

Roadside: C

HPMS: 10

Feature Type: Length

Interlocking: Yes

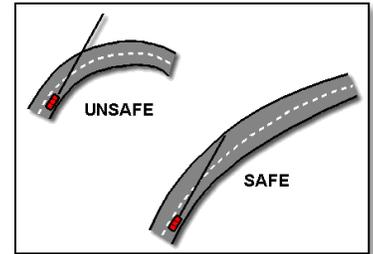
Definition/Background: Denotes approximate curvature of sample.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on paved rural major collectors, where Curves by Class (CURCLASx) are not coded

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: If Curves by Class (CURCLASx) are coded, enter “0”. Otherwise, record a number from 1-4. Use code 1 for straight sections. Actual degree not required. Only code as existing on the right side of roadway.



Special Situations: When speed advisories are posted for curves, they are not standard. If Curves by Class (CURCLASx) are coded, FHWA’s software will calculate this item.

Codes:

- 0 – Curves by Class (CURCLASA-F) are coded
- 1 – All curves standard
- 2 – Some curves < standard, but safe
- 3 – Some curves design speed < speed limit
- 4 – Many curves unsafe at speed limit

HPMSIDNO HPMS Sample ID Number

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the 12-digit number uniquely identifying the sample section. This number cannot be changed once assigned.

HPMS ID Number
990900010025

Responsible Party for Data Collection: TranStat

Required For: All standard samples and all donut samples

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Identify and record the unique HPMS ID number, 12-digit number.

Even if a roadway section that contains a sample is renumbered, the HPMS ID number will remain the same. Since when created, the HPMS ID uses the first eight digits of the roadway ID, the two numbers will no longer share those eight digits in common.

Special Situations: All characteristics for samples in Feature 118 should be coded to the same milepoints as HPMSIDNO.

All samples are permanent except in the following cases:

- The roadway becomes functionally classified as a rural minor collector, rural local, or urban local.
- The roadway is physically removed.
- As determined by the sample adequacy software.

Value for HPMS Sample ID Number: 12 Bytes: XXXXXXXXXXXXX – Record the 12-digit HPMS ID number

LOADTDEV Load Transfer Devices

Roadside: C

HPMS: 4

Feature Type: Length

Interlocking: Yes

Definition/Background: LOADTDEV indicates the situation where a sample exists "totally on a structure" and it is coded by the District.

Responsible Party for Data Collection: District Planning

Required For: HPMS samples totally on structures

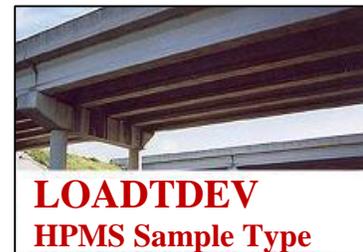
Who/What uses this Information: FHWA report to Congress

How to Gather this Data: Compare the sample milepoints to the structure milepoints and record code 2 if the sample milepoints are inside of the structure milepoints. Verify the BRIDGENO in Feature 258.

NOTE: If any of the sample milepoints are outside of the structure milepoints, do not input a value for LOADTDEV.

Code:

2 – Sample totally on structure


PEAKLANE Number of Lanes in Peak Direction in Peak Hour

Roadside: C

HPMS: 10

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the number of lanes flowing in peak direction during peak traffic hours.

Responsible Party for Data Collection: District Planning

Required For: All standard samples

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Identify and record the number of lanes that flow in the peak direction during the peak hours of traffic flow. Include reversible lanes, parking lanes, or shoulders that legally are used for through traffic, whether for Single Occupancy Vehicle (SOV) or High Occupancy Vehicle (HOV) operation.

- On urban roadways, code the peak direction.
- On rural roadways (2 or 3 lanes), code both directions.
- On rural roadways (4 lanes), code the peak direction.

Special Situations: Peak direction may be different than the normal inventory direction.

Codes:

- 1 – One lane
- 2 – Two lanes
- 3 – Three lanes
- 4 – Four lanes
- 5 – Five lanes
- 6 – Six lanes



SIGPREV **Prevailing Type of Signalizations**

Roadside: C

HPMS: 29

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes how traffic lights are triggered.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on urban roadways with signals, optional for rural standard samples

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Observe in field or contact local traffic engineering personnel. Record both sides of roadway.

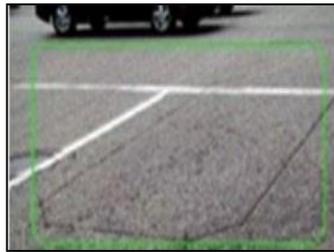
Codes:

- 1 – Uncoordinated Fixed Time (may include pre-programmed changes for peak or other time periods)
- 2 – Uncoordinated Traffic Actuated (in inventory direction)
- 3 – Coordinated Progressive (coordinated through several intersections)
- 4 – Coordinated Real-time Traffic Adaptive (computer systems used to update timing plans continuously)
- 9 – No signal systems exist

Examples:



1 – Uncoordinated Fixed Time



2 – Uncoordinated Traffic Actuated



3 – Coordinated Progressive



4 – Coordinated Real-time Traffic Adaptive

SIT1500 % of Passing Sight Distance >=1500 feet

Roadside: C

HPMS: 46

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes percent of roadway with adequate sight-distance for passing. Only code for two-lane paved rural roadways.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on rural, paved two-lane sample sections

Who/What uses this Information: FHWA in report to Congress



How to Gather this Data: Determine and record the percent of the section length that has a passing sight distance of 1500 feet or more as indicated by the striping on the roadway. Where there is a discernible directional difference, enter the more restrictive sight distance percentage. Use the Distance Measuring Instrument (DMI) or measuring wheel to measure the sight distance.

Code the percentage to the nearest ten percent for the sample. Code 0 for non-applicable sections such as very curved or very hilly sections without passing zones. Use most restrictive direction.

Special Situations: Codes 90 or greater are considered 100% for samples because this is a two-digit field.

Value for Percentage of Passing Sight Distance: 2 Bytes: XX – Record percentage 00-99%, e.g. 30 for 30%

TERRAIN Type of Land Terrain

Roadside: C

HPMS: 44

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes whether a roadway segment is rolling or flat. According to FHWA, the terrain type for *all* of Florida is flat. The code of rolling refers to areas, i.e. North Carolina and West Virginia, where large semi-trucks are not able to maintain normal highway speeds on hills.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on rural roadways

Who/What uses this Information: FHWA in report to Congress



How to Gather this Data: Code 1 for flat, 2 for rolling terrain. Rolling terrain is where large trucks have to reduce their speed substantially below that of cars. Record both sides of roadway.

Codes:

- 1 – Flat
- 2 – Rolling

TURNLANL Turn Lane Left

Roadside: C

HPMS: 13

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes type of left turn lane.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on urban roadways unless there are no intersections coded in ATGRSIG, ATGRSTOP, or ATGROTHR

Who/What uses this Information: FHWA in report to Congress



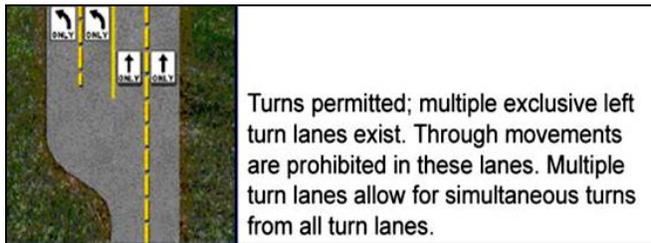
How to Gather this Data: Only code this characteristic for samples with intersections. Record the code for turn lanes at a signalized or stop sign intersection that is critical to the flow of traffic; otherwise enter the code that best describes the peak-hour turning lane situation for typical at-grade intersections on that sample. Record right side of roadway only, in the inventory direction.

Special Situations: Do not code this characteristic if there are no intersections for the sample.

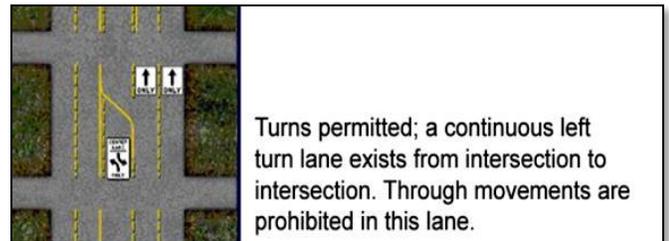
Codes:

- 1 – Multiple turning lanes/bays exist
- 2 – Continuous left turn lane
- 3 – Single left turn lane/bay
- 4 – No left turn lanes/bays exist (intersections exist with left turns permitted)
- 5 – No left turn allowed during peak

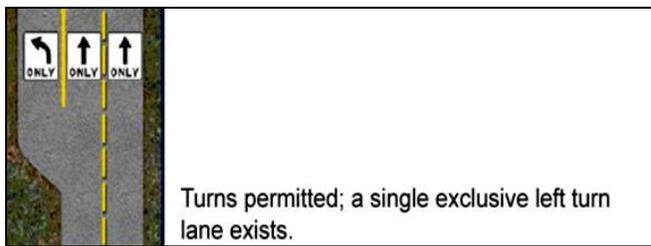
Examples:



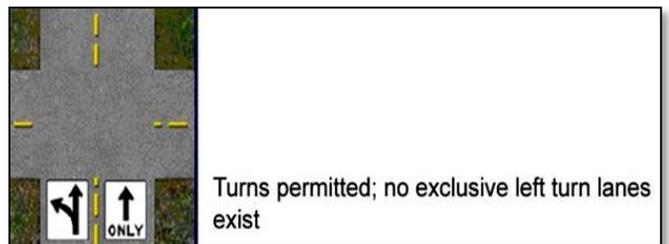
1 – Multiple turning lanes/bays exist



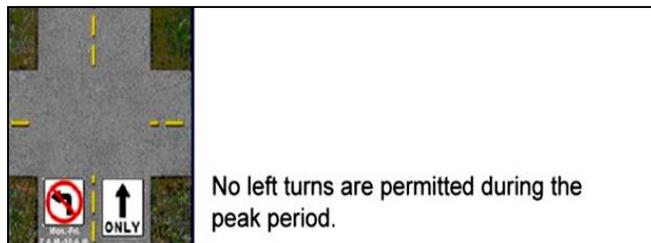
2 – Continuous left turn lane



3 – Single left turn lane/bay



4 – No left turn lanes/bays exist
(Intersections exist with left turns permitted)



5 – No left turn allowed during peak

TURNLANR Turn Lane Right

Roadside: C

HPMS: 12

Feature Type: Length

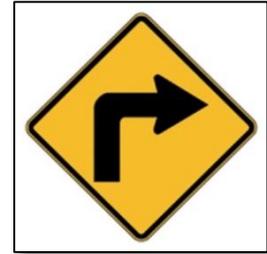
Interlocking: Yes

Definition/Background: Denotes type of right turn lane.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on urban roadways unless there are no intersections coded in ATGRSIG, ATGRSTOP, or ATGROTHR

Who/What uses this Information: FHWA in report to Congress



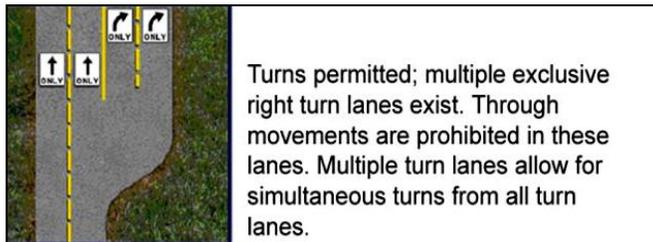
How to Gather this Data: Only code this characteristic for samples with intersections. Record the code for turn lanes at a signalized or stop sign intersection that is critical to the flow of traffic; otherwise enter the code that best describes the peak-hour turning lane situation for typical at-grade intersections on that sample. Record right side of roadway only in the inventory direction.

Special Situations: Do not code this characteristic if there are no intersections for the sample.

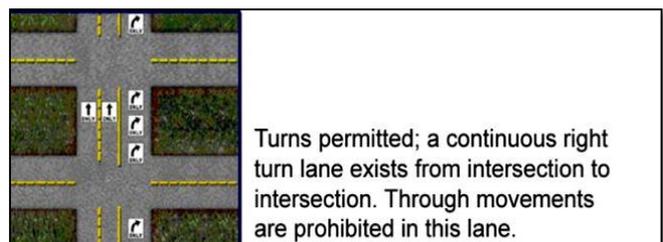
Codes:

- 1 – Multiple turning lanes/bays exist
- 2 – Continuous right turn lane
- 3 – Single right turn lane/bay
- 4 – No right turn lanes/bays exist (intersections exist with right turns permitted)
- 5 – No right turn allowed during peak

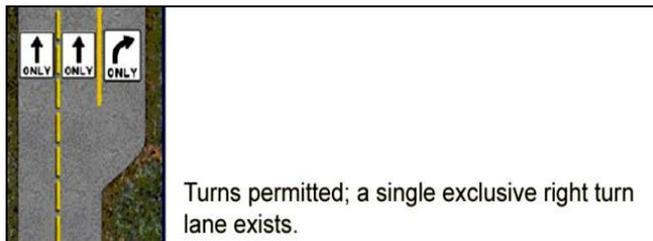
Examples:



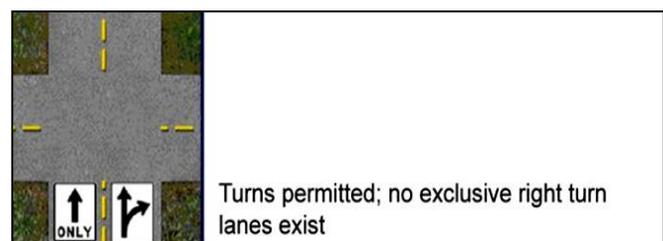
1 – Multiple turning lanes/bays exist



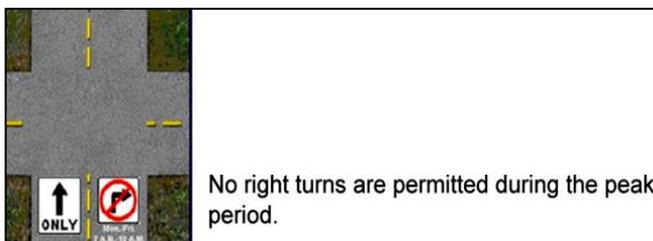
2 – Continuous right turn lane



3 – Single right turn lane/bay



4 – No right turn lanes/bays exist
(Intersections exist with right turns permitted)



5 – No right turn allowed during peak

TYPEOP **Type of Parking**

Roadside: C

HPMS: 40

Feature Type: Length

Interlocking: Yes

Definition/Background: Provides specific information about the presence of peak parking on urban sample roadway sections. It is used in investment requirements modeling to calculate capacity.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on urban roadways that predominantly have parking within the through lanes or on paved shoulders during the peak hour

Who/What uses this Information: FHWA in report to Congress

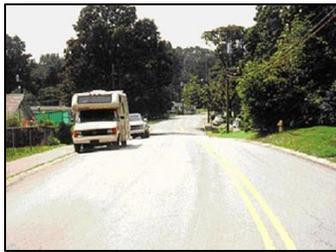
How to Gather this Data: Enter the code that best reflects the predominant type of peak hour parking that exists within the sample. Parking may be within the through lanes or on the paved shoulders.

Do not include parking if it exists beyond the paved shoulder. Effective September 2013.
 Do not include parking if parking spaces are used as a through or turning lanes during the peak hour.
 Do not include parking on limited access facilities, such as interstates, freeways, etc.

Codes:

- 1 – Parking Permitted One Side
- 2 – Parking Permitted Both Sides
- 3 – No Parking Allowed

Examples:



1 – Parking Permitted One Side



2 – Parking Permitted Both Sides



3 – No Parking Allowed

VRTALADQ

Vertical Alignment Adequacy

Roadside: C

HPMS: 11

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes if there are passing restrictions due to steep grade of roadway.

Responsible Party for Data Collection: District Planning

Required For: Standard samples on paved rural major collectors, where Grades by Class (GRACLASx) are not coded

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: If Grades by Class (GRACLASx) are coded, enter "0". Otherwise, record a code 1-4. Only code right side of roadway.

Codes:

- 0 – Grades by Class (GRACLSA-F) are coded
- 1 – No restrictions on passing due to grades
- 2 – Limited amount of passing restrictions due to grades on 05-25% of sample length
- 3 – Passing restrictions due to grades on 26-50% of sample length
- 4 – Passing restrictions due to grades on over 50% of sample length

Examples:



1 – No restrictions on passing due to grades



2 – Limited amount of passing restrictions due to grades on 05-25% of sample length



3 – Passing restrictions due to grades on 26-50% of sample length



4 – Passing restrictions due to grades on over 50% of sample length

WIDEFEAS
Is Widening Feasible

Roadside: C

HPMS: 41-42

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes if widening of the roadway is feasible.

NOTE: *WIDEFEAS will be deleted after inventory.*

Responsible Party for Data Collection: District Planning

Required For: All standard samples, until WIDOBSTA-X and WIDPOTNL are added

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Record the code values to represent the lanes that could be added in both directions and for both sides of the roadway.

Consider:

- The physical features along the roadway.
- Median and shoulder widths

Do not consider:

- Current right of way width
- State practices concerning widening
- Politics
- Projected traffic

Expendable Items:

- Single-family residences
- Barns, private garages, etc.
- Small shopping centers and businesses

Non-Expendable Items:

- Large office buildings
- Large shopping centers and other large enterprises
- Cemeteries
- Historic districts

Special Situations: This characteristic is being replaced by WIDOBSTA-X and WIDPOTNL. After a sample is re-inventoried with those characteristics, WIDEFEAS should be deleted from that sample.

Codes:

- 1 – Not Feasible
- 2 – Yes, less than one lane could be added in both directions
- 3 – Yes, one lane could be added in both directions
- 4 – Yes, two lanes could be added in both directions
- 5 – Yes, more than two lanes could be added in both directions



WIDOBST_

Widening Obstacles – A through G, and X

Roadside: C

HPMS: 41

Feature Type: Length

Interlocking: Yes

Definition/Background: Obstacle to roadway widening within 100 feet of the edge of the through lanes, which are present in either direction on the side of the section. See below for additional definition for each characteristic.

Responsible Party for Data Collection: District Planning

Required For: All HPMS samples

Who/What uses this Information: HPMS

How to Gather this Data: Look for and code all conditions that apply in either direction, on either side. At least one of the characteristics WIDOBSTA-G should be coded if less than 9 lanes could be added, total for both sides of the roadway, at the most restrictive point.

Only characteristic WIDOBSTX should be coded if 9 or more lanes could be added, total for both sides of the roadway, at the most restrictive point.

Special Situations: Multiple WIDOBSTA-G are allowed, but if WIDOBSTX is coded, none of the others may be coded.

Codes:

1 – Yes

Examples:

<p>WIDOBSTA <u>Dense development</u> – Includes density and size of building to be acquired, number of people to be relocated, and the number of businesses to be acquired. Consider obstacles relative to the urban area where the sample is located.</p>		<p>WIDOBSTE <u>Historic or archaeological sites</u> – Includes historic buildings, historic land, large monuments, cemeteries, and other known archeological sites.</p>	
<p>WIDOBSTB <u>Major transportation facilities</u> – Includes major rail lines, canals, airports, and major natural gas and oil pipelines.</p>		<p>WIDOBSTF <u>Environmentally sensitive areas</u> – Includes scenic landmarks, wetlands, bodies of water, canals, areas with protected species, and designated scenic routes and byways.</p>	
<p>WIDOBSTC <u>Other public facilities</u> – Includes hospitals, museums, major public office buildings, military bases, schools, and universities.</p>		<p>WIDOBSTG <u>Parkland</u> – Includes National, State, and local parks.</p>	
<p>WIDOBSTD <u>Terrain restrictions</u> – Includes geographic features requiring significant excavation, fill, or tunneling.</p>		<p>WIDOBSTX <u>Road can be widened</u> – No obstacles present.</p>	

WIDPOTNL Widening Potential Lanes

Roadside: C

HPMS: 42

Feature Type: Length

Interlocking: Yes

Definition/Background: The number of through lanes that potentially could be added. This is based on how feasible it is to widen the existing roadway based on the presence of obstacles to widening identified in WIDOBST_ (A-G and X) and the proximity of the obstacle to the roadway. Consider medians, areas already within the existing right of way, and areas outside existing right of way to be available for widening.

Responsible Party for Data Collection: District Planning

Required For: All standard HPMS samples

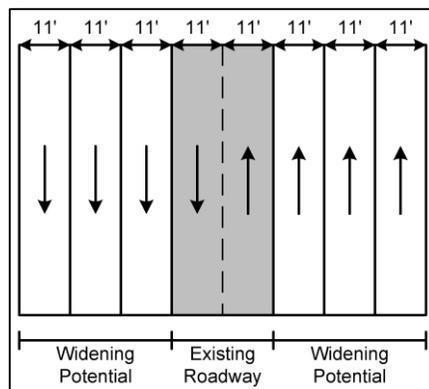
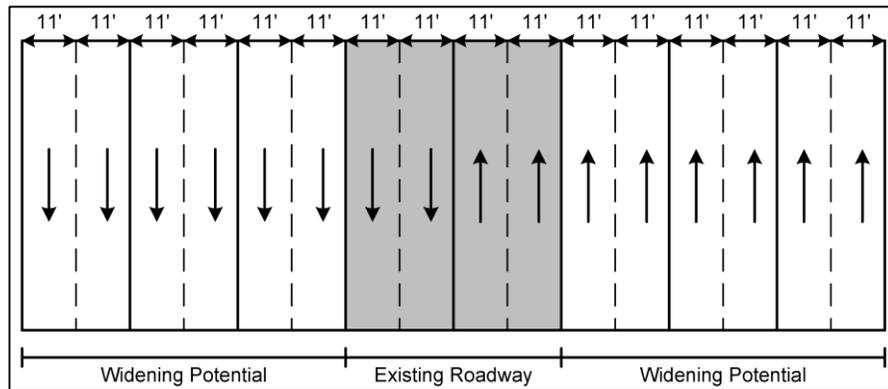
Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: The widening potential for a sample is at the most restrictive area within the sample limits. Code for the sample length. If WIDOSTA-G is coded for this sample, record the maximum number of lanes that can be added, total for both sides of the roadway, up to 8 lanes. If WIDOBSTX is coded for the sample then code 9 lanes.

Special Situations: Do not consider restrictions due to the current right of way width, or projected traffic. The ability to restripe to narrower lanes, resulting in an additional lane on a multilane facility, does not constitute widening feasibility. The cost of adding capacity to sections or corridors with limited widening feasibility is assumed to be significantly more costly than other, more routine capacity improvements.

Codes:

- 0-8 – Number of lanes that could be added (total in both directions) WIDOBSTA-G coded
- 9 – Nine or more lanes could be added (total in both directions) WIDOBSTX coded



BASETHIK

HPMS Base Course Thickness

Roadside: C/R HPMS: 60 Feature Type: Length

Definition/Background: The thickness of the base. Base is everything between subgrade and surface course, so report the total thickness of all base layers.

Responsible Party for Data Collection: Off-system roadways – District should contact city or county pavement office. On-system roadways – Populated annually by TranStat, by program.

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: In office – Information can be extracted from construction plans or core sample data supplied by District Soil Lab or the city or county pavement office. Enter the base thickness to the nearest inch for the roadway. Collect in the outside lane in the inventory direction.

Special Situations: This characteristic can be coded for the entire roadway. Leave blank if no data available. If there are several types of base under a roadway, report the total thickness of all base layers.

Value for HPMS Base Course Thickness: 2 Bytes: XX – Record a number from 00 to 40 rounded to the nearest inch



BASETYPE

HPMS Base Type

Roadside: C/R HPMS: 59 Feature Type: Length

Definition/Background: This is the type of base. Bases is everything between subgrade and surface course, but use the code that best describes the layer immediately below the surface layer.

Responsible Party for Data Collection: Off-system roadways – District should contact city or county pavement office. On-system roadways – Populated annually by TranStat by program.

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Record the type of roadway base material. Construction plans contain information regarding materials used. Can also be obtained from the City or County Pavement Office. Collect in the outside lane in the inventory direction.

Special Situations: This characteristic can be coded for the entire roadway. If there are several types of base under a roadway, code the type that best describes the layer immediately below the surface layer. Leave blank if no data available.

Codes:

- | | |
|----------------------------------|--------------------------------------|
| 1 – No Base | 6 – Lean Concrete |
| 2 – Aggregate | 7 – Stabilized Open-graded Permeable |
| 3 – Asphalt or Cement Stabilized | 8 – Fractured PCC |
| 5 – Hot Mix AC (Bituminous) | |



FLEXTHIK

HPMS Thickness of Flexible Pavements

Roadside: C/R

HPMS: 58

Feature Type: Length

Definition/Background: The thickness in inches of flexible pavement.

Responsible Party for Data Collection: Off-system roadways – District should contact city or county pavement office. On-system roadways – Populated by TranStat annually, by program.

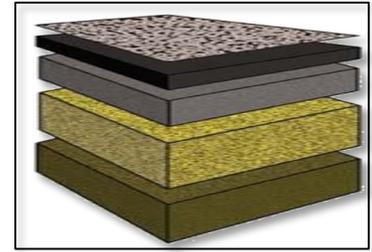
Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to congress

How to Gather this Data: In office – Information can be extracted from construction plans or core sample data supplied by District Soil Lab. This can also be obtained from the City/County Pavement Office. Enter the flexible pavement thickness to the nearest inch for the roadway. If SURFTYPE codes are 2, 4, 7 or 8 then code flexible thickness. Collect in the outside lane of the inventory direction.

Special Situations: This characteristic can be coded for the entire roadway. Leave blank if no data available.

Value for HPMS Thickness of Flexible Pavements: 2 Bytes: XX – Record a number from 00 to 30 rounded to the nearest inch



HOVNUMLN

High Occupancy Vehicle Lanes

Roadside: C/R/L

HPMS: 9

Feature Type: Length

Definition/Background: An HOV lane with a barrier-separated facility is divided from the general purpose traffic lanes by a concrete barrier, with access to the facility only at designated locations. This type of facility may be used as an exclusive bus way or may consist of a mix of HOV and bus vehicles. Barrier-separated lanes may be concurrent flow with one lane of travel in each direction, or can consist of a single lane as a reversible flow facility. A contraflow facility is a peak direction only facility. Underused off-peak direction capacity is converted to peak direction use during the commute period. Movable pylons or barriers are used to convert the off peak direction general purpose travel lane for HOV peak direction use. When not used as an HOV lane, pylons may be removed or barriers placed against the inside freeway median so the lane can revert to general-purpose traffic use.



Shoulder or parking lane(s) are sometimes used as exclusive HOV lanes at pre-specified times. Interim HOV facilities are usually intended to be a temporary treatment. They are usually placed within the existing ROW on the inside or outside freeway shoulder, or through the conversion of a general purpose travel lane and separated from the general purpose travel lanes by a painted stripe. An interim facility will revert to general purpose traffic use during the off-peak period.

Normal through lane(s) may also be used as exclusive HOV during pre-specified times. The HOV requirements are in effect about one-third of the day, between 6:00 and 10:00 in the morning, and 3:00 to 8:00 in the evening, Monday through Friday only. The HOV lanes are available to all other passenger vehicles at all other times.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Record the total number of HOV lanes in both directions.

Value for HOV Lanes: 1 Byte: X – Record a number from 1 to 9

HOVTYPE High Occupancy Vehicle Type

Roadside: C/R/L HPMS: 8 Feature Type: Length

Definition/Background: Type of HOV lanes, if any. This information may be available from either HOV signing or presence of a large diamond shape pavement marker, such as HOV symbol.



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Code for both directions to reflect existing HOV operations. If more than one type is present, use the lower code.

Special Situations: HOV lanes must be available for use by all vehicle types. If they are only for buses or exclude certain vehicles types, they are not considered HOV lanes and should not be coded.

Codes:

- 1 – Full time, exclusive HOV
- 2 – Part time, through lanes used for HOV during specified time periods
- 3 – Part time, non-through lanes (shoulder, parking, or dedicated HOV lanes) used for exclusive HOV during specified time periods

IRIDATE International Roughness Index Collection Date

Roadside: C HPMS: 47 Feature Type: Length

Definition/Background: The month and the year that International Roughness Index (IRI) data being reported was collected.

November 2012						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Responsible Party for Data Collection: State Materials Offices provides IRI file to TranStat, including IRI date. Value is put into RCI by TranStat.

Required For: All segments where IRI is reported – rural and urban principal arterials, HPMS samples on rural minor arterials, NHS roadways, or Strategic Intermodal System (SIS) roadways designated as SIS, emerging SIS, SIS connector, or emerging SIS connector

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Do not gather; it is entered by TranStat.

Value for IRI Collection Date: 8 Bytes: MM/DD/YYYY or MMDDYYYY

NOTE: Leading zeroes must be retained but slashes are optional.

Example: May 15, 2009, may be coded as 05/15/2009 or 05152009

OVRYTHIK

HPMS Last Overlay Thickness

Roadside: C/R

HPMS: 56

Feature Type: Length

Definition/Background: The thickness of the most recently applied pavement layer, if the overlay is more than 0.5 inches.

Responsible Party for Data Collection: Off-system roadways – District should contact city or county pavement office. On-system roadways – Populated by TranStat annually, by program.

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Extract from construction plans or core sample data supplied by District Soil Lab. Can also be obtained from a city or county pavement office. Enter the last overlay thickness, to the nearest inch, for the outside lane in the inventory direction.

Special Situations: This characteristic can be coded for the entire roadway. Leave blank if no data available.

Value for HPMS Last Overlay Thickness: 2 Bytes: XX – Record a number from 00.0 to 30.0 rounded to the nearest inch



RAMPFC

Ramp Federal Category

Roadside: C

HPMS: 1

Feature Type: Length

Definition/Background: The federal category of the ramp, defined as the functional classification of the mainline roadway which it serves.

Responsible Party for Data Collection: District Planning

Required For: All ramps that connect to a principal arterial of any kind at interchange with another roadway, whether direct or indirect (a ramp connecting a rural principal arterial other to another ramp, which then connects to another mainline, should be coded)

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Determine the functional classification of the roadways connected by the ramp, and use the higher of the two. For example, if a ramp connects an interstate to a principal arterial - other, use code 1.

Special Situations: Do not include a ramp that connects a mainline to a rest area, service plaza, tollbooth, or weigh station.

Codes:

0 – N/A

1 – Interstate

2 – Principal Arterial - Other Freeways and Expressways

3 – Principal Arterial - Other

4 – Minor Arterial

5 – Major Collector

6 – Minor Collector

7 – Local



RIGDTHIK **Thickness of Rigid Pavement**

Roadside: C/R HPMS: 57 Feature Type: Length

Definition/Background: The thickness of rigid (Portland Cement Concrete, PCC) pavement. The thickness should reflect the last improvement on the section. When an improvement is made, consider all new or redesigned base and pavement materials when determining appropriate value.



Responsible Party for Data Collection: Off-system roadways – District should contact city or county pavement office. On-system roadways – Populated by TranStat annually, by program.

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: In office – Information can be extracted from construction plans or core sample data supplied by District Soil Lab. Can also be obtained from the City or County Pavement Office. Enter the rigid pavement thickness to the nearest inch for the roadway. If SURFTYPE codes are 3, 4, 5, 9, 10, or 11 then code rigid thickness. Collect in the outside lane of the inventory direction.

Special Situations: This characteristic can be coded for the entire roadway. Leave blank if no data available.

Value for Thickness of Rigid Pavement: 2 Bytes: XX – Record a number from 00 to 30 rounded to the nearest inch

SURFACTP **Surface Type**

Roadside: C/R/L HPMS: 49 Feature Type: Length

Definition/Background: The type of pavement on the surface of the roadway.



Responsible Party for Data Collection: Off-system roadways – District should contact city or county pavement office. On-system roadways – Populated by TranStat annually, by program.

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Field inspection.

Special Situations: This characteristic can be coded for the entire roadway.

Codes:

- | | |
|--|---|
| 01 – Unpaved | 07 – AC (Bituminous) Overlay over Existing Jointed Concrete Pavement |
| 02 – Conventional Asphalt Concrete (Bituminous) | 08 – AC (Bituminous) Overlay over Existing CRCP |
| 03 – Jointed Plain Concrete Pavement (JPCP) | 09 – Unbonded Jointed Concrete Overlay on PCC Pavements |
| 04 – Jointed Reinforced Concrete Pavement (JRCP) Pavements | 10 – Bonded PCC Overlay on PCC Pavements |
| 05 – Continuously Reinforced Concrete Pavement (CRCP) | 11 – Other surface |
| 06 – AC (Bituminous) Overlay or Existing AC (Bituminous) Pavement | |

TOLLCHGS Toll Charges

Roadside: C HPMS: 15 Feature Type: Length

Definition/Background: Identifies where a toll is charged in one direction or both directions.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways

Who/What uses this Information: FHWA in report to Congress



How to Gather this Data: If portions of a contiguous facility can be traversed without the payment of a toll, but a toll is charged on other portion, code the entire contiguous facility as toll paid in one or both directions. This applies even if some vehicles can enter and exit from the main through route without paying a toll.

Contact the local government traffic operations department for locations.

Codes:

- 1 – Toll paid in one direction only
- 2 – Toll paid in both directions

TOLLNAME Name of Toll Facility

Roadside: C HPMS: 15 Feature Type: Length

Definition/Background: The name of a toll facility, such as a bridge or expressway.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways

Who/What uses this Information: FHWA in report to Congress



How to Gather this Data: Match the name of the facility to the code provided by FHWA. See below.

Special Situations: Code for the same milepoints as TOLLROAD in Feature 122. Use code 000 TOLL ID UNASSIGNED for new toll facilities that have not been assigned a toll identification number by the FHWA.

Codes:

Code	Toll Facility Name	Code	Toll Facility Name
000	TOLL ID UNASSIGNED	053	HOLLAND EAST-WEST EXPRESSWAY
030	SUNSHINE SKYWAY BRIDGE (I-275)	054	SAWGRASS EXPRESSWAY (SR-869)
031	CARD SOUND BRIDGE	055	MIAMI AIRPORT EXPRESSWAY
032	MID-BAY BRIDGE	056	VETERANS EXPRESSWAY (SR-589)
033	PINELLAS BAYWAY SYSTEM BRIDGE	057	SEMINOLE EXPRESSWAY
034	PENSACOLA BCH/BOB SYKES BRIDGE	058	CENTRAL FL GREENWAY (SR-417)
035	TREASURE ISLAND CAUSEWAY	059	WESTERN BELTWAY PART C
036	BROAD CAUSEWAY	060	OSCEOLA PARKWAY
037	RICKENBACKER CAUSEWAY	061	SOUTHERN CONNECTOR EXTENSION
039	CLEARWATER PASS SAND KEY	062	GRATIGNY PARKWAY
040	SANIBEL CAUSEWAY	063	SUNCOAST PARKWAY (SR-589)
041	CAPE CORAL BRIDGE	064	POLK PARKWAY (SR-570)
042	MIDPOINT MEMORIAL BRIDGE	065	SW 10TH ST SAWGRASS EXTENSION
043	GARCON POINT BRIDGE	300	HAMMOCK DUNES PARKWAY
044	ALLIGATOR ALLEY (I-75)	301	GOLDENROD ROAD
045	EAST-WEST (DOLPHIN) EXPRESSWAY	302	I-95 HOT LANES (N-S EXPY)
046	FLORIDA TURNPIKE – MAINLINE	303	JOHN LAND-APOPKA EXPY(SR-414)
047	BEACH LINE EAST - CEN. FL EXPY	314	VENETIAN CAUSEWAY
048	BEACH LINE EXPRESSWAY	315	SNAPPER CREEK EXPRESSWAY
049	BEACH LINE WEST EXPY	318	GASPARILLA BRIDGE
050	HOMESTEAD EXT OF FL TPKE - HEFT	339	I-4/SELMON CONNECTOR
051	SOUTH DADE (DON SHULA) EXPY	340	I-595 EXPRESS
052	LEE ROY SELMON CROSSTOWN EXPY		

TOLLTYPE

Toll Type

Roadside: C HPMS: 16 Feature Type: Length

Definition/Background: This identifies special lanes where tolls are charged, such as high occupancy toll (HOT) lanes. This may or may not be an HOV facility and has special lanes identified where users would be subject to tolls. HOT lanes are HOV lanes where a fee is charged, sometimes based on occupancy of the vehicle or the type of vehicle, such as buses, vans, or passenger vehicles.



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Match the name of the facility to the code provided by FHWA. See below.

Special Situations: Code for the same milepoints as TOLLROAD in Feature 122.

Codes:

- 1 – Special toll lanes; not HOT lanes
- 2 – HOT lanes exist

YRCONST

Year of Last Construction

Roadside: C HPMS: 55 Feature Type: Length

Definition/Background: This is the year the section was constructed or reconstructed. Reconstruction is the replacement of the existing pavement structure with an equivalent or increased structure. Although recycled materials may be used in the new pavement structure, reconstruction usually requires the complete removal and replacement of at least the old pavement surface; and often the base.



Responsible Party for Data Collection: District Planning

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Enter the 4-digit year when the last construction or reconstruction was completed. Retain the coded year until another construction or reconstruction is complete.

Special Situations: If a new pavement surface was placed without first removing the old pavement surface, the resulting pavement should be considered an overlay, even if the existing pavement was rubberized prior to placing the new pavement surface.

Value for Year of Last Construction: 4 Bytes: YYYY – Year of construction or reconstruction

YRIMPT**Year of Last Improvement**

Roadside: C

HPMS: 54

Feature Type: Length

Definition/Background: The year of the most recent surface improvement since 1988.

Responsible Party for Data Collection: District Planning

Required For: All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits

Who/What uses this Information: FHWA in report to Congress

How to Gather this Data: Record only the year in 4-digit form, e.g. 2005. Only code right side of roadway.

Information can be found at the District Office. The Districts track new and recent construction reviews for all samples of both on-system and off-system. On-system new construction notices are provided regularly to the Districts by TranStat; however, off-system new construction data is the responsibility of the District. This data may also be obtained from the area's local governments or Metropolitan Planning Organizations (MPOs).

If an off-system list of ongoing and completed construction has not been obtained from the local government, then record the date of inventory as the year of last surface improvement. Code the right outside inventory lane.

Special Situations: Do not record a year of last surface improvement if the last improvement was made prior to 1988 or if the last improvement was the same as the Year of Last Construction (YRCONST).

Value for Year of Last Improvement: 4 Bytes: YYYY – 4-digit year of last improvement



ROTARY Roundabouts & Traffic Circles

Roadside: C

Feature Type: Length

***NOTE:** Effective January 2012. This characteristic was removed from the RCI database. This characteristic was replaced by new codes in Feature 215 RDMEDIAN. It remains in the handbook for informational and historical purposes only.*



Definition/Background: Denotes old codes for a roundabout or a traffic circle. Denotes if a roadway is a roundabout or a traffic circle. Roundabouts are one-way, circular intersections without traffic signal equipment in which traffic flows continuously around a center island and the center island does not introduce impediments to traffic flow.

Responsible Party for Data Collection: District Planning

Required For: Historical purposes only. Retain until replaced by the new codes under the re-inventory cycle. Old codes effective until 2018. All functionally classified roadways On or Off the SHS

Mini-roundabouts will be at the discretion of the Districts to determine to collect for off-system roadways. Effective January 2012.

Who/What uses this Information: Provided for informational and historical purposes only. Safety, Policy Planning, Systems Planning

How to Measure: From beginning milepoint to ending milepoint of the rotary.

How to Gather this Data: Do not use. Reference new codes and inventory methods under Feature 215 RDMEDIAN.

Review in the field and see if the type of rotary meets all three roundabout criteria, and if not, the rotary is a traffic circle. The BMP of the rotary should be taken where the centerline of the roadway entering the rotary intersects the centerline of the travel lane of the rotary. The inventory direction should be counterclockwise. The EMP should end at the BMP location. Inventory should be taken from the outside lane or edge of the rotary. The following are options to be used to determine the milepoints of a rotary:

- Construction plans
- Basemap/Aerials
- Field/DMI
- GPS

Review the Field Inventory Matrix for required features and characteristics per rotary roadway type. All Planning RCI feature coding is required for rotaries on the active on-system, except for Features 118, 119, 215, 220, 221, 252, 326, 330, and 331.

Of special note:

Feature 120: TYPEROAD should be coded as one way. ROTARY should be either a code 1 for Roundabout or code 2 for Traffic Circle.

Feature 251: The BMP location should be taken at the point of entry of the root roadway ID of the rotary and continue counterclockwise.

***NOTE:** Traffic calming devices do not meet the criteria for rotaries and should not be coded as rotaries. Circular roadways that do not meet the criteria for rotaries should not be coded as rotaries. Please collaborate with TranStat RCI staff for unusual configurations.*

Using National Cooperative Highway Research Program (NCHRP) design element criteria for single-lane roundabout, the Department will use the minimum of an inscribed circle diameter of 90 feet and a raised central island for data collection requirements for on-system roadways.

Codes: Do no code. Effective January 2012

- 1 – Roundabout
- 2 – Traffic Circle

For informational purposes only

Examples:



1 – Roundabout



2 – Traffic Circle

All roundabouts have the following features:

- **Yield at Entry:** Traffic entering the circle yields to traffic already in the circle and continues un-impeded in a continuous counterclockwise traffic flow.
- **Traffic Deflection:** Pavement markings and/or raised islands direct traffic into the rotary in a one-way continuous counterclockwise flow.
- **Geometric Curvature:** The radius of the circular road and the angles of entry are designed to slow the speed of vehicles. Although the geometry is usually circular, roundabouts can be varying shapes.
- **No Impediments:** The center island does not introduce impediments to the traffic flow. There are no parking facilities on either side of the circle and pedestrian crossings are not allowed to cross the circle.

NOTE: Roundabouts are not generally determined by what constitutes the center island, but the center cannot introduce extra conflict points.

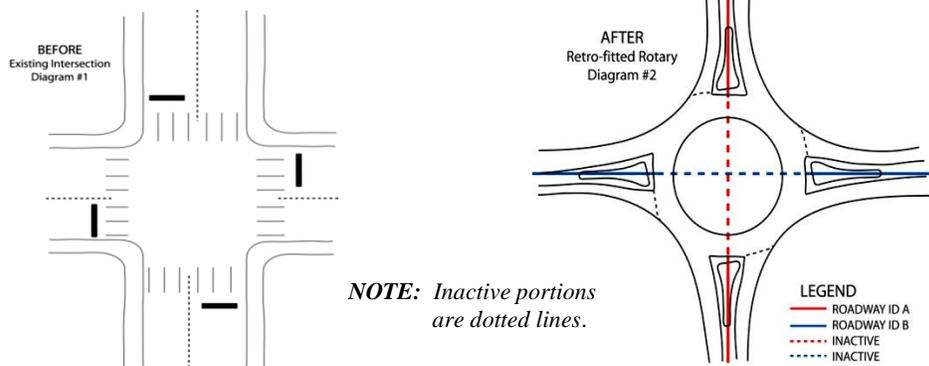
If any of these criteria are not met, then the roadway is a traffic circle. All traffic circles have the following features:

- **Variable Type of Entries:** Traffic enters the traffic circle under various traffic controls, e.g. yield at entry, stop signs, and /or traffic signals, and continues in a continuous counterclockwise traffic flow.
- **Traffic Deflection:** Pavement markings and/or raised islands direct traffic into the rotary in a one-way continuous counterclockwise flow.
- **Geometric Curvature:** The radius of the circular road and the angles of entry are designed to slow the speed of vehicles. Traffic flow into the circle can also be slowed or stopped by other traffic control devices. Although the geometry is usually circular, traffic circles can vary in shape.
- **Impediments:** The center island may introduce impediments to traffic flow. There may be parking facilities on either side of the circle. Pedestrians may also cross the traffic circle into the center island.

Scenarios:

These scenarios should be considered when inventorying rotaries.

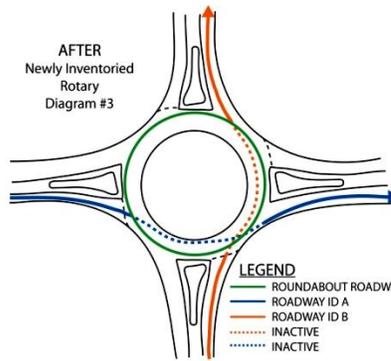
Figure 1 – Retro-fitted Rotary



NOTE: Inactive portions are dotted lines.

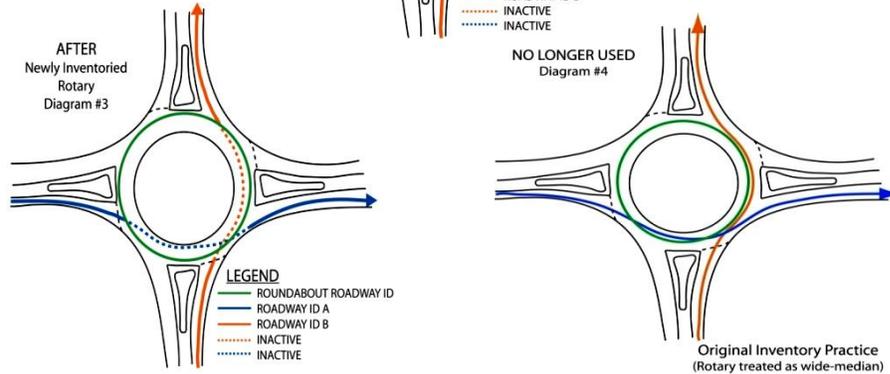
For informational purposes only

Figure 2 – Newly Invented Rotary



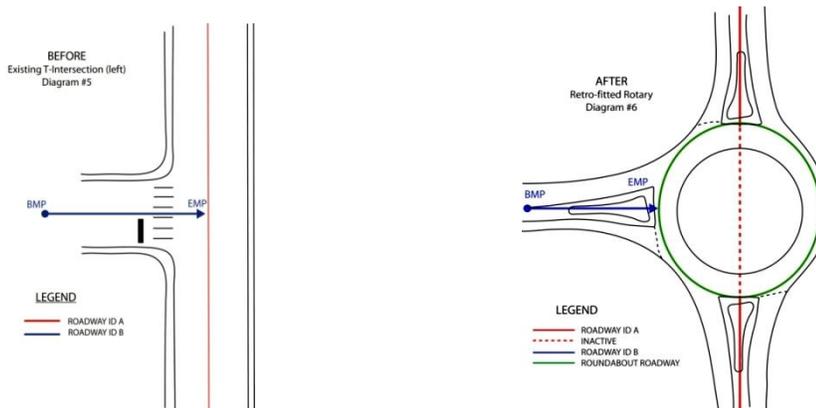
NOTE: Inactive portions are dotted lines.

Figure 3 – Previously Invented Rotary

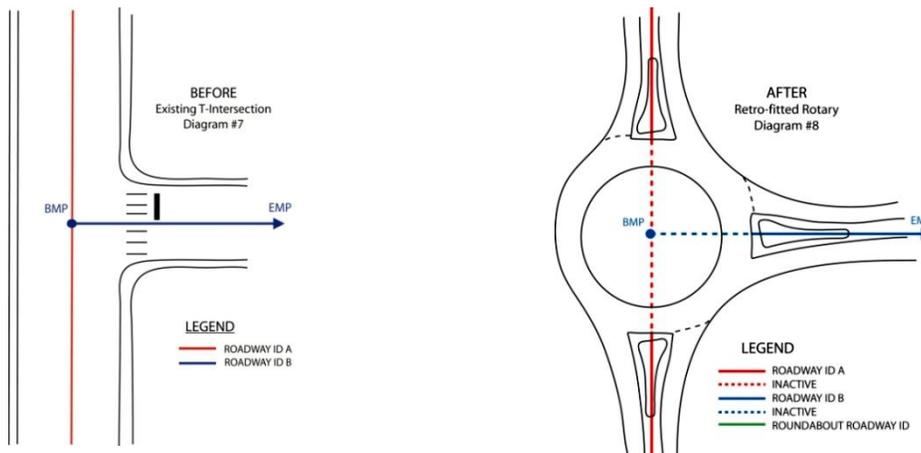


Special Cases:

A rotary is built at the end of a roadway ID. In this case, shorten the EMP to the entrance of the rotary, so that the roadway ID ends at that point.



A rotary is built at the beginning of a roadway ID. In this case, the deleted portion of the roadway ID inside the rotary is made inactive from the original BMP to the milepoint where it intersects the rotary.



For informational purposes only

RTESGNCD **Route Signing**

Roadside: C HPMS: 19 Feature Type: Length

Definition/Background: Indicate if a segment has a route sign that designates it having a route qualifier. Route qualifiers categorize a route for a special purpose or use, such as “business route”, “loop”, or “bypass.”

Responsible Party for Data Collection: District Planning

Required For: All principal arterial system and rural minor arterial roadways On or Off the SHS, and all NHS routes/connectors

Who/What uses this Information: HPMS

How to Gather this Data: Field data collection only. Code using 1-9 corresponding to a posted qualifier. Only code what is actually posted in the field.

Special Situations: Where more than one code is applicable, use the lower-numbered code. If the roadway is unsigned, use code 9-None of the above.

Codes:

- 1 – Alternate: An alternate route generally branches from the main route and connects back with it at a distant point. An alternate route generally serves the same destinations, but provides more or additional traffic services.
- 2 – Business Route: A business route is generally within a city or urban area and provides the traveling public with a means to travel through the area, as contrasted to traveling around the congested part of the area.
- 3 – Bypass: A bypass route generally entirely bypasses a city or a congested area, although over time, the bypass route area may become congested itself.
- 4 – Spur: A spur route generally goes into an area and terminates without a marked exit route.
- 5 – Loop: A loop route is a roadway that extends out from a major route to enter and (usually) circle a large city or portion of it.
- 6 – Proposed: A proposed route sign usually portrays a future change in status, such as a route proposed for Interstate status.
- 7 – Temporary: A temporary route is one posted to carry a route number temporarily over a route that will not be its permanent location.
- 8 – Truck Route: A truck route is one that is more suited to large vehicles, due to congestion or better roadway configuration. It may or may not have legal requirements or prohibitions attached to it, or adjacent roadways.
- 9 – None of the above: This is an RCI classification provided to cover special situations where the above coding classifications are not appropriate. It should not be used for roadway signs carrying directional plaques such as east, west, north, or south.



1 – Alternate



2 – Business Route



3 – Bypass



4 – Spur



5 – Loop



6 – Proposed



7 – Temporary



8 – Truck Route



9 – None of the above

TYPEROAD **Type of Road**

Roadside: C HPMS: 3 Feature Type: Length

Definition/Background: Denotes if a roadway is one-way, divided, or not divided.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS and Active Exclusive roadways

Who/What uses this Information: District and Central Offices

How to Measure: From beginning point to ending point of the roadway ID.

How to Gather this Data: Review the design and function of the roadway. A one-way roadway will be noted by signage and striping and will serve traffic in one direction only. A divided highway will always have a median. This median may be paint on the roadway or a physical barrier. The beginning and ending of the median will usually have a physical or painted gore. A divided highway requires a corresponding median type listed in Feature 215 Highway Median and the non-composite characteristics will be inventoried separately for the left and right sides of the roadway.

Special Situations: In RCI, a roadway with a painted median is considered divided; but in HPMS it is considered undivided. For one-way roadway segments, Features 111 and 113 must break at the same points as the one-way points.

Codes:

- 0 – Not divided
- 2 – Divided (painted or physical)
- 4 – One-way
- 6 – Reversible

Examples:



0 – Not divided



2 – Divided (painted or physical)



4 – One-way



6 – Reversible
 (Selmon Expy not elevated)



6 – Reversible
 (Selmon Expy elevated)

FUNCLASS	Functional Classification
PROFUNCL	Proposed Functional Classification

Roadside: C HPMS: 1 Feature Type: Length

Definition/Background: The two-digit Functional Classification (FUNCLASS) code is used in Federal reports. FUNCLASS is the assignment of roadways into systems according to the character of service they provide in relation to the total roadway network. Florida uses the Federal Functional Classification System, which is common to all states. The original Florida Functional Classification System was eliminated in 1995 by the repeal of *Chapter 335.04, F.S.* The SHS is determined by mutual agreement and not by functional classification.

FUNCLASS determines whether a roadway is STP or FA None, which determines funding categories. FEMA provides emergency funds for roadways that are not on the Federal Highway System.

Responsible Party for Data Collection: TranStat and District Planning with MPO and/or local government coordination and FHWA approval

Required For: Roadways On or Off the SHS that are NHS or functionally classified

Who/What uses this Information: General info, wide usage

How to Measure: FUNCLASS should have a logical place to begin and end like an intersection or a particular traffic generator facility.

Quality Check: Cross-Reference/Tolerance: Match Feature 251 and the milepoints associated with the facility location, and then urban/rural nature of the classification must match Feature 124.

How to Gather this Data: Refer to the most current copy of the FHWA Highway Functional Classification Manual or the FDOT Functional Classification Procedure and Handbook.

Special Situations: When there is a realignment or deletion, make sure the FUNCLASS is also changed accordingly. FUNCLASS may also be affected by a change in the usage or configuration of the roadway. PROFUNCL is used as a way to track functional classifications on roadways that are intended to be added or changed, but that are not yet approved by FHWA. Every ten years, each roadway's functional class is re-examined. Proposed changes under this ten-year check should be entered into PROFUNCL only. Once approved by FHWA, the data from PROFUNCL will be uploaded into FUNCLASS. This process is covered in the FHWA Urban Boundary and Federal Functional Classification Procedure.

Codes:

FUNCLASS:

- 01 – RURAL – Principal Arterial - Interstate
- 02 – RURAL – Principal Arterial - Freeways and Expressways
- 04 – RURAL – Principal Arterial - Other
- 06 – RURAL – Minor Arterial
- 07 – RURAL – Major Collector
- 08 – RURAL – Minor Collector
- 09 – RURAL – Local
- 11 – URBAN – Principal Arterial - Interstate
- 12 – URBAN – Principal Arterial - Freeways and Expressways
- 14 – URBAN – Principal Arterial - Other
- 16 – URBAN – Minor Arterial
- 17 – URBAN – Major Collector
- 18 – URBAN – Minor Collector
- 19 – URBAN – Local

PROFUNCL:

- 01 – RURAL – Principal Arterial - Interstate
- 02 – RURAL – Principal Arterial - Freeways and Expressways
- 04 – RURAL – Principal Arterial - Other
- 06 – RURAL – Minor Arterial
- 07 – RURAL – Major Collector
- 08 – RURAL – Minor Collector
- 09 – RURAL – Local
- 11 – URBAN – Principal Arterial - Interstate
- 12 – URBAN – Principal Arterial - Freeways and Expressways
- 14 – URBAN – Principal Arterial - Other
- 16 – URBAN – Minor Arterial
- 17 – URBAN – Major Collector
- 18 – URBAN – Minor Collector
- 19 – URBAN – Local

OWNAUTH**Owning Authority**

Roadside: C

Feature Type: Length

Definition/Background: Denotes all or part of the roadway that is maintained by an owning authority, which is a toll expressway authority that was established according to *Chapter 348, F.S.* as part of the Florida Expressway Authority Act with the goal of the authority being to improve the movement of people and goods throughout the region that they manage. Expressway authorities were created as a way to allow the financing of interstate expansion with toll proceeds. Authorities develop and implement construction and financing plans for state and city roadways, bridges, and interchanges in conjunction with the city government and the FDOT. Expressway authorities usually build toll facilities and become the owning authority that manages and operates the facility. Owning authorities own and operate their facilities.



Responsible Party for Data Collection: Office of Work Program and Budget

Required For: All expressways, mainlines, and active exclusives managed by an owning authority

Who/What uses this Information: Office of Work Program and Budget

Important When Gathering: Determine the exact limits maintained by the owning authority.

How to Measure: Identify the owning authority (see codes) and record the beginning and ending milepoints.

How to Gather this Data: Office of Work Program and Budget works with District staff in identifying limits maintained by an owning authority. The Transportation Systems Coordinator in TranStat will code and enter this information into RCI.

Codes:**Existing Authorities:**

- MBBA – Mid-Bay Bridge Authority
- MDX – Miami-Dade Expressway
- OOCEA – Orlando Orange County Expressway Authority
- SRBBA – Santa Rosa Bay Bridge Authority
- THCEA – Tampa-Hillsborough Expressway Authority

Planned Authorities:

- BCEA – Brevard County Expressway Authority
- JTA – Jacksonville Transportation Authority
- NFTCA – Northwest Florida Transportation Corridor Authority
- OCX – Osceola County Expressway Authority
- SCEA – Seminole County Expressway Authority
- SWFEA – Southwest Florida Expressway Authority

RDACCESS**Access Control Type**

Roadside: C

HPMS: 5

Feature Type: Length

Definition/Background: Denotes whether or not at-grade streets or driveways are permitted to intersect the roadway.

Responsible Party for Data Collection: District Planning

Required For: All roadways functionally classified higher than local On or Off the SHS

Who/What uses this Information: Central Planning, District Planning

How to Measure: From the beginning of the roadway ID to the end. If the access control type changes, code the milepoint where the change occurs using a physical point or an intersection.

If Feature 252 Interchanges is coded for the roadway, then access control code 1 – Full Control should be coded for the limits of the interchange(s). Reference Feature 146 Access Management Classification for verification of roadway access.

NOTE: Access control type Partial Control is not a combination of Full Control and No Access Control.

How to Gather this Data: Full Control – This type has grade-separated interchanges and may have ramps and acceleration lanes. There will be no at-grade intersections and no access to driveways. Partial Control (rare) – Most intersections are grade-separated but there are some at-grade intersections. There will be a combination of ramps, grade-separated interchanges, at-grade intersections, and limited driveway access. No Access Control – Include all roadway IDs that do not meet the criteria above.

Codes:

- 1 – Full Control (interstate, turnpike, or similar roadway with all access via grade-separated interchanges)
- 2 – Partial Control (some grade-separated interchanges and some direct access roads or driveways) – rare
- 3 – No Access Control (not grade-separated interchanges)

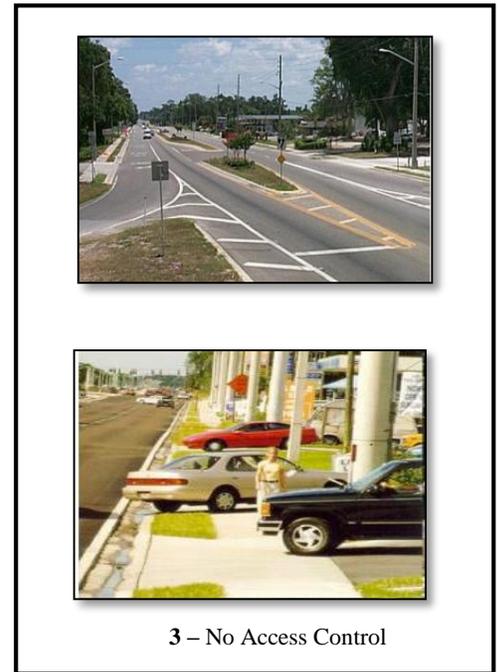
Examples:



1 – Full Control



2 – Partial Control



3 – No Access Control

TOLLROAD

Toll Road Flag

Roadside: C HPMS: 16 Feature Type: Length

Definition/Background: Denotes if all or part of the roadway is toll.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS

Who/What uses this Information: Central Planning, District Planning

Important When Gathering: Determine the exact limits of toll area.

How to Measure: Beginning and ending milepoint of the tolled part of the roadway

How to Gather this Data: In office – Determine the toll boundaries at the office before performing a field inventory. If you have questions, contact the Toll Facility Office in Tallahassee. Any segment of roadway that requires a toll payment to drive on is considered toll road. Code 0 - Free or Code 1 - Toll.



Special Situations: Toll roads will not always have their tollbooths within the roadway segment being inventoried. Some will be on ramps and others will be on special lanes, e.g. open road tolling lanes, SunPass, etc.

Codes:

- 0 – Free
- 1 – Toll

HWYLOCAL Highway Location Code

Roadside: C HPMS: 2 Feature Type: Length

Definition/Background: Denotes if segment is within urban limits. Characteristics in this feature describe whether the roadway ID is located in a rural or urban area and whether or not it is in a municipality.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS, Interchanges & ramps with functional classification

Who/What uses this Information: Straight-line Diagram (SLD), Outdoor Advertising Office, HPMS for FHWA

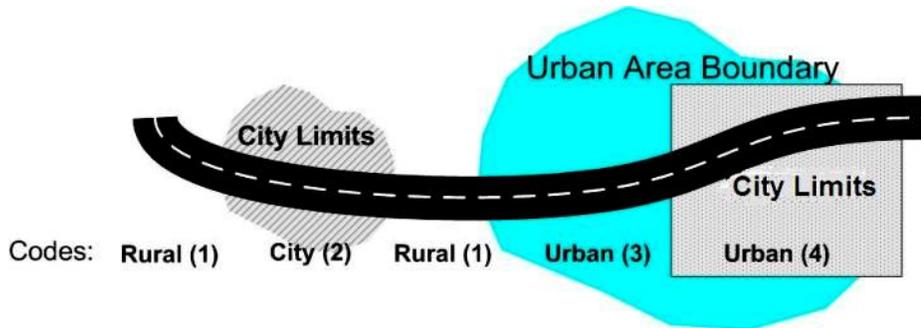
How to Measure: Measurements taken from the begin to the end of roadway ID

How to Gather this Data: While at the office, for codes 3 and 4, “Urban”, identify the city limits and urban areas. Urban limits must be calculated using the latest approved urban boundary maps. TranStat GIS Section can provide that information.

Codes:

- 1 – Outside both city and urban limits (Rural)
- 2 – Inside the city limits, but not inside the urban limits (Rural)
- 3 – Inside the urban limits, but not inside the city limits (Urban)
- 4 – Inside both city and urban limits (Urban)

Example:



PLACECD **Census Place (City) Code**

Roadside: C

Feature Type: Length

Definition/Background: Cities and urban areas in the state are assigned a 4-digit identification number.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways inside incorporated cities, ramps with ramp functional classification

Important When Gathering: If there appears to be potential for changing the city limits, request annexation notices which describe the new city limits.



How to Gather this Data: City limits can be determined by performing one or more of the following checks:

- 1) Visually identify the city limit signs posted in the field.
- 2) Review official city maps.

Special Situations: City limits may change at any time. Note the data source used for the inventory.

If a roadway ID is bisected longitudinally by two municipalities, then record the FDOT place code, in the table provided herein, of the larger municipality. If both municipalities are of similar size, then record the place code of the municipality in the inventory direction.

Codes: 4 Bytes: XXXX – Record the 4-digit ID number

FDOT Place Codes

0005 Alachua	0187 Bonita Springs	0407 Coconut Creek
0010 Alford	0195 Bowling Green	0410 Coleman
0015 Altamonte Springs	0200 Boynton Beach	0420 Cooper City
0020 Altha	0210 Bradenton Beach	0425 Coral Gables
0025 Anna Maria	0215 Bradenton	0427 Coral Springs
0030 Apalachicola	0230 Branford	0430 Cottondale
0035 Apopka	0237 Briny Breezes	0435 Crescent City
0040 Arcadia	0240 Bristol	0440 Crestview
0045 Archer	0245 Bronson	0445 Cross City
0050 Astatula	0250 Brooker	0450 Crystal River
0055 Atlantic Beach	0255 Brooksville	0454 Cutler Bay
0060 Atlantis	0265 Bunnell	0465 Dade City
0065 Auburndale	0270 Bushnell	0470 Dania Beach
0070 Aventura	0275 Callahan	0475 Davenport
0067 Avon Park	0277 Callaway	0477 Davie
0080 Bal Harbour Village	0280 Campbellton	0485 Daytona Beach
0075 Baldwin	0292 Cape Canaveral	0486 Daytona Beach Shores
0085 Bartow	0293 Cape Coral	0490 De Bary
0087 Bascom	0300 Carrabelle	0495 Deerfield Beach
0090 Bay Harbor Islands	0305 Caryville	0500 Defuniak Springs
0092 Bay Lake	0310 Casselberry	0505 Deland
0115 Belleair	0325 Cedar Key	0510 Delray Beach
0120 Belleair Beach	0330 Center Hill	0512 Deltona
0122 Belleair Bluffs	0335 Century	0517 Destin
0125 Belleair Shore	0345 Chattahoochee	0522 Doral
0130 Belle Glade	0350 Chiefland	0525 Dundee
0140 Belle Isle	0355 Chipley	0530 Dunedin
0145 Belleview	0370 Cinco Bayou	0535 Dunnellon
0150 Bell	0375 Clearwater	0540 Eagle Lake
0160 Beverly Beach	0380 Clermont	0555 Eatonville
0165 Biscayne Park	0385 Clewiston	0562 Ebro
0175 Blountstown	0390 Cloud Lake	0565 Edgewater
0180 Boca Raton	0393 Cocoa Beach	0571 Edgewood
0185 Bonifay	0395 Cocoa	0585 El Portal

Urban Classification - Feature 124

RCI Features & Characteristics Handbook

Owning Office: Planning TranStat

0595	Estero, Villages of	0957	Indian Harbour Beach	1280	Maitland
0600	Esto	0960	Indian River Shores	1283	Malabar
0605	Eustis	0965	Indian Rocks Beach	1285	Malone
0610	Everglades City	0970	Indian Shores	1290	Manalapan
0613	Fanning Springs	0980	Inglis	1295	Mangonia Park
0615	Fellsmere	0985	Interlachen	1298	Marathon
0620	Fernandina Beach	0990	Inverness	1299	Marco Island
0630	Flagler Beach	0995	Islamorada	1300	Margate
0640	Florida City	0997	Islandia	1305	Marianna
0645	Fort Lauderdale	1000	Jacksonville	1315	Marineland
0650	Fort Meade	1001	Jacksonville Beach	1320	Mary Esther
0654	Fort Myers Beach	1004	Jacob City	1325	Mascotte
0655	Fort Myers	1010	Jasper	1330	Mayo
0665	Fort Pierce	1015	Jay	1265	McIntosh
0670	Fort Walton Beach	1020	Jennings	1335	Medley
0675	Fort White	1030	Juno Beach	1345	Melbourne Beach
0678	Freeport	1040	Jupiter Inlet Colony	1350	Melbourne
0680	Frostproof	1045	Jupiter Island	1355	Melbourne Village
0685	Fruitland Park	1046	Jupiter	1367	Mexico Beach
0695	Gainesville	1050	Kenneth City	1369	Miami Beach
0740	Glen Ridge	1058	Key Biscayne, Village of	1370	Miami
0742	Glen St Mary	1060	Key Colony Beach	1376	Miami Gardens
0744	Golden Beach	1065	Keystone Heights	1378	Miami Lakes
0751	Golf	1070	Key West	1380	Miami Shores
0755	Graceville	1075	Kissimmee	1385	Miami Springs
0760	Grand Ridge	1080	Labelle	1390	Micanopy
0763	Grant-Valkaria	1090	Lacrosse	1395	Midway
0770	Green Cove Springs	1095	Lady Lake	1400	Milton
0765	Greenacres	1100	Lake Alfred	1410	Minneola
0775	Greensboro	1101	Lake Buena Vista	1420	Miramar
0780	Greenville	1105	Lake Butler	1425	Monticello
0783	Greenwood	1110	Lake City	1430	Montverde
0785	Gretna	1115	Lake Clarke Shores	1435	Moore Haven
0790	Groveland	1125	Lake Hamilton	1440	Mount Dora
0792	Gulf Breeze	1130	Lake Helen	1445	Mulberry
0795	Gulfport	1140	Lakeland	1455	Naples
0800	Gulf Stream	1144	Lake Mary	1467	Neptune Beach
0810	Haines City	1145	Lake Park	1470	Newberry
0815	Hallandale Beach	1150	Lake Placid	1475	New Port Richey
0820	Hampton	1160	Lake Wales	1480	New Smyrna Beach
0830	Hastings	1165	Lake Worth	1485	Niceville
0835	Havana	1170	Lantana	1488	Noma
0840	Haverhill	1175	Largo	1490	North Bay Village
0845	Hawthorn	1180	Lauderdale by the Sea	1494	North Lauderdale
0860	Hialeah	1183	Lauderdale Lakes	1500	North Miami Beach
0865	Hialeah Gardens	1185	Lauderhill	1502	North Miami
0870	Highland Beach	1195	Laurel Hill	1510	North Palm Beach
0880	Highland Park	1200	Lawtey	1520	North Port
0885	High Springs	1203	Layton	1525	North Redington Beach
0890	Hillcrest Heights	1205	Lazy Lake Village	1530	Oak Hill
0895	Hilliard	1210	Lee	1540	Oakland Park
0900	Hillsboro Beach	1215	Leesburg	1541	Oakland
0910	Holly Hill	1225	Lighthouse Point	1545	Ocala
0915	Hollywood	1230	Live Oak	1548	Ocean Breeze Park
0925	Holmes Beach	1245	Longboat Key	1550	Ocean Ridge
0930	Homestead	1250	Longwood	1560	Ocoee
0932	Horseshoe Beach	1253	Loxahatchee Groves	1565	Okeechobee
0935	Howey-In-The-Hills	1255	Lynn Haven	1570	Oldsmar
0940	Hypoluxo	1260	Macclenny	1585	Opa -Locka
0950	Indialantic	1270	Madeira Beach	1590	Orange City
0955	Indian Creek, Village of	1275	Madison	1595	Orange Park

1597	Orchid	1835	Redington Beach	2075	Tampa
1600	Orlando	1840	Redington Shores	2080	Tarpon Springs
1605	Ormond Beach	1842	Reedy Creek	2085	Tavares
1612	Otter Creek	1855	Riviera Beach	2090	Temple Terrace
1615	Oviedo	1860	Rockledge	2095	Tequesta
1625	Pahokee	1870	Royal Palm Beach	2105	Titusville
1630	Palatka	1880	Safety Harbor	2115	Treasure Island
1640	Palm Bay	1885	Saint Augustine	2120	Trenton
1650	Palm Beach Gardens	1884	Saint Augustine Beach	2125	Umatilla
1655	Palm Beach Shores	1890	Saint Cloud	2135	Valparaiso
1656	Palm Beach	1895	Saint Leo	2140	Venice
1658	Palm Coast	1897	Saint Lucie, Village of	2145	Vernon
1660	Palmetto	1898	Saint Marks	2150	Vero Beach
1661	Palmetto Bay, Village of	1899	Saint Petersburg Beach	2155	Virginia Gardens
1667	Palm Shores	1900	Saint Petersburg	2165	Waldo
1670	Palm Springs	1915	San Antonio	2185	Wauchula
1674	Panama City Beach	1920	Sanford	2187	Wausau
1675	Panama City	1922	Sanibel	2195	Webster
1685	Parker	1930	Sarasota	2196	Weeki Wachee
1686	Parkland	1935	Satellite Beach	2197	Wellington
1690	Paxton	1940	Sea Ranch Lakes	2200	Welaka
1695	Pembroke Park	1945	Sebastian	2206	West Melbourne
1700	Pembroke Pines	1950	Sebring	2210	West Miami
1703	Penney Farms	1955	Seminole	2215	West Palm Beach
1715	Pensacola	1960	Sewall's Point	2218	West Park
1725	Perry	1965	Shalimar	2229	Weston
1735	Pierson	1970	Sneads	2232	Westville
1745	Pinecrest	1980	Sopchoppy	2235	Wewahitchka
1750	Pinellas Park	1990	South Bay	2245	White Springs
1755	Plantation	1995	South Daytona	2250	Wildwood
1760	Plant City	2005	South Miami	2255	Williston
1770	Polk City	2010	South Palm Beach	2260	Wilton Manors
1775	Pomona Park	2015	South Pasadena	2270	Windermere
1780	Pompano Beach	2023	Southwest Ranches	2280	Winter Garden
1783	Ponce De Leon	2025	Springfield	2285	Winter Haven
1784	Ponce Inlet	2030	Starke	2290	Winter Park
1795	Port Orange	2035	Stuart	2291	Winter Springs
1800	Port Richey	2043	Sunny Isles Beach	2293	Worthington Springs
1805	Port St Joe	2045	Sun 'N Lake	2295	Yankeetown
1807	Port St Lucie	2047	Sunrise	2300	Zephyrhills
1820	Punta Gorda	2050	Surfside	2305	Zolfo Springs
1825	Quincy	2055	Sweetwater		
1827	Raiford	2070	Tallahassee		
1830	Reddick	2072	Tamarac		

URBAREA

Urban Area Number

Roadside: C HPMS: 2 Feature Type: Length

Definition/Background: An urban area is defined as a geographical region comprising, as a minimum, the United States Bureau of Census boundary of an urban place with a population of 5,000 or more persons, expanded to include adjacent areas as provided for by FHWA regulations, *Sub-section 334.003(27), F.S.*



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS or ramps with RAMPFC coded inside an urban area

How to Gather this Data: Record the urban area number assigned to the urban area, in the table provided herein. This code normally changes only once every 10 years, following a re-evaluation of the FHWA urban boundaries. Any change to its value should be confirmed by a comparison of the roadway location to the urban area boundary; the best way to do this is with ArcMap, but iView may also be helpful.

Code: 4 Bytes: XXXX – Record the 4-digit urban area number

URBAREA – Urban Area Number

Small Urban Areas (Population 5,000-49,999): [URBSIZE=2]

0040 Arcadia-SE Arcadia	1010 Jasper	9906 Orangetree
0130 Belle Glade	9903 Jupiter Farms	1625 Pahokee
0164 Big Pine Key	1063 Key Largo	1630 Palatka
0345 Chattahoochee	1070 Key West	9907 Panama City NE
0385 Clewiston	1065 Keystone Heights	1725 Perry
9902 Crawfordville	1080 Labelle-Port LaBelle	9910 Poinciana
0440 Crestview	1105 Lake Butler	9911 Poinciana SE
0500 De Funiak Springs	1110 Lake City	1825 Quincy
0615 Fellsmere	9950 Lake Placid	9918 Rainbow Lakes Estates
0620 Fernandina Beach	1230 Live Oak	2030 Starke
0650 Fort Meade	1260 Macclenny	9923 Sugarmill Woods
9904 Four Corners	1298 Marathon	2185 Wauchula
0680 Frostproof	1305 Marianna	2292 Woodville
0945 Immokalee	9900 Marion Oaks	9940 World Golf Village
0975 Indian Town	9905 Nassau Village-Ratliff	2296 Yulee
0985 Interlachen	1565 Okeechobee-Taylor Creek	

Small Urbanized Areas (Population 50,000-199,999): [URBSIZE=3]

0512 Deltona	1675 Panama City
0670 Fort Walton Beach-Navarre-Wright	1945 Sebastian-Vero Beach South-Florida Ridge
0695 Gainesville	1950 Sebring-Avon Park
0933 Homosassa Springs-Beverly Hills-Citrus Springs	2029 Spring Hill
1095 Lady Lake-The Villages	1885 St. Augustine
1215 Leesburg-Eustis-Tavares	2105 Titusville
1520 North Port-Port Charlotte	2300 Zephyrhills
1545 Ocala	

Large Urbanized Areas (Population 200,000-499,999): [URBSIZE=4]

0187 Bonita Springs	1715 Pensacola, (FL--AL)
1075 Kissimmee	1807 Port Saint Lucie
1136 Lakeland	2070 Tallahassee
1640 Palm Bay-Melbourne	2285 Winter Haven
1658 Palm Coast-Daytona Beach-Port Orange	

Metropolitan Areas (Population 500,000 or more): [URBSIZE=5]

0293 Cape Coral	1600 Orlando
1000 Jacksonville	1930 Sarasota - Bradenton
1370 Miami	2075 Tampa-St. Petersburg

URBSIZE**Urban Size**

Roadside: C

HPMS: 2

Feature Type: Length

Definition/Background: Describes the size of the urban or urbanized area by population.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS and ramps with RAMPFC coded

Who/What uses this Information: HPMS, Central Office – to determine the urban size, see urban area number table.

Quality Check: Cross-Reference/Tolerance: Milepoints must be consistent with URBAREA in Feature 124 and characteristics in Feature 121.

How to Gather this Data: Use the urban size value indicated in the urban area number table (provided herein). If an area is not listed there and it is not part of a listed urban area, code 1 for Rural.

Codes:

- 1 – Rural
- 2 – Small Urban (5,000-49,999 population)
- 3 – Small Urbanized (50,000-199,999 population)
- 4 – Large Urbanized (200,000-499,999 population)
- 5 – Metropolitan (500,000 or more population)



LANDUSE

Prevailing Type of Land Use

Roadside: C

Feature Type: Length

Definition/Background: Describes the prevailing type of land use for each urban location of roadway.

Responsible Party for Data Collection: District Planning

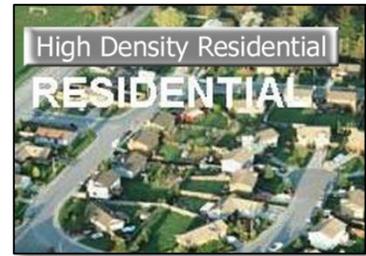
Required For: All urban principal arterials and urban minor arterials On or Off the SHS inside large urbanized areas and metropolitan areas (URBSIZE = 4 or 5)

How to Gather this Data: Determine the land usage by visually surveying the area. Code both sides of the roadway.

Special Situations: If a roadway ID has two different land use types, e.g., one on either side of the roadway, then code the predominant land use for the roadway ID.

Codes:

- 1 – Central Business District (CBD)
- 2 – High Density Business/Commercial
- 3 – Low Density Commercial
- 4 – High Density Residential
- 5 – Low Density Residential
- 6 – Other



ROUGHIND

Pavement Roughness Index

Roadside: C

HPMS: 47

Feature Type: Length

Definition/Background: Pavement roughness is the actual calibrated roughness measurement to the nearest inch per mile.

Responsible Party for Data Collection: TranStat

Required For: All rural or urban principal arterials, HPMS standard samples on rural minor arterials, NHS roadways, or SIS roadways designated as SIS, emerging SIS, SIS connector, or emerging SIS connector

Who/What uses this Information: HPMS, Work Program, Pavement Design

How to Gather this Data: Do not gather, this is entered into RCI by TranStat.

Value for Pavement Roughness Index: 3 Bytes: XXX – Entered by TranStat (do not record)



Definition/Background: Designates each section and sub-section of a SR within a county as being under the responsibility of a Maintenance Unit cost center.

Checks are continuously required to insure each roadway section/sub-section within the active milepoint limits have this characteristic validated. Any errors in this data will show up in the Consistency Edit Report that should be run each month.

Responsible Party for Data Collection: District Office of Maintenance

CCNUMBER	Cost Center Number
----------	--------------------

Roadside: C

Feature Type: Length

How to Gather this Data: Add the current cost center of the responsible Maintenance Unit. This characteristic must be entered by each county, section, and sub-section for each state road in the physical boundary of the maintenance cost center.

Required For: Active Exclusive (ramps, frontage roads, etc.), managed lanes and State Highway Systems (SHS)

NOTE: The location for this characteristic is always entered as "C" composite. Only one entry is required per section/sub-section.

Value for Cost Center Number: 3 Bytes: XXX



NALIGNDT **New Alignment Date**

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: This is the date the realignment was completed.

Responsible Party for Data Collection: District Planning

Required For: Active On the SHS roadways

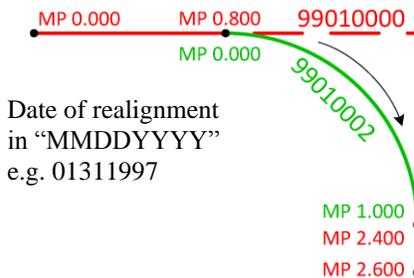
Who/What uses this Information: Central Planning, District Planning

Important When Gathering: Ensure the date is accurate.

How to Gather this Data: Record the date that the new roadway ID officially opened. The date should be formatted in MMDDYYYY, i.e., January 31, 1997 would be 01311997. Add the new roadway ID information to the old alignment in RCI. The old alignment retains data for historical purposes. The data from the old alignment should be retained for a minimum of one year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion the data may be removed from RCI.

Special Situations: Not all roadway reconstruction is considered a realignment. A roadway is considered a realignment if it replaces the function of an existing alignment, when the existing alignment is changed from on SHS to off SHS, or is physically removed. Otherwise, the roadway is simply a new roadway to be added to the system.

Value for New Alignment Date: 8 Bytes: MMDDYYYY – Date realignment officially opened (01311997 is Jan. 31, 1997)



Date of realignment in "MMDDYYYY"
e.g. 01311997

NALIGNID **Section/Sub-section of New Alignment**

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: This identifies the roadway ID for the new alignment.

Responsible Party for Data Collection: District Planning

Required For: Only for roadway Active On the SHS roadways

Who/What uses this Information: Central Planning, District Planning

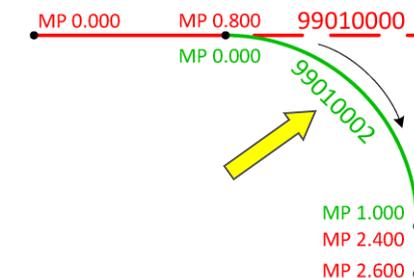
Important When Gathering: Use the correct number.

How to Measure: At the junction of the old and new alignment

How to Gather this Data: Record the roadway ID number of the new alignment. Add the new roadway information to the old alignment in RCI. The old alignment retains data for historical purposes but certain elements are retain, automatically generate and record under the new roadway ID in RCI. The data from the old alignment should be retain for a minimum of one year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion the data may be removed from RCI.

In this example, code under roadway ID 99010000 from milepoint 2.505 to milepoint 4.505 with roadway ID 99010002, since this is the new alignment roadway ID.

Value for Roadway ID of New Alignment: 8 Bytes: XXXXXXXX – County/section/sub-section



NALNBGPT **New Alignment Begin MP**

Roadside: C

Feature Type: Length

Interlocking: Yes

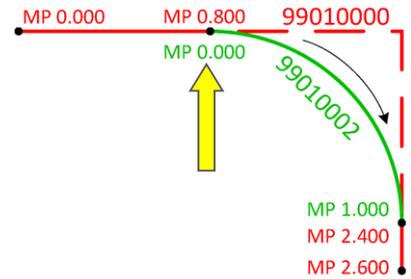
Definition/Background: This identifies the begin milepoint for the new alignment where it joins to the existing roadway.

Responsible Party for Data Collection: District Planning

Required For: Active On the SHS roadways

Who/What uses this Information: Central Planning, District Planning

How to Measure: At the junction of the old and new alignment and the beginning of the new alignment. Always code the lowest milepoint first and the highest milepoint last, regardless of the corresponding direction.



How to Gather this Data: Record the beginning milepoint for the new alignment in the value column. On the old alignment, code with the information for the new roadway ID. The old alignment retains data for historical purposes but certain elements are retained, automatically generate and record under the new roadway ID in RCI. The data from the old alignment should be retained for a minimum of one year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion the data may be removed from RCI.

Value for New Alignment BMP: 6 Bytes: XXX.XXX – Beginning milepoint number

NALNENPT **New Alignment End MP**

Roadside: C

Feature Type: Length

Interlocking: Yes

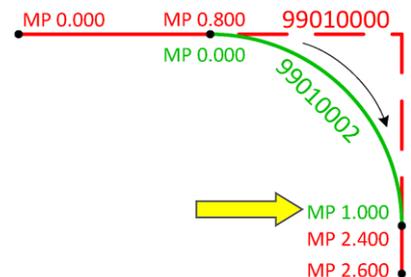
Definition/Background: Identifies the ending milepoint for the new alignment

Responsible Party for Data Collection: District Planning

Required For: Active On the SHS roadways

Who/What uses this Information: Central Planning, District Planning

How to Measure: At the end of the new alignment where it contacts the old alignment. Always code the lowest milepoint first and the highest milepoint last, regardless of the corresponding direction.



How to Gather this Data: Record the ending milepoint for the new alignment in the value column. In RCI, on the old alignment, code with the information for the new roadway ID. The old alignment retains data for historical purposes but certain elements are retained, automatically generated and recorded under the new roadway ID in RCI. The data from the old alignment should be retained for a minimum of one year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion the data may be removed from RCI.

Value for New Alignment EMP: 6 Bytes: XXX.XXX – Ending milepoint number

OALIGNID Section/Sub-section of Old Alignment

Roadside: C Feature Type: Length Interlocking: Yes

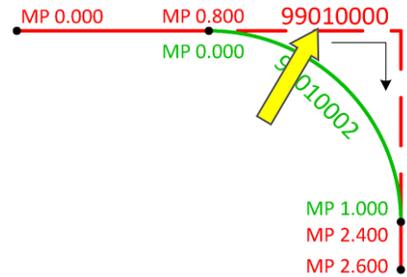
Definition/Background: This feature automatically generates when Feature 138 is coded. It identifies the old roadway ID and milepoint for the roadway segment.

Responsible Party for Data Collection: District Planning

Required For: Automatically generates when Feature 138 has been coded

Who/What uses this Information: Central Planning, District Planning

How to Gather this Data: This feature is automatically generated when Feature 138 is coded on the old alignment.



In this example, Feature 139 automatically records under roadway ID 99010000 from milepoint 0.000 to 1.073 with a value of roadway ID 99010002.

NOTE: Do not delete Feature 139 or any of its characteristics.

Value for Roadway ID of Old Alignment: 8 Bytes: XXXXXXXX – Automatically generates

OALNBGPT Old Alignment Begin MP

Roadside: C Feature Type: Length Interlocking: Yes

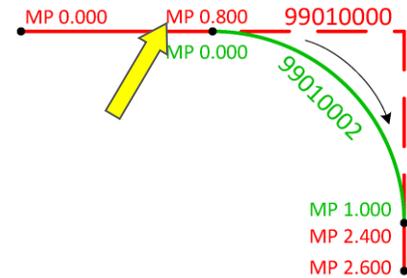
Definition/Background: This feature automatically generates when Feature 138 is coded.

Responsible Party for Data Collection: District Planning

Required For: Automatically generates when Feature 138 has been coded

Who/What uses this Information: Central Planning, District Planning

How to Gather this Data: This feature automatically generates when Feature 138 is coded on the old alignment.



Value for Old Alignment BMP: 6 Bytes: XXX.XXX – Automatically generates

OALNENPT Old Alignment End MP

Roadside: C Feature Type: Length Interlocking: Yes

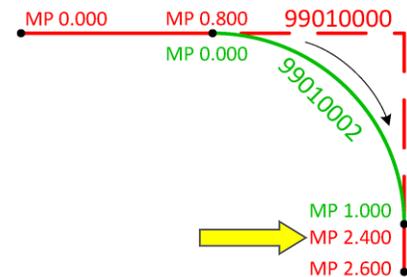
Definition/Background: Automatically generates when Feature 138 is coded.

Responsible Party for Data Collection: District Planning

Required For: Automatically generates when Feature 138 has been coded

Who/What uses this Information: Central Planning, District Planning

How to Gather this Data: This feature automatically generates when Feature 138 is coded on the old alignment.



Value for Old Alignment EMP: 6 Bytes: XXX.XXX – Automatically generates

The old alignment retains data for historical purposes, certain elements are retain, automatically generates and records under the new roadway ID in RCI. The data from the old alignment should be retain for at a minimum of one year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion the data may be removed from RCI. Feature 140 should also be change to Deleted (physically removed) or Inactive (not in use).

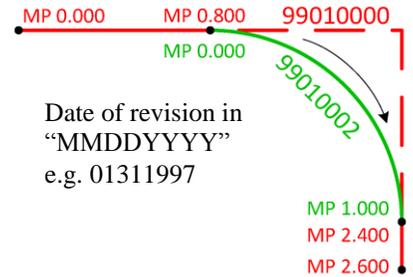
OSDATE **On or Off-System Date**

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: This feature gives the date that the roadway ID or segment was taken off or added to the SHS, or the date of the last status change to the roadway ID or segment to accommodate maintenance, bridge number assignment or other needs which require data to be entered into RCI.



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS

Who/What uses this Information: Safety (for crash records of SHS roadways after they are removed from the SHS), Central Planning, District Planning

How to Measure: Whenever a status changes, the date must be changed to represent that particular segment in part or whole.

How to Gather this Data: Record the date the section of roadway was taken off or added to the SHS. The date format is MMDDYYYY, i.e. 01311997 is January 31, 1997.

Special Situations: When it is necessary to have more than one status on any roadway, the overall status must be changed to Active with Combination (submit a basemap package to TranStat) and the appropriate status may then be coded under this feature.

Value for On/Off-System Date: 8 Bytes: MMDDYYYY – Date section added/taken off (01311997 is January 31, 1997)

STATEXPT **Segment Status**

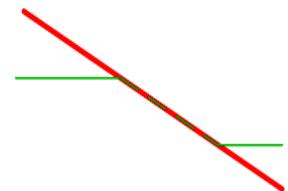
Roadside: C

HPMS: 6

Feature Type: Length

Interlocking: Yes

Definition/Background: Section status is a continuous feature and therefore must be coded for the complete roadway ID length without gaps, unless there is a physically deleted segment (Feature 138) and/or a stationing exception (Feature 141). Data for stationing exceptions is represented on another roadway ID to avoid duplicate reporting and exaggerated system mileage.



Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: General info, wide use, Financial Management (FM), Central Planning, District Planning

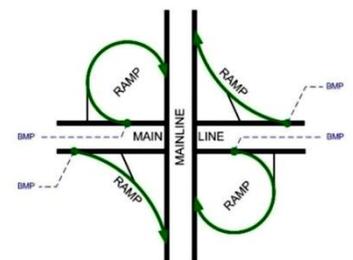
How to Gather this Data: Record status code 01-95. The sum of the drivable segments is the net length and must be coded for the complete roadway ID. If gaps are identified, code Features 138 and 141 accordingly.

Special Situations: When it is necessary to have more than one status on a roadway, the overall status in the View/Update/Delete (V/U/D) screen must be changed to Active with Combination. When coding a roadway ID that has a physically deleted segment, the data from the old alignment should be retained for a minimum of one year after the roadway has been physically deleted, then after the one year anniversary date of the physical deletion the data may be removed from RCI.

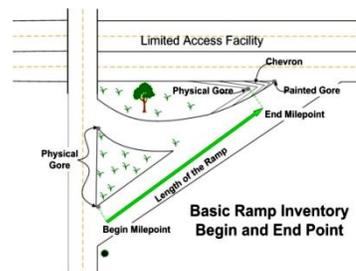
Feature 141 should be coded Inactive or Deleted for segments of the roadway only. If the entire roadway becomes Inactive or Deleted, do not change Feature 141. Instead, change the overall status in the V/U/D screen and keep the section status of the roadway ID intact for historical purposes.

Codes:

- 01 – Pending (may be added to the roadway network)
- 02 – Active On the SHS (route owned and maintained by FDOT)
- 04 – Inactive (route must be kept indefinitely, for historic purposes)
- 05 – Deleted (route has been physically removed, but roadway ID and data must remain for a minimum of one year)
- 07 – Active Exclusive (ramps, frontage roads, etc. owned and maintained by FDOT)
- 08 – Managed Lane



- 09 – Active Off the SHS (not part of the SHS, not maintained by FDOT)
- 10 – GIS Route (route used solely for the basemap, it uses the 800 series sub-section number, i.e. a roadway ID with the number 8 in the 6th position)
- 16 – Local Roads with FM Projects (used by the District Work Program Office to identify FM projects on local roadways off the SHS and off the Federal Aid System, it uses the 900 series section number, i.e. a roadway ID with the number 9 in the 3rd position) Effective November 2008
- 17 – Active Off Exclusive (ramps, frontage roads, etc. not maintained by FDOT)



- 81 – Pending Trails
- 82 – Active Trails
- 84 – Inactive Trails
- 85 – Deleted Trails
- 91 – Pending Rail Line (new construction or rail line transfers anticipated to be added)
- 92 – Active Rail Line (rail line that is operational)
- 94 – Inactive Rail Line (rail line that is no longer operational)
- 95 – Deleted Rail Line

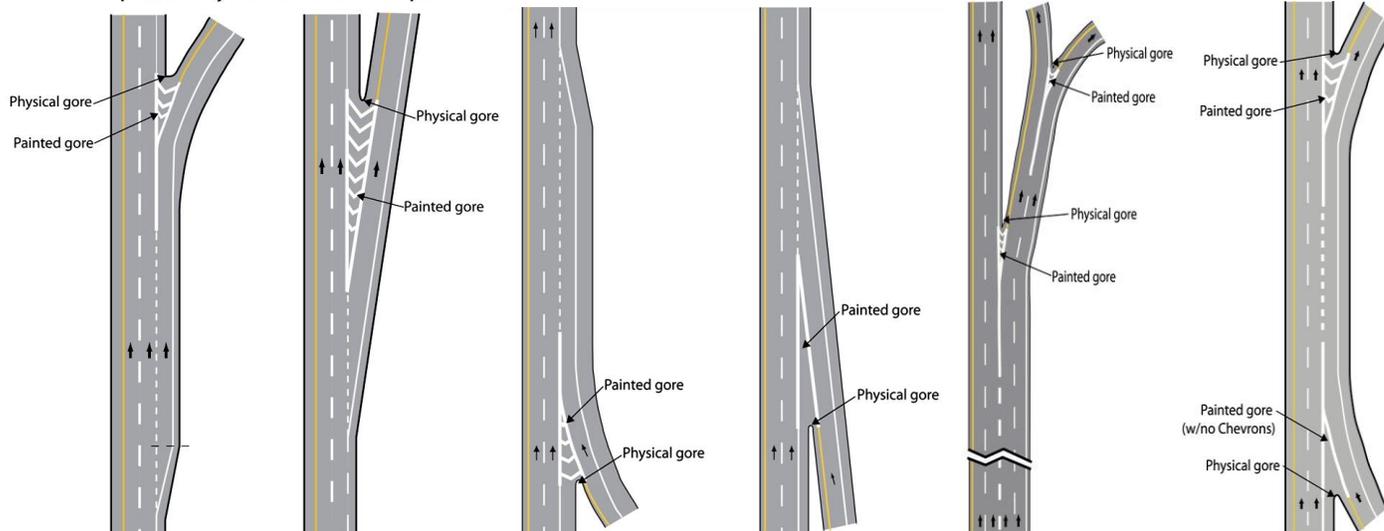
Active Exclusives: On and off ramps are concerned with documenting the existence and limits, such as the beginning and ending points of the ramp. On full access controlled facilities, ramps usually abut or connect auxiliary lanes, i.e. acceleration and/or deceleration lanes, before reconnecting or completing a connection to through lanes or even to another ramp. When collecting ramps, Districts should not be concerned with picking up or accounting for raised concrete curbs or other non-painted separators, since the Office of Maintenance already collects these materials. We are mainly concerned with documenting the connectivity between mainlines, ramps, and auxiliary lanes.

With practice, determining the location of the physical gore or identifying the type of physical gore should become easier. The following considerations should be practiced.

- When a ramp intersects the roadway, measure from the physical gore. A physical gore is where the pavement of the ramp leaves or meets the pavement of the mainline. A painted gore is where the travel lane(s) of the ramp meet the travel lane(s) of the mainline, and should be measured as an auxiliary lane.
- If a ramp is split at either end, the inventory route of the ramp (and its roadway ID) continues along the longest path, usually along the curve.
- If both pieces of the split-end ramp are about the same length, use the endpoint that terminates farthest from the interchange, which is usually along the curve and does not have a traffic control, i.e. signal.
- If a portion stub of a split-ramp is long enough that it merits its own roadway ID, the District may assign a roadway ID by submitting a basemap package.
- If the endpoint or the physical gore of the ramp is difficult to determine and joins the mainline in a widely paved area with only a painted gore in the vicinity of the ramp, use the engineering judgment to locate the approximate exact endpoint of the ramp. This is a very rare situation, and requires a judgment call.

This diagram represents a general ramp configuration as an example.

Examples of Physical Gores at Ramps



Special Situations: When it is necessary to have more than one status on a roadway, the overall status in the View/Update/Delete (V/U/D) screen must be changed to Active with Combination. When coding a roadway ID that has a physically deleted segment, the data from the old alignment should be retained for one year after the roadway has been physically deleted, then after the one year anniversary date of the physical deletion the data should be removed from RCI.

This feature should be coded Inactive or Deleted for segments of the roadway only. If the entire roadway becomes Inactive or Deleted, do not change this feature. Instead, change the overall status in the V/U/D screen and keep the section status of the roadway ID intact for historical purposes.

Examples:



01 – Pending



02 – Active On the SHS



04 – Inactive



05 – Deleted



07 – Active Exclusive



08 – Managed Lane



09 – Active Off the SHS



10 – GIS Route



17 – Active Off Exclusive

BEGSECT

Begin Section MP of Exception Field

Roadside: C

Feature Type: Length

Interlocking: Yes

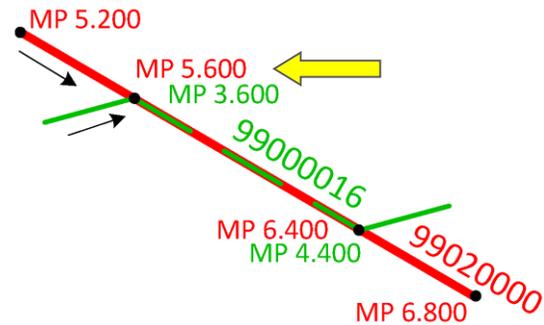
Definition/Background: Denotes lowest milepoint for the roadway that carries the exception information.

Responsible Party for Data Collection: District Planning

Required For: Only when an exception occurs

Who/What uses this Information: Central Planning, District Planning, Safety, Financial Management

How to Gather this Data: Record the beginning lowest milepoint for the roadway that carries the exception information in the value column. The net length of the two corresponding segments should always equal each other. Always code the lowest milepoint first and the highest milepoint last, regardless of the corresponding direction.



Value for BMP of Exception: 6 Bytes: XXX.XXX – Beginning lowest milepoint

ENDSECT

End Section MP of Exception Field

Roadside: C

Feature Type: Length

Interlocking: Yes

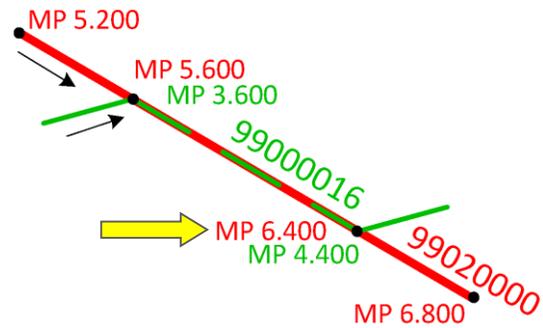
Definition/Background: Denotes highest milepoint for the roadway that carries the exception information.

Responsible Party for Data Collection: District Planning

Required For: Only when an exception occurs

Who/What uses this Information: Central Planning, District Planning, Safety, Financial Management

How to Gather this Data: Record the ending highest milepoint for the roadway that carries the exception information in the value column. The net length of the two corresponding segments should always equal one another. Always code the lowest milepoint first and the highest milepoint last, regardless of the corresponding direction.



Value for EMP of Exception: 6 Bytes: XXX.XXX – Ending highest milepoint

RDWYID

County, Section, Sub-section

Roadside: C

Feature Type: Length

Interlocking: Yes

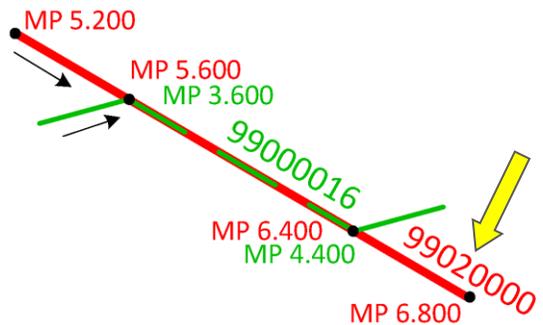
Definition/Background: Denotes the roadway ID for an exception. This roadway ID number identifies where features and characteristics information is carried.

Responsible Party for Data Collection: District Planning

Required For: Only when an exception occurs

Who/What uses this Information: Central Planning, District Planning, Safety, Financial Management

How to Gather this Data: For roadways that are exceptions, enter the roadway ID for that part of the roadway that is an exception. Roadway ID is a composite of the county, section and sub-section numbers for the roadway.



Value for Roadway ID of Exception: 8 Bytes: XXXXXXXX – County/section/sub-section

CMLBMP**Composite Managed Lane Begin MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the composite managed lane begins. usually at BMP 0.000. This is coded on the mainline. Effective March 2014.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the composite managed lane to collect its BMP.

Value for Composite Managed Lane BMP: 6 Bytes: XXX.XXX

CMLEMP**Composite Managed Lane End MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the composite managed lane ends. This is coded on the mainline. Effective March 2014.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the composite managed lane to collect its EMP.

Value for Composite Managed Lane EMP: 6 Bytes: XXX.XXX

CMLRDWY**Composite Managed Lane Roadway ID**

Roadside: C

Feature Type: Length

Definition/Background: The composite managed lane's roadway ID. This is coded on the mainline. Effective March 2014.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Record the roadway ID of the composite managed lane.

Value for Composite Managed Lane Roadway ID: 8 Bytes: XXXXXXXX

LMLBMP**Left Managed Lane Begin MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the left managed lane begins, usually at BMP 0.000. This is coded on the mainline. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the left managed lane to collect its BMP.

Value for Left Managed Lane BMP: 6 Bytes: XXX.XXX

LMLEMP**Left Managed Lane End MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the left managed lane ends. This is coded on the mainline. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the left managed lane to collect its EMP.

Value for Left Managed Lane EMP: 6 Bytes: XXX.XXX

LMLRDWY**Left Managed Lane Roadway ID**

Roadside: C

Feature Type: Length

Definition/Background: The left managed lane's roadway ID. This is coded on the mainline. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Record the roadway ID of the left managed lane.

Value for Left Managed Lane Roadway ID: 8 Bytes: XXXXXXXX

MAINBMP**Mainline Begin MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the managed lane is physically separated from the mainline. This is coded on each managed lane. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the mainline to collect the mainline milepoint where the managed lane is first encountered/begins.

Value for Mainline BMP: 6 Bytes: XXX.XXX

MAINEMP**Mainline End MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the managed lane reconnects to the mainline. This is coded on each managed lane. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the mainline to collect the mainline milepoint where the managed lane is last encountered/ends.

Value for Mainline EMP: 6 Bytes: XXX.XXX

MAINRDWY**Mainline Roadway ID**

Roadside: C

Feature Type: Length

Definition/Background: The mainline's roadway ID. This is coded on each managed lane. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Record the roadway ID of the mainline.

Value for Mainline Roadway ID: 8 Bytes: XXXXXXXX

RMLBMP**Right Managed Lane Begin MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the right managed lane begins, usually at BMP 0.000. This is coded on the mainline. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the right managed lane to collect its BMP.

Value for Right Managed Lane BMP: 6 Bytes: XXX.XXX

RMLEMP**Right Managed Lane End MP**

Roadside: C

Feature Type: Length

Definition/Background: The milepoint where the right managed lane ends. This is coded on the mainline. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Travel along the right managed lane to collect its EMP.

Value for Right Managed Lane EMP: 6 Bytes: XXX.XXX

RMLRDWY**Right Managed Lane Roadway ID**

Roadside: C

Feature Type: Length

Definition/Background: The right managed lane's roadway ID. This is coded on the mainline. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Record the roadway ID of the right managed lane.

Value for Right Managed Lane Roadway ID: 8 Bytes: XXXXXXXX

Managed lanes refer to toll lanes that are in conjunction with mainline facilities that allow for variable situations depending on traffic volume and roadway conditions. An example is the I-95 Express. Another name for managed lanes is high occupancy toll (HOT) lanes.

Each direction of travel of the managed lanes will be assigned a roadway ID. The roadway ID number of the managed lane will match the associated mainline section number and the sub-section number will be in the 900 series. The managed lanes will be coded as Active Exclusive under the inventory type and as managed lanes under the roadway type. For inventory requirements, reference the Managed Lanes RCI Inventory sheet in the Appendix of this handbook.

Managed lanes will not add centerline miles to the SHS, but will add lane miles, which will provide proper funding to the Office of Maintenance. Managed lanes will be added to the basemap and video log will be collected for them.

SLDs will be required for managed lanes. Display Section Q Managed Lanes on the mainline SLD to display the limits of the associated managed lanes.

Coding Managed Lanes in RCI (Effective April 2013)

1. Assign a roadway ID to each travelway.
2. Inventory each roadway ID in the direction it travels, i.e., the ascending managed lanes are inventoried from south to north, and the descending managed lanes are inventoried from north to south.
3. The two roadway IDs for the managed lanes can be of unequal length.
4. The managed lanes will not add any mileage to the interstate system.
5. The VMT for the managed lanes will increase the interstate total VMT.
6. The lanes for the managed lanes will be added to the mainline total number of lanes for reporting purposes.
7. Code Feature 142 – Managed Lanes. Characteristics a-i are coded for the mainline roadway. Characteristics j-l are coded for each of the managed lane roadways.
 - a. RMLRDWY – Right Managed Lane Roadway ID
 - b. RMLBMP – Right Managed Lane Begin Milepoint
 - c. RMLEMP – Right Managed Lane End Milepoint
 - d. LMLRDWY – Left Managed Lane Roadway ID
 - e. LMLBMP – Left Managed Lane Begin Milepoint
 - f. LMLEMP – Left Managed Lane End Milepoint
 - g. CMLRDWY – Composite Managed Lane Roadway ID
 - h. CMLBMP – Composite Managed Lane Begin Milepoint
 - i. CMLEMP – Composite Managed Lane End Milepoint
 - j. MAINRDWY – Roadway ID for the associated mainline highway
 - k. MAINBMP – Begin Milepoint of the associated mainline highway
 - l. MAINEMP – End Milepoint of the associated mainline highway
8. MLTRFSEP Managed Lane Separator, is under Feature 214. It is only coded for managed lane roadways. The MLTRFSEP codes are:

0 – None	1 – Flexible Posts	2 – Guardrail	3 – Barrier Wall
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CASE A – Locations where the managed lanes run adjacent to the Interstate lanes

Mainline:

- There is no median or inside shoulder between the mainline and the managed lane of the same direction. Therefore, code Feature 215 RDMEDIAN as code 50 – Non-counted Managed Lane.
 - Do not code Feature 219.

Managed Lanes:

1. The delineator (MLTRFSEP) is between the free and tolled lanes will only be coded once, and will be assigned to the managed lanes roadway id.
2. The type and width of the inside shoulders will be coded.
3. Half of the median width will be coded for each managed lane roadway.
4. In locations where the managed lane shares a bridge with the mainline, the bridge number is also coded on the managed lane roadway id.
5. In locations where the NB and SB managed lanes share a bridge, code the bridge number on both of the managed lanes roadways.
6. Code any tolling data that applies.
7. Code lanes and surface width under Feature 212.

CASE B – Locations where one managed lane occupies a new alignment

Mainline:

1. There is no median or inside shoulder between the mainline and the managed lane of the same direction. However, if there is not a managed lane between the through lanes and the inside shoulder/median then code the inside shoulder and ½ the width of the median.
2. There will be no other changes made to the mainline data.

Managed Lane, separate alignment – The managed lane data will be recorded the same way as any other roadway.

Managed Lane, same alignment – Refer to Case A above.

CASE C – Locations where the managed lanes run in between the Interstate lanes as a potential one-way or reversible facility. Effective April 2014.

Mainline:

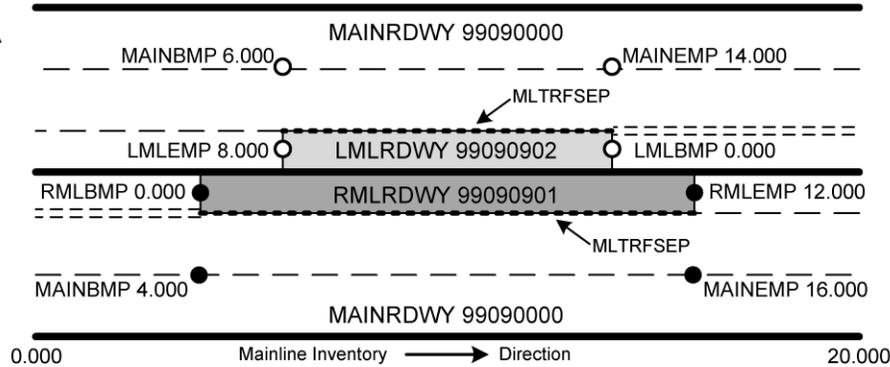
1. Code all associated features as usual.
2. Code Feature 215 RDMEDIAN as code 50.

Managed Lane, separate alignment – Refer to Case A above.

Managed Lane, same alignment – The managed lane data will be recorded in the same manner as a one-way roadway. Code Feature 214 SHLDTYPE from outside edge of lane striping to the MLTRFSEP.

CASE A

Diagram



Field Data

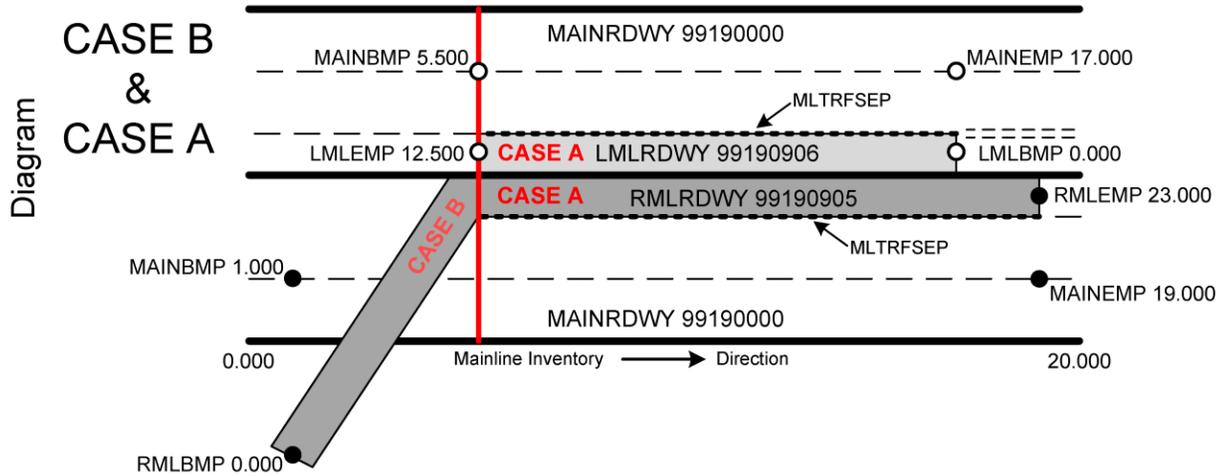
Mainline 99090000	Right Managed Lane 99090901	Left Managed Lane 99090902
LMLBMP = 0.000	MAINBMP = 4.000	MAINBMP = 6.000
LMLEMP = 8.000	MAINEMP = 16.000	MAINEMP = 14.000
LMLRDWY = 99090902	MAINRDWY = 99090000	MAINRDWY = 99090000
RMLBMP = 0.000		
RMLEMP = 12.000		
RMLRDWY = 99090901		

RCI Coding Example for Case A

Roadway ID:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99090000	99	99	TEST	0.000	20.000	20.000	ACTIVE ON THE SHS
Description: MANAGED LANE CASE A MAINLINE						VideoLog	Enterprise GIS
Feature 142 - MANAGED LANES							LENGTH/NON-INTERLOCKING
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated
6.000	14.000	LEFT MANAGED LANE ROADWAY ID	99090902	EA	C		USERID 01/01/2013
6.000	14.000	LEFT MANAGED LANE BEGIN MP	0.000	MI	C		USERID 01/01/2013
6.000	14.000	LEFT MANAGED LANE END MP	8.000	MI	C		USERID 01/01/2013
4.000	16.000	RIGHT MANAGED LANE ROADWAY ID	99090901	EA	C		USERID 01/01/2013
4.000	16.000	RIGHT MANAGED LANE BEGIN MP	0.000	MI	C		USERID 01/01/2013
4.000	16.000	RIGHT MANAGED LANE END MP	12.000	MI	C		USERID 01/01/2013

Roadway ID:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99090901	99	99	TEST	0.000	12.000	12.000	ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE A RIGHT MANAGED LANE						VideoLog	Enterprise GIS
Feature 142 - MANAGED LANES							LENGTH/NON-INTERLOCKING
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated
0.000	12.000	MAINLINE ROADWAY ID	99090000	EA	C		USERID 01/01/2013
0.000	12.000	MAINLINE BEGIN MP	4.000	MI	C		USERID 01/01/2013
0.000	12.000	MAINLINE END MP	16.000	MI	C		USERID 01/01/2013

Roadway ID:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99090902	99	99	TEST	0.000	8.000	8.000	ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE A LEFT MANAGED LANE						VideoLog	Enterprise GIS
Feature 142 - MANAGED LANES							LENGTH/NON-INTERLOCKING
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated
0.000	8.000	MAINLINE ROADWAY ID	99090000	EA	C		USERID 01/01/2013
0.000	8.000	MAINLINE BEGIN MP	6.000	MI	C		USERID 01/01/2013
0.000	8.000	MAINLINE END MP	14.000	MI	C		USERID 01/01/2013



Field Data

Mainline 99190000	Right Managed Lane 99190905	Left Managed Lane 99190906
LMLBMP = 0.000	MAINBMP = 1.000	MAINBMP = 5.500
LMLEMP = 12.500	MAINEMP = 19.000	MAINEMP = 17.000
LMLRDWY = 99190906	MAINRDWY = 99190000	MAINRDWY = 99190000
RMLBMP = 0.000		
RMLEMP = 23.000		
RMLRDWY = 99190905		

RCI Coding Example for Case B

Roadway ID: 99190000	Man-Dist: 99	Geo-Dist: 99	County: TEST	Beg. MP: 0.000	End. MP: 20.000	Net Length: 20.000	Overall Status: ACTIVE ON THE SHS
Description: MANAGED LANE CASE B & A MAINLINE						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES								LENGTH/NON-INTERLOCKING
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated	
5.500	17.000	LEFT MANAGED LANE ROADWAY ID	99190906	EA	C		USERID 01/01/2013	
5.500	17.000	LEFT MANAGED LANE BEGIN MP	0.000	MI	C		USERID 01/01/2013	
5.500	17.000	LEFT MANAGED LANE END MP	12.500	MI	C		USERID 01/01/2013	
1.000	19.000	RIGHT MANAGED LANE ROADWAY ID	99190905	EA	C		USERID 01/01/2013	
1.000	19.000	RIGHT MANAGED LANE BEGIN MP	0.000	MI	C		USERID 01/01/2013	
1.000	19.000	RIGHT MANAGED LANE END MP	23.000	MI	C		USERID 01/01/2013	

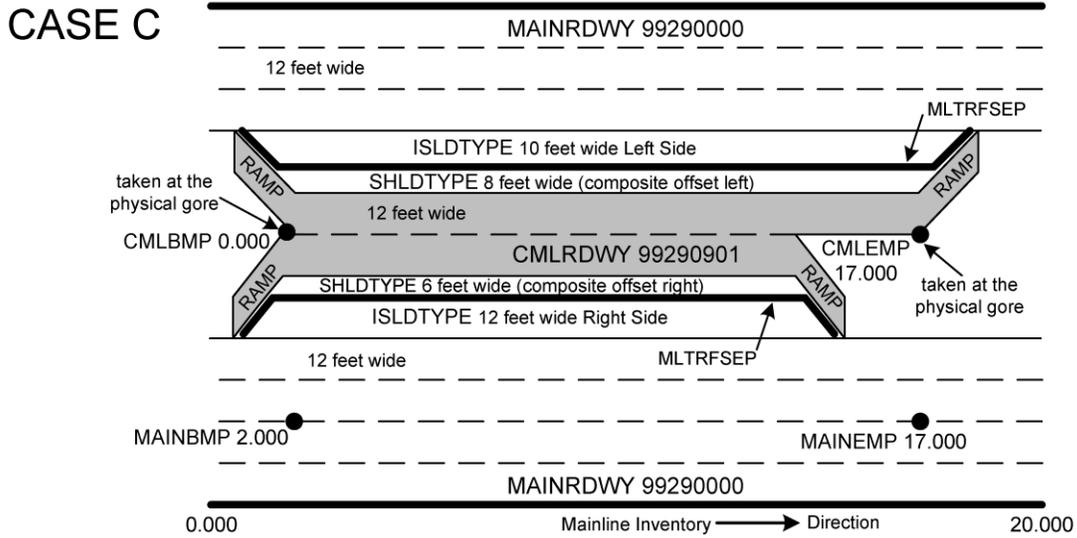
Roadway ID: 99190905	Man-Dist: 99	Geo-Dist: 99	County: TEST	Beg. MP: 0.000	End. MP: 23.000	Net Length: 23.000	Overall Status: ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE B & A RIGHT MANAGED						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES								LENGTH/NON-INTERLOCKING
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated	
0.000	23.000	MAINLINE ROADWAY ID	99190000	EA	C		USERID 01/01/2013	
0.000	23.000	MAINLINE BEGIN MP	1.000	MI	C		USERID 01/01/2013	
0.000	23.000	MAINLINE END MP	19.000	MI	C		USERID 01/01/2013	

Roadway ID: 99190906	Man-Dist: 99	Geo-Dist: 99	County: TEST	Beg. MP: 0.000	End. MP: 12.000	Net Length: 12.000	Overall Status: ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE A LEFT MANAGED LANE						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES								LENGTH/NON-INTERLOCKING
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated	
0.000	12.500	MAINLINE ROADWAY ID	99190000	EA	C		USERID 01/01/2013	
0.000	12.500	MAINLINE BEGIN MP	5.500	MI	C		USERID 01/01/2013	
0.000	12.500	MAINLINE END MP	17.000	MI	C		USERID 01/01/2013	

Diagram



Field Data

<u>Mainline 99290000</u>	<u>Composite Managed Lane 99290901</u>
CMLBMP = 0.000	MAINRDWY = 99290000
CMLEMP = 17.000	MAINBMP = 2.000
CMLRDWY = 99290901	MAINEMP = 17.000

RCI Coding Example for Case C

Roadway ID: 99290000	Man-Dist: 99	Geo-Dist: 99	County: TEST	Beg. MP: 0.000	End. MP: 20.000	Net Length: 20.000	Overall Status: ACTIVE ON THE SHS
Description: MANAGED LANE CASE A MAINLINE						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES								LENGTH/NON-INTERLOCKING	
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated		
2.000	17.000	COMPOSITE MANAGED LANE BEG MP	0.000	EA	C		USERID 01/01/2013		
2.000	17.000	COMPOSITE MANAGED LANE END MP	17.000	MI	C		USERID 01/01/2013		
2.000	17.000	COMPOSITE MANAGED LANE RDWYID	99290901	MI	C		USERID 01/01/2013		

Roadway ID: 99290901	Man-Dist: 99	Geo-Dist: 99	County: TEST	Beg. MP: 0.000	End. MP: 17.000	Net Length: 17.000	Overall Status: ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE C COMPOSITE MANAGED LANE						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES								LENGTH/NON-INTERLOCKING	
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated		
0.000	17.000	MAINLINE ROADWAY ID	99290000	EA	C		USERID 01/01/2013		
0.000	17.000	MAINLINE BEGIN MP	2.000	MI	C		USERID 01/01/2013		
0.000	17.000	MAINLINE END MP	17.000	MI	C		USERID 01/01/2013		

BEGSECT

Begin Section MP of Exception Field

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes lowest milepoint for the roadway that carries the exception information.

Responsible Party for Data Collection: TranStat

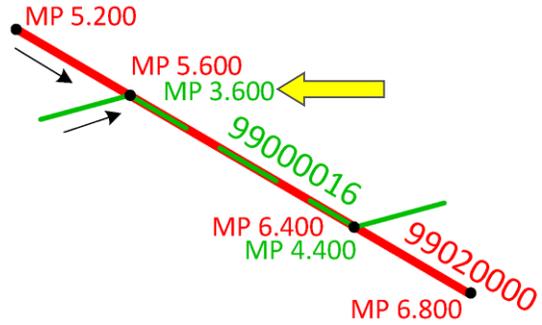
Required For: Only when an exception occurs

Who/What uses this Information: Central Planning, District Planning, Safety, Financial Management

How to Gather this Data: Do not gather. This characteristic is automatically generated.

NOTE: Do not delete Feature 143 or any of its characteristics.

Value for BMP of Exception: 6 Bytes: XXX.XXX



ENDSECT

EndSection MP of Exception Field

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes highest milepoint for the roadway that carries the exception information.

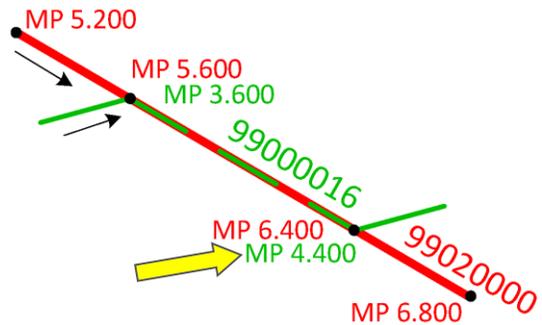
Responsible Party for Data Collection: TranStat

Required For: Only when an exception occurs

Who/What uses this Information: Central Planning, District Planning, Safety, Financial Management

How to Gather this Data: Do not gather. This characteristic is automatically generated.

Value for EMP of Exception: 6 Bytes: XXX.XXX



RDWYID

County, Section, Sub-section

Roadside: C

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the roadway ID for an exception. This roadway ID number identifies where all features and characteristics information is carried.

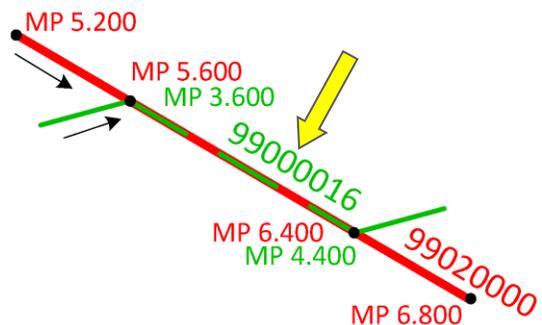
Responsible Party for Data Collection: TranStat

Required For: Only when an exception occurs

Who/What uses this Information: Central Planning, District Planning, Safety, Financial Management

How to Gather this Data: Do not gather. This characteristic is automatically generated.

Value for Roadway ID of Exception: 8 Bytes: XXXXXXXX



FIHSDT

Date of Last Change

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

NOTE: This feature is no longer in use effective July 2012. It was replaced by Feature 147 Strategic Intermodal System

Responsible Party for Data Collection: Systems Planning Office. For further assistance, please contact Systems Planning Office at (850) 414-4905

Required For: All highways on the Florida Intrastate Highway System (FIHS)

Who/What uses this Information: Provided for informational and historical purposes only

How to Measure: Milepoints measured to three decimal places

How to Gather this Data: Do not gather

Value: 8 Bytes: MMDDYYYY – Record date

FIHSCODE

On FIHS

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

NOTE: This feature is no longer in use effective July 2012. It was replaced by Feature 147 Strategic Intermodal System

Definition/Background: Denotes whether or not the route is part of the FIHS. Those routes included in the FIHS are commonly referred to as “off-system.”

Responsible Party for Data Collection: For further assistance, please contact Systems Planning Office at (850) 414-4905

Required For: All highways on the FIHS

Who/What uses this Information: Provided for informational and historical purposes only

How to Gather this Data: Do not gather

Code:

0 – No

1 – Yes

FIHSLRAT

Long-Range Access Type

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

NOTE: This feature is no longer in use effective July 2012. It was replaced by Feature 147 Strategic Intermodal System

Responsible Party for Data Collection: For further assistance, please contact Systems Planning Office at (850) 414-4905

Required For: All highways on the FIHS

Who/What uses this Information: Provided for informational and historical purposes only

How to Gather this Data: Do not gather

Codes:

0 – Not applicable

1 – Partial

2 – Full Control

LOSSTDK**LOS Standard K Factor**

Roadside: C

Feature Type: Length

Secured: Yes

NOTE: Effective July 2016. This characteristic was removed from RCI and is no longer being used.

Definition/Background: The proportion of annual average daily traffic (AADT) occurring in an hour. Standard K is a predetermined context sensitive K value based on area type and facility type.

Responsible Party for Data Collection: Systems Planning Office

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Roadway Design Office, Environmental Management, System Planning, Traffic Engineering and Operations Office



How to Gather this Data: The District LOS Coordinator is responsible for coding whether a roadway is an arterial, freeway, or highway based on the road's characteristics.

Special Situations: In the state's largest urbanized areas, FDOT would designate "core" freeways; major non-toll freeways going into/through the urbanized core areas (I-4 in the Orlando area). As these freeways pass through an urbanized area, the standard K factors range from 8.0% to 9.0%, depending upon proximity to the central core or central business district. FDOT district offices would take the lead on designating factors for the freeways. FDOT will also accept and promote lower K factors for non-freeways in which transportation infrastructure is adequately addressed. A 7.5% K factor becomes applicable for state arterials and highways in approved Multimodal Transportation Districts, where secondary priority is given to auto vehicle movements. Essentially, this lower factor represents the promotion of a multi-hour peak period rather than a single peak hour analysis.

Value for Standard K Factor: 4 Bytes: XX.XX – Record a number from 05.00 to 30.00

Arterial – A signalized roadway that primarily serves thru traffic with average signalized intersection spacing of 2.0 miles or less.

Freeway – A multilane, divided highway with at least two lanes for exclusive use of traffic in each direction and full control of ingress and egress.

Highway – An uninterrupted flow roadway that is not a freeway. Additionally, the District LOS Coordinator determines whether the roadway is in a rural, transitioning urban, or urbanized area. This determination is based on a combination of census data, political boundaries, and the population attributes of the area.

Rural undeveloped areas – Portions of rural areas with no or minimal population development.

Rural developed areas – Portions of rural areas that are generally cities and other population areas with less than 5,000 population or along coastal roadways.

Urban areas – An urban area is a place with a population between 5,000 and 50,000 and not within an urbanized area.

Transitioning area – A fringe area that exhibits characteristics between rural and urban/urbanized.

Other Urbanized area – An area within an MPO's designated urbanized area boundary. The population range for other urbanized areas is 50,000-1,000,000 people.

Large Urbanized area – An area within an MPO's designated urbanized area boundary. The minimum population for a large urbanized area is 1,000,000 people.

ACMANCLS Access Management Classification

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

Definition/Background: A designation for each FDOT roadway. This classification reflects the desired access management standards to be followed in each classification. These are standards for restrictive medians, median opening separation, and driveway separation. The ranges are from 00-07 and 99. Code 01 is the highest amount of access management control (freeways) and code 07 is the lowest. Code 07 is usually found on suburban built-out corridors.

Responsible Party for Data Collection: A representative from each district will gather, update, and input this data into RCI as needed. For further reference, please read *FAC Rule 14-97 Access Management Classification System and Standards*. This can be obtained from the District Systems Planning Office. For further assistance, please contact Systems Planning Office at (850) 414-4912.

See Assignment of Access Management Classifications to the SHS, Procedure Number Topic No. 525-030-155. This procedure gives guidance on RCI input as follows:

- (a) Once a classification or reclassification is final, the District Planning Office, or those delegated this task, will enter the Access Management Classification (ACMANCLS) into RCI. The codes are 00-07 and 99.
- (b) The District Planning Office, or the office designated by the District Secretary, will take no longer than 15 days on re-classifications to enter the data.
- (c) The District Planning Office, or the office designated by the District Secretary, should send the District connection application staff (usually in Maintenance) the most up-to-date information on the classifications within five working days of the final agency action.

Codes:

- 00 – Class would not be applicable
- 01 – Access Class 01
- 02 – Access Class 02
- 03 – Access Class 03
- 04 – Access Class 04
- 05 – Access Class 05
- 06 – Access Class 06
- 07 – Access Class 07
- 99 – Special Corridor Access Management Plan

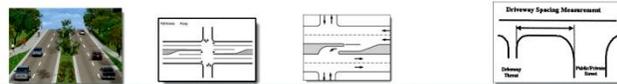
Class 1 – Limited Access, i.e. interstate, Turnpike, Lee Roy Selmon, Suncoast Pkwy, etc. Ingress and egress are only via interchanges.

Class 2 – Has frontage roads or a system of interconnections making frequent driveways and median openings not needed.

Class 3-6 – Has less strict spacing than class 2 due to multiple factors such as speed, strategic importance of roadway, and surrounding land uses.

Class 7 – The least strict; usually found in older, densely developed strip suburban areas.

Access Management Spacing Standards from Rule 14-97



CLASS	MEDIANS	MEDIAN OPENINGS		CONNECTION	
		FULL	DIRECTIONAL	MORE THAN 45MPH	45MPH OR LESS
2	Restrictive w/ Service Roads	2,640	1,320	1,320	660
3	Restrictive	2,640	1,320	660	440
4	Non-Restrictive			660	440
5	Restrictive	2,640 (More than 45MPH)	660	440	245
		1,320 (45MPH or Less)			
6	Non-Restrictive			440	245
7	Both	660	330	125	125

The following information is used to determine roadway access to the SHS network. This table is an excerpt from *Florida Administrative Code (FAC), Rule Chapter 14-97.003, Access Management Classification System and Standards.*

FIGURE 2

CONTROLLED ACCESS FACILITIES

ACCESS CLASS	FACILITY DESIGN FEATURES (MEDIAN TREATMENT AND ACCESS ROADS)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN OPENING SPACING	MINIMUM MEDIAN OPENING SPACING	MINIMUM SIGNAL SPACING
		(FEET)	DIRECTIONAL (FEET)	FULL (MILE)	(MILE)
2	Restrictive with Service Roads	1320/660	1320'	0.5	0.5
3	Restrictive	660/440	1320'	0.5	0.5
4	Non-Restrictive	660/440	N/A	N/A	0.5
5	Restrictive	440/245	660'	0.5/0.25	0.5/0.25
6	Non-Restrictive	440/245	N/A	N/A	0.25
7	Both	125	330'	0.125	0.25

(Greater than 45 MPH/ Less than or = 45 MPH)

NOTE: * Section 14-97.003 and 14-97.004, FAC, contain supplementary and more detailed instructions for the use of these standards.

14-97.003 Access Management Classification System and Standards

Access Class 1, Limited Access Highways. Class 1 is the most restrictive. These highways do not provide direct property connections. Accessibility to highways in this class is provided by grade-separated interchanges. Interstate highways and the Turnpike are typical of this class. The interchange spacing standards, based on the area type the highway is passing through.

Access Classes 2-7, General Description. The ACMANCLS for controlled access highways (classes 2-7) are arranged from the most restrictive (class 2) to the least restrictive (class 7). Generally, the highways serving areas without existing extensive development or properties without subdivided frontages will be classified at the top of the range (classes 2, 3, and 4). Those roadways serving areas with existing moderate to extensive development or subdivided properties will generally be classified in the lower classes of the range (classes 5, 6, and 7). The standards for each class are further defined where the posted speed limit is greater than 45 MPH or where the posted speed limit is 45 MPH or less.

SISFCTPx**SIS Facility Type Level (x=1-9)**

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

Definition/Background: Identifies highway facilities within the designated SIS and emerging SIS corridors, and designated SIS and emerging SIS roadway connectors.

Responsible Party for Data Collection: Systems Planning Office. For further assistance, please contact Systems Planning Office at 850-414-4905.

Required For: All designated SIS and emerging SIS highway facilities and connectors On or Off the SHS



Who/What uses this Information: Intermodal System Development, SIS Committee and sub-committees

How to gather this Data: Enter the code value assigned to the route.

Codes:

Highway Facilities:

- 11 – SIS Corridor
- 12 – Emerging SIS Corridor
- 13 – SIS Corridor Planned Add
- 14 – SIS Corridor Planned Drop
- 15 – Emerging SIS Corridor Planned Add
- 16 – Emerging SIS Corridor Planned Drop

Connectors:

- 21 – SIS Connector
- 22 – SIS Connector Planned Add
- 23 – SIS Connector Planned Drop

Military Access:

- 24 – Military Access
- 25 – Military Access Planned Add
- 26 – Military Access Planned Drop

Links:

- 31 – SIS Link
- 32 – Emerging SIS Link (*This code is no longer in use. Effective April 2014*)

GIS Route:

- 41 – SIS GIS Route

Highway Facilities:

11 – SIS Corridor: Highway facilities within designated corridors that play a critical role in moving people and goods to and from other nations and states, as well as among economic regions within Florida (required to be on the FIHS or serving major markets in Alabama and Georgia).

12 – Emerging SIS Corridor: Highway facilities and services of statewide or interregional significance meeting lower levels of people and goods movement than SIS highway facilities. Generally, these are located in fast-growing areas or rural areas. These facilities are considered part of the SIS, but are labeled “emerging SIS” to indicate their potential for future growth.

13 – SIS Corridor Planned Add: This alignment is either a new roadway that has not been constructed, or a major expansion of an existing roadway not in a designated SIS corridor.

14 – SIS Corridor Planned Drop: An existing SIS corridor that will be de-designated when a facility that is to replace it (planned add) is designated a SIS corridor.

15 – Emerging SIS Corridor Planned Add: This alignment is either a new roadway that has not been constructed or major expansion of an existing roadway not in a designated emerging SIS corridor.

16 – Emerging SIS Corridor Planned Drop: An existing emerging SIS corridor that will be de-designated when a facility that is to replace it (planned add) is designated an emerging SIS corridor.

Connectors:

21 – SIS Connector: Designated roadways that connect SIS hubs to SIS corridors may be either On or Off the SHS.

22 – SIS Connector Planned Add: This alignment is either a new roadway that has not been constructed, or was not previously designated as a SIS connector.

23 – SIS Connector Planned Drop: An existing SIS connector that will be de-designated when a facility that is to replace it (planned add) is designated a SIS connector.

Military Access:

24 – Military Access: Designated roadways that connect SIS military installations meeting specific criteria and thresholds to SIS corridors may be either On or Off the SHS.

25 – Military Access Planned Add: This alignment is either a new roadway that has not been constructed or was not previously designated as a military access, and/or is not yet designated as a SHS (STRAHNET).

26 – Military Access Planned Drop: An existing military access facility that will be de-designated when a facility that is to replace it (planned add) is designated a military access facility.

Link:

31 – SIS Link: A segment that removes the visual mapping gap and provides continuity between the SIS, corridors, connectors, and hubs. These links are usually found at interchanges with the section status of Active Exclusive (ramps and frontage roads) and are needed to complete the visual flow for mapping the SIS highway routes. In addition, they are needed for programming the SIS Capacity Improvement project limits in the Financial Management (FM) database. The SIS links are for mapping purposes only and do not reflect system mileage.

32 – Emerging SIS Link: *(This code is no longer in use effective April 2014. It remains in the handbook for informational and historical purposes only.)* A segment that removes the visual mapping gap and provides continuity between the emerging SIS, corridors, connectors, and hubs. The mileage of the emerging SIS link is not part of the emerging SIS highway network and is located on Active Exclusive facilities (ramps and frontage roads). These links are usually found at interchanges and are needed to complete the visual flow for mapping the emerging SIS highway routes. The emerging SIS links are for mapping purposes only and do not reflect system mileage.

GIS Route:

41 – SIS GIS Route: A segment that is parallel to the main SIS Highway Corridors and are needed to complete the visual flow for mapping the SIS highway routes. It uses the 800 series section number in the roadway ID. The SIS GIS routes are for mapping purposes only and do not reflect system mileage.

SISMPIDx

SIS Facility Map ID Level (x=1-9)

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

Definition/Background: Associates a map ID with a highway facility within the designated SIS.

Responsible Party for Data Collection: Assigned by the SIS Designation Subcommittee and updated by the Systems Planning Office. For further assistance, please contact Systems Planning Office at (850) 414-4905.

Required For: All designated SIS and emerging SIS highway facilities and connectors On or Off the SHS

Who/What uses this Information: Intermodal System Development, SIS Committee and sub-committees

How to Gather this Data: Enter the ID value assigned to the facility.

Code: 6 Bytes: XXXXXX – Record the 6 digit sequence number assigned by the SIS Designation Committee

NOLANES **Number of Roadway Lanes**

Roadside: C/R/L HPMS: 7 Feature Type: Length Interlocking: Yes

Definition/Background: The total number of through lanes for the roadside, (C/R/L). A through traffic lane is a lane of roadway intended to facilitate moving vehicles along a corridor.



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS and Active Exclusive roadways

Who/What uses this Information: Central Planning, District Planning

How to Gather this Data: Count the number of through lanes excluding auxiliary lanes, parking lanes, or acceleration and deceleration lanes. For a divided roadway, there will be two values, one for the left roadside and one for the right roadside. For a composite roadside, there will be one value.

Special Situations: T Intersection: Code the number of through lanes to the center of the intersection. Then code the auxiliary lanes under Feature 213 by counting those not previously counted. Be careful to avoid duplicate or over counting. For more details, reference Feature 213 Special Considerations for coding T intersections.

Auxiliary lanes are coded in Feature 213 Auxiliary Lanes. Parking lanes are coded as a paved shoulder in Feature 214 Outside Shoulders. Parking lane width and type of parking are coded in Feature 313 Parking.

Value for Number of Roadway Lanes: 2 Bytes: XX – Number of through lanes (e.g. 02)

SURWIDTH **Pavement Surface Width**

Roadside: C/R/L HPMS: 34 Feature Type: Length Interlocking: Yes

Definition/Background: The total width of all through lanes for the roadside (C/R/L), measured in feet.



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS and Active Exclusive roadways

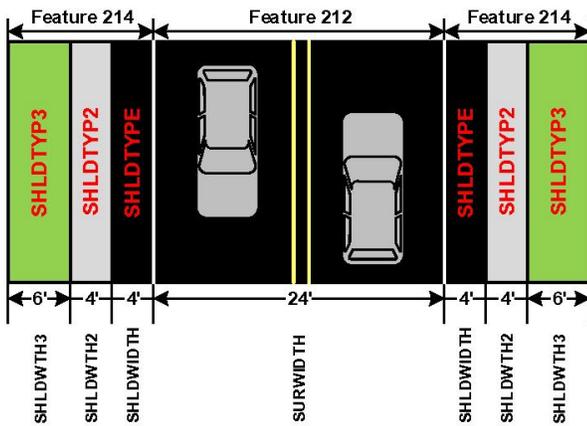
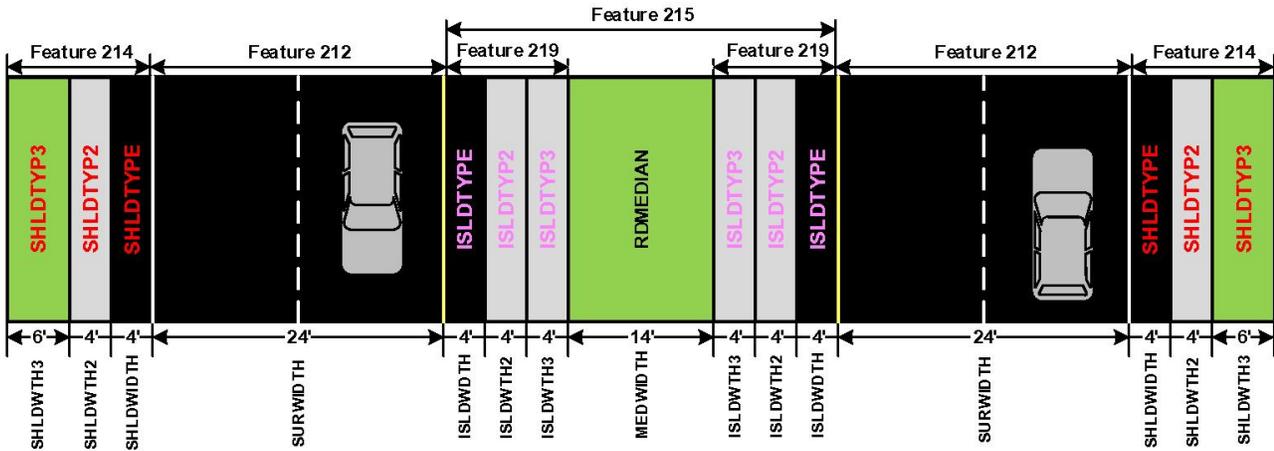
Who/What uses this Information: Central Planning, District Planning

Quality Check: Tolerance: Dimensional Accuracy: 1 foot

How to Gather this Data: Measure the total lane surface width to the nearest whole foot. Measure from the outside paint stripe edge to the outside paint stripe edge. Do not include auxiliary lanes, parking lanes, or acceleration and deceleration lanes.

Special Situations: Divided roadway – Take measurement from the outside edge of the yellow stripe to the outside edge of the white stripe. For a divided roadway, there will be two values, one for the left roadside and one for the right roadside. These can be up to 24 feet for a single individual through lane.

Value for Pavement Surface Width: 3 Bytes: XXX – Surface width in feet



Measurement Standards

Undivided Highway

Feature 212 = from solid white stripe to solid white stripe, include the stripe width
Feature 214 = from solid white stripe, DO NOT include the stripe width

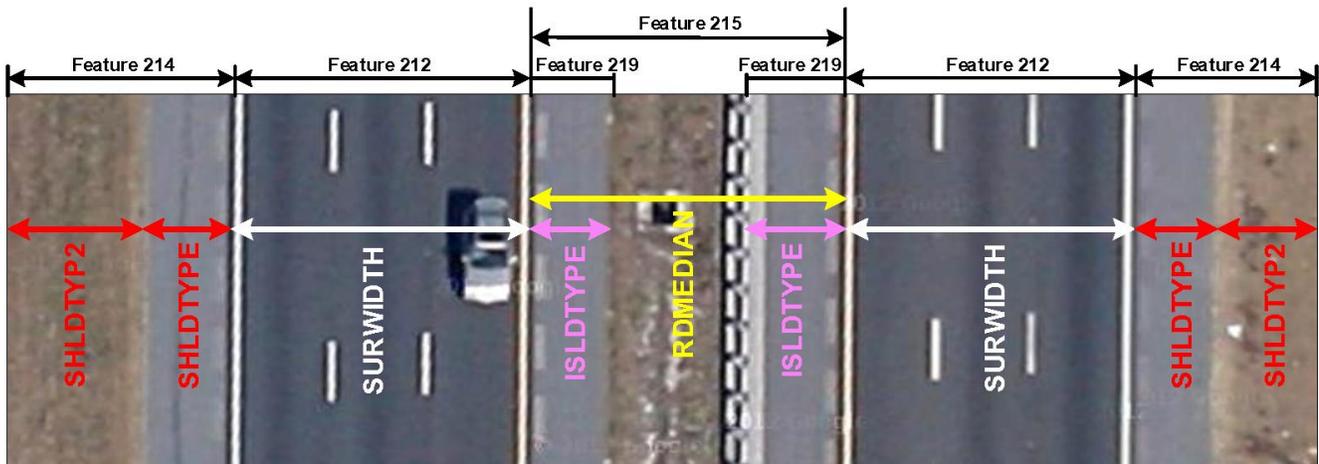
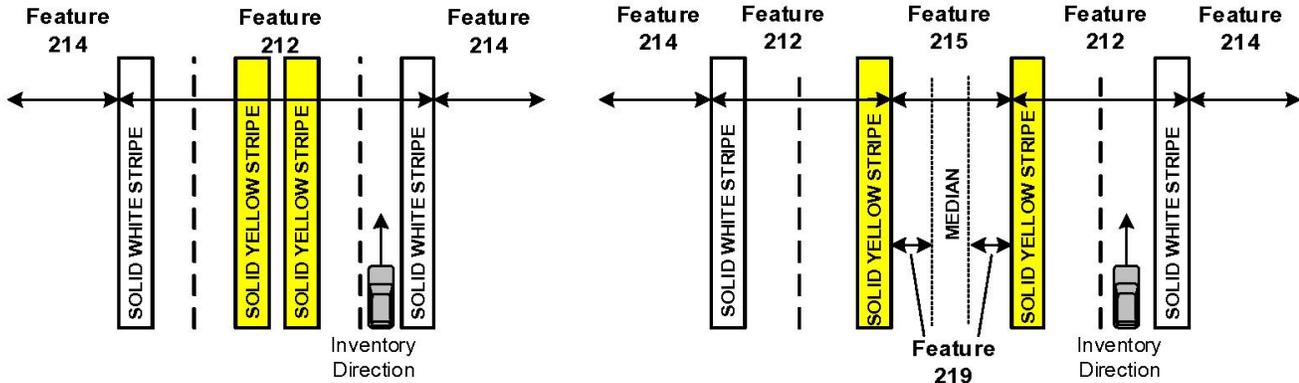
Divided Highway

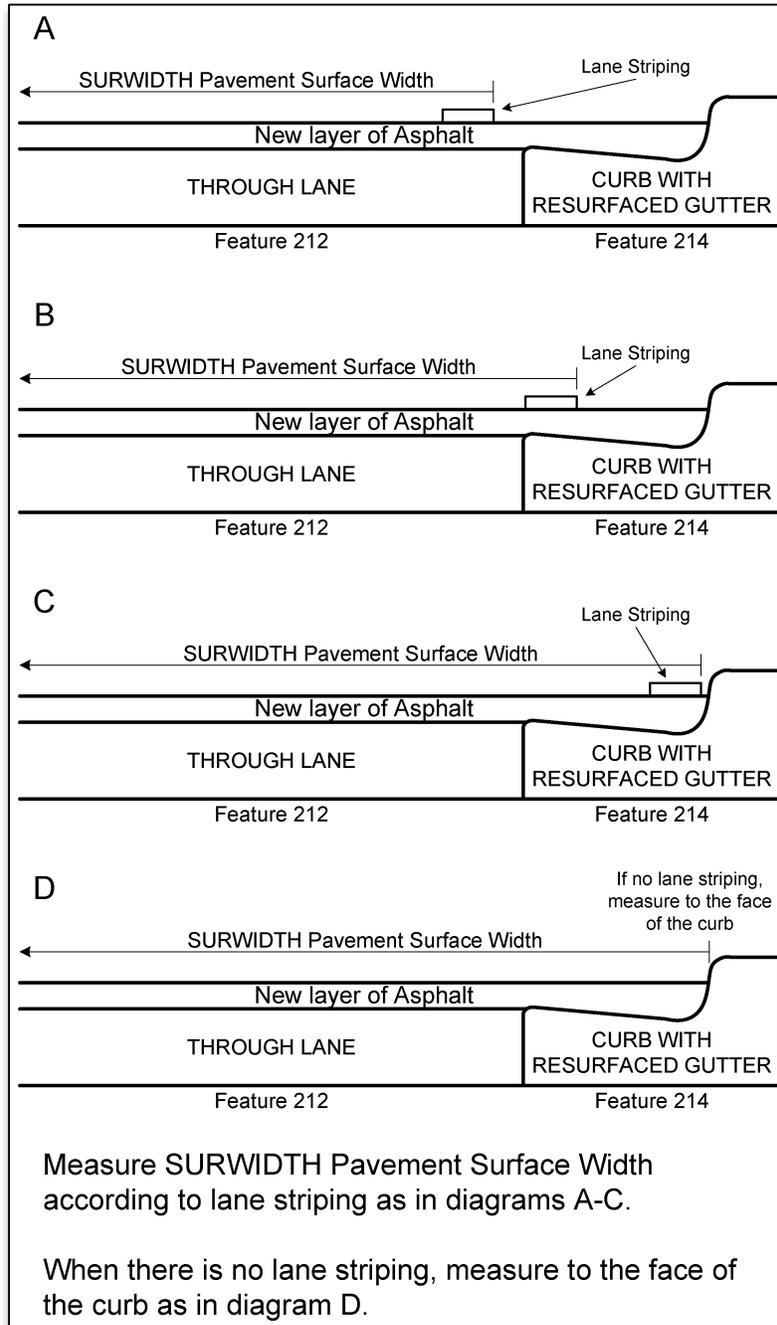
Feature 212 = from solid white stripe to solid yellow stripe, include both solid white and yellow stripe widths
Feature 214 = from solid white stripe, DO NOT include stripe width
Feature 215 = from solid yellow stripe to solid yellow stripe, DO NOT include stripe width
Feature 219 = from solid yellow stripe, DO NOT include stripe width

NOTE: Features 214, 215 and 219 do not include any striping. Stripings are for denoting traffic lanes.

Undivided Highway

Divided Highway





AUXLNTYP

Auxiliary Lane Type

Roadside: R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Auxiliary lanes are lanes adjacent to Feature 212 Through Lanes and provide turning movements, exclusive vehicle lane usage (e.g. bus), and where speed changes are required.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, NHS, and MAP-21

Who/What uses this Information: Central Planning, District Planning, Office of Maintenance

How to Gather this Data: Examine the function of the auxiliary lane and record the appropriate code (refer to illustrations). Measure from the taper to stop bar, physical gore to taper, physical gore to physical gore, or taper to taper. The length of auxiliary lanes will include tapers if present. Two-way left turn lanes in paved medians are not auxiliary lanes.

Auxiliary lanes and Feature 212 Through Lanes must be considered together because their sum must not exceed the total number of physical lanes. If a turn lane is not part of a through lane drop off, inventory it as an auxiliary lane. For right/left turn lanes, inventory the turn lane from the beginning of the taper to the stop bar, or its approximate intended location. This includes turn lanes that may or may not be a part of a paved or physical barrier median. Regardless of whether the auxiliary lane is merging outside or inside, inventory the lane from the end of the white stripe (lane separator) at the intersection to the taper merging with the through travel lane. A lane designated for buses is usually a bus pull in/out within a designated transit stop.

NOTE: This feature cannot be coded "C" composite.

Special Case: For one-way roadways, always code the roadside as right, since there is technically only one side of the roadway, i.e. the inventory direction which is the right side. Code any existing left turning lanes as code 3 and any existing right turning lanes as code 4, on roadside right.

Codes:

- 3 – Turning (left)
- 4 – Turning (right)
- 5 – Bus Preference
- 6 – Merging (from inside lane/shoulder)
- 7 – Merging (from outside lane/shoulder)
- 8 – Turn Lane with Bike Slot (obsolete)
- 9 – Special Enforcement Lane



3 – Turning



4 – Turning



5 – Bus Preference

Examples:



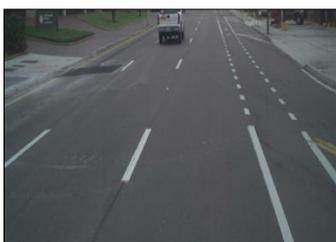
6 – Merging



6 – Merging (one-way roadway)



7 – Merging



7 – Merging (one-way roadway)



8 – Turn Lane with Bike Slot
(Obsolete-Effective May 2014)



9 – Special Enforcement Lane

Special Situations:

At typical intersections, auxiliary lanes may provide vehicle storage for turning movements. Code any auxiliary lanes under Feature 213 for each side of the roadway and the number of through lanes in Feature 212. In determining the number of through lanes, consider the number of lanes before any auxiliary lanes begin. The through lanes will carry the majority of the traffic volume.

Feature 212 – Number of Through Lanes (Roadside = C)

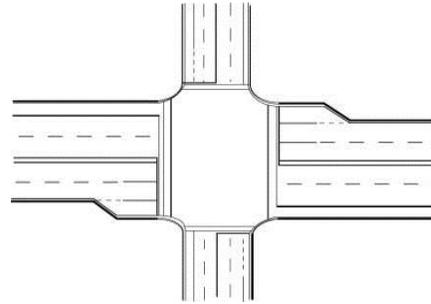
$$\begin{aligned} \text{Left} + \text{Right} &= \text{Total} \\ 2 + 2 &= 4 \end{aligned}$$

Feature 213 – Number of Auxiliary Lanes (Roadside = R)

$$\begin{aligned} \text{Turning Left} &= 0 \\ \text{Turning Right} &= 1 \end{aligned}$$

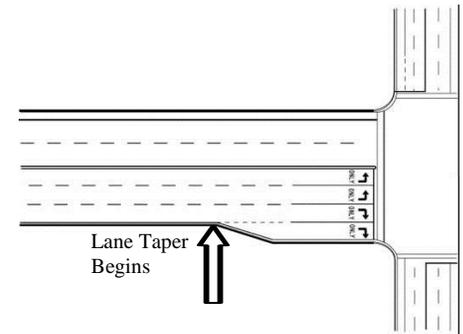
Feature 213 – Number of Auxiliary Lanes (Roadside = L)

$$\begin{aligned} \text{Turning Left} &= 0 \\ \text{Turning Right} &= 1 \end{aligned}$$



T Intersections – in the example to the right, the three through lanes are present before the auxiliary lane begins and they are continuous to the center of the intersection. They are not considered auxiliary lanes just because they are marked as turn lanes.

Code the number of through lanes to the center of the intersection and code any auxiliary lanes under Feature 213 for each side of the roadway. The total lane count must not exceed the sum of through lanes plus auxiliary lanes.



Feature 212 – Number of Through Lanes (Roadside = C)

$$\begin{aligned} \text{Left} + \text{Right} &= \text{Total} \\ 2 + 3 &= 5 \end{aligned}$$

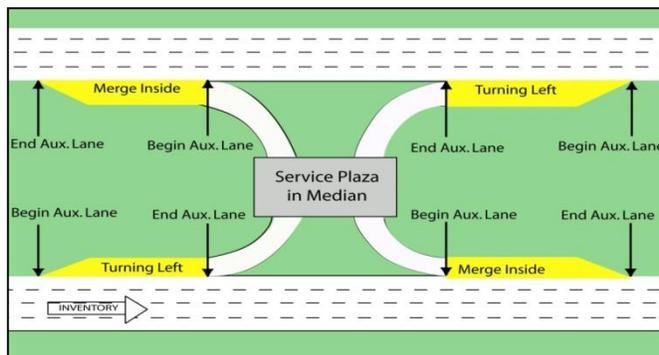
Feature 213 – Number of Auxiliary Lanes (Roadside = R)

$$\begin{aligned} \text{Turning Left} &= 0 \\ \text{Turning Right} &= 1 \end{aligned}$$

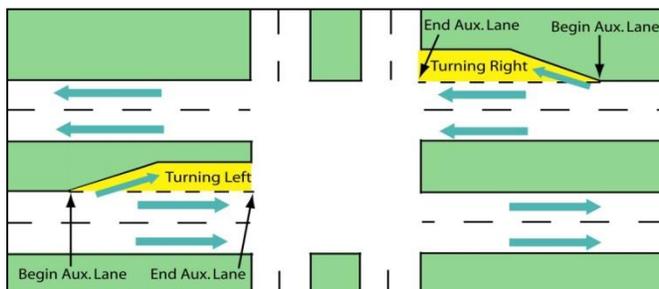
Feature 213 – Number of Auxiliary Lanes (Roadside = L)

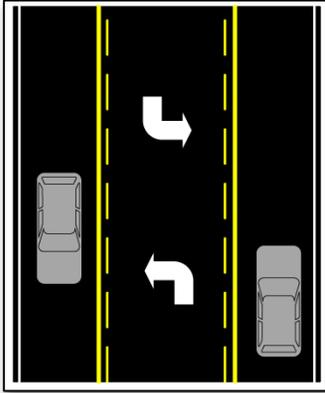
$$\begin{aligned} \text{Turning Left} &= 0 \\ \text{Turning Right} &= 0 \end{aligned}$$

Service Plaza

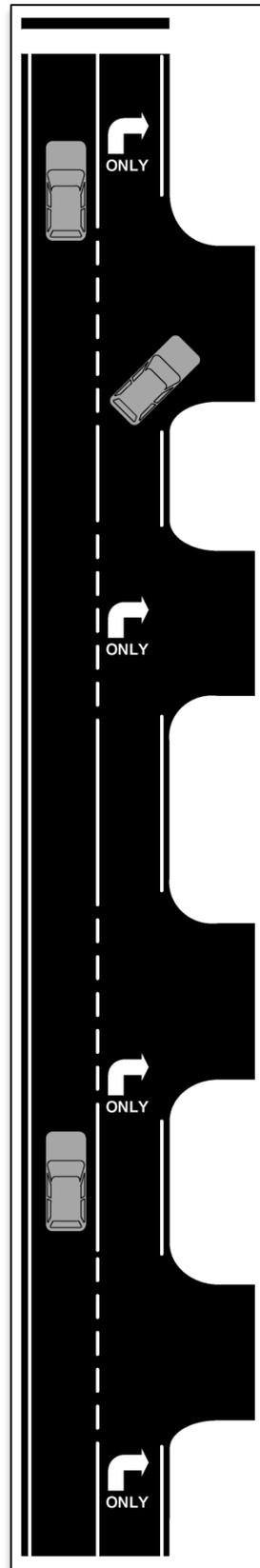


Intersection



Two-way left turn lanes in the median should be coded under Feature 213, only in the inventoried direction.



Continuous turn lanes not in the median are coded under Feature 213.

AUXLNUM

Number of Auxiliary Lanes

Roadside: R/L

Feature Type: Length

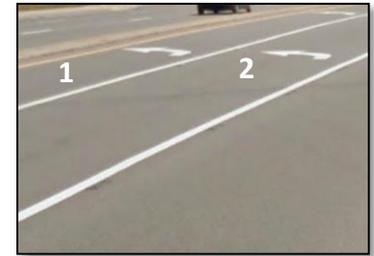
Interlocking: Yes

Definition/Background: The total number of auxiliary lanes adjacent to the roadway for the roadside (R/L).

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, NHS, and MAP-21

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance



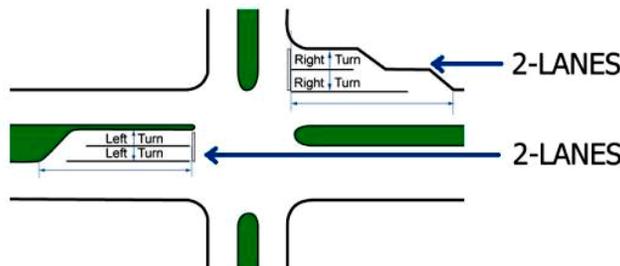
How to Gather this Data: Count the number of auxiliary lanes adjacent to the through lanes. Do not include through lanes.

NOTE: This feature cannot be coded "C" composite.

Special Situations: T Intersections – Code the number of through lanes to the center of the intersection. Then code the auxiliary lanes by counting those not previously counted. Be careful to avoid duplicate or over counting.

Value for Number of Auxiliary Lanes: 1 Byte: X – Total number of auxiliary lanes adjacent to the roadway

Example:



AUXLNWTH

Average Auxiliary Lane Width

Roadside: R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the average width of each auxiliary lane.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, NHS, and MAP-21

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance



How to Gather this Data: Record the width of auxiliary lane(s). The width is measured from the edge of lane stripe to edge of lane stripe. For auxiliary lanes at intersections, measure near or at the stop bar. For auxiliary lanes adjacent to ramps, measure the widest point along the lane. Average the widths if there are multiple auxiliary lanes.

NOTE: This feature cannot be coded "C" composite.

Special Situations: For RCI – To enter both a left turn and right turn lane that begin and end at the same milepoint, offset the beginning milepoint of one of the turn lanes by 0.001.

Value for Average Auxiliary Lane Width: 3 Bytes: XX.X – Average width of auxiliary lane(s)

MLTRFSEP

Managed Lane Separator

Roadside: R/L HPMS: 37 Feature Type: Length

Definition/Background: Denotes type of separator between a managed lane and a mainline in the same direction. Effective April 2013.

Responsible Party for Data Collection: District Planning

Required For: All managed lanes

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

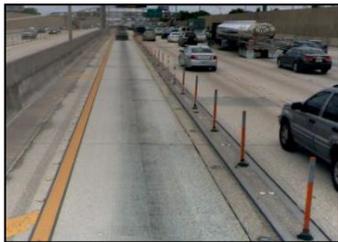
How to Gather this Data: Record the type of separator between the managed lane and mainline through lane(s) in the same direction.

Offset Direction: 2-right and 3-left

Codes:

- 0 – None
- 1 – Flexible Posts
- 2 – Guardrail
- 3 – Barrier Wall

Examples:



1 – Flexible Posts



2 – Guardrail



3 – Barrier Wall

SHLDTYPE

Highway Shoulder Type

SHLDTYPx

Highway Shoulder Type (x=2,3)

Roadside: C/R/L HPMS: 37 Feature Type: Length

Definition/Background: Denotes type of outside shoulder located adjacent to the outside travel lane. Outside shoulders provide for the accommodation of stopped vehicles, emergency use, and lateral support of the roadbed. SHLDTYPE is the shoulder adjacent to the roadway centerline. The intent is to code outside shoulder, not the right of way.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, and on Active Exclusive roadways, and all SIS related roadways

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Record the highway shoulder type starting with the first shoulder adjacent to the outside travel lane. Collect information for up to three types of shoulders (SHLDTYPE, SHLDTYP2, and SHLDTYP3). Each shoulder type is independently measured. A lawn shoulder type should only be measured up to 12' in width. Do not record shoulder types less than 1 foot in width.

Offset Direction: 1-right and left, 2-right, 3-left

Special Situations: No additional shoulder type is required if the first shoulder type is curb & gutter or a raised curb. Also, no additional shoulder type is required after any physical barriers, i.e. guardrails, barrier walls, or noise walls. These are inventoried by the Office of Maintenance.

Other Coding Requirements: For designated bike lanes, also code Feature 216. For bike slots, the bike lane between a through lane (see Feature 216) and a right turn lane (see Feature 213).

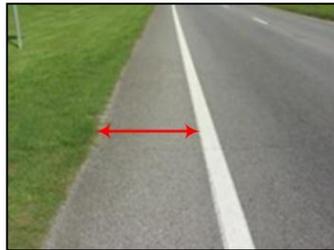
Codes: Effective July 2013.

- 0 – Raised Curb (no shoulder or width exists)
- 1 – Paved (including paved parking and bike lanes)
- 2 – Paved with Warning Device (any device that serves to warn, guide, or regulate the motorist)
- 3 – Lawn (number of feet to support roadbed)
- 4 – Gravel/Marl
- 5 – Valley Gutter (not a barrier)
- 6 – Curb & Gutter
- 7 – Other (Managed Lane)
- 8 – Curb with Resurfaced Gutter
- 9 – None

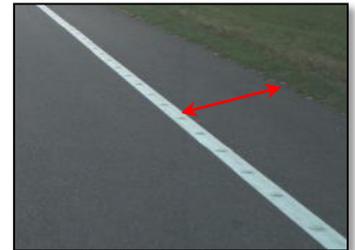
Examples: Arrows depict where measurements are taken.



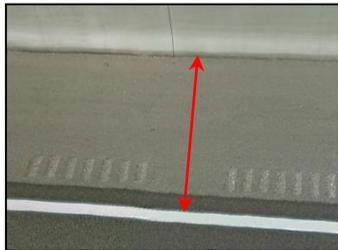
0 – Raised Curb



1 – Paved



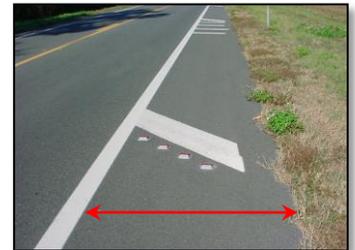
1 – Paved



2 – Paved with Warning Device



2 – Paved with Warning Device



2 – Paved with Warning Device



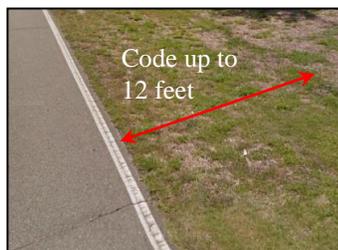
2 – Paved with Warning Device



2 – Paved with Warning Device



2 – Paved with Warning Device



3 – Lawn



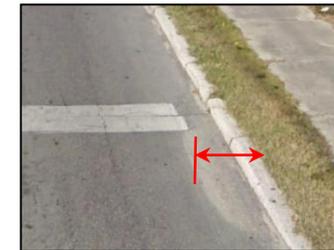
4 – Gravel/Marl



5 – Valley Gutter



6 – Curb & Gutter



8 – Curb with Resurfaced Gutter



9 – None

SLDWIDTH	Highway Shoulder Width
SHLDWTHx	Highway Shoulder Width (x=2,3)

Roadside: C/R/L HPMS: 38 Feature Type: Length

Definition/Background: Width of either SHLDTYP, SHLDTYP2, or SHLDTYP3. Should be separately entered for each shoulder type.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, on Active Exclusive roadways, and all SIS related roadways

Who/What uses this Information: Central Planning, District Planning



Quality Check: Cross-Reference/Tolerance: Dimensional Accuracy: 1 foot

How to Gather this Data: Effective January 2012.

1. Record shoulders that are 1 foot or greater.
2. Measurements should be rounded to the nearest 6 inches*, excluding lawn shoulders.
3. Lawn shoulders should be measured in increments of 1 foot**, up to 12 feet.

*Measure widths of shoulders that are 1 foot wide or wider and code to the nearest 6-inch accuracy.

**Lawn shoulder type should be rounded to the nearest foot accuracy (Effective January 2012).

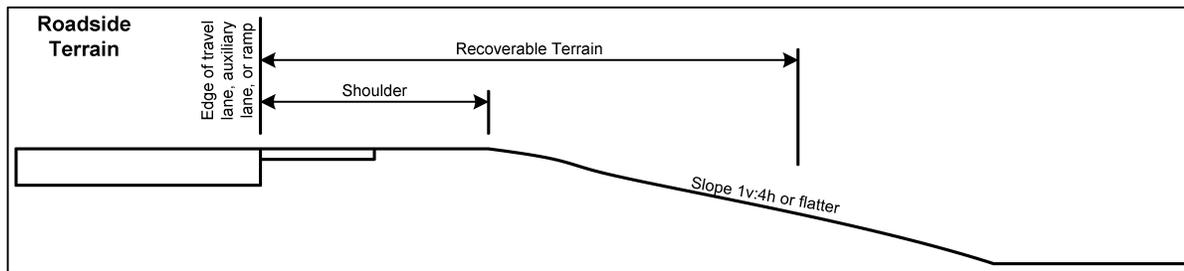
Lawn shoulder type should only be collected to a maximum of 12 feet, if it is safely traversable and on a slope that is 1v:4h or flatter. All other shoulder types are to be collected according to their physical attributes. See the roadside terrain diagram below. Effective January 2012.

Offset Direction: 1-right and left, 2-right, 3-left

Offset Units: Feet

Offset Distance: XXX

Special Situations: If the shoulder slopes, i.e. a ditch exists, extend the measuring tape horizontally until it is over the end of the slope and then take the measurement.



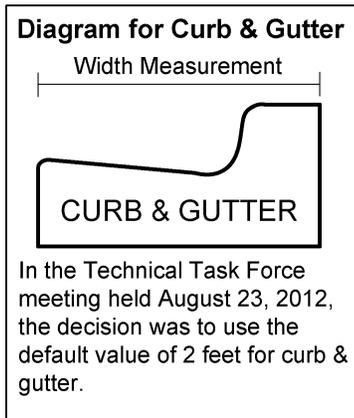
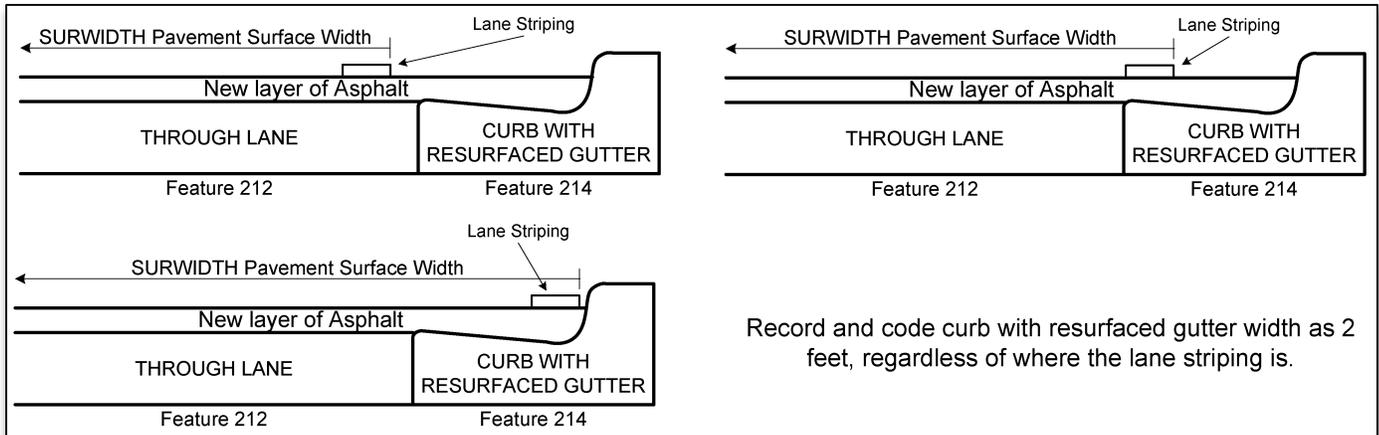
Other Coding Requirements: For paved shoulder, include the width of the designated bike lane in the shoulder width. And code curb with resurfaced gutter width as 2 feet regardless of where the lane striping is.

NOTE: Paved shoulders that are 1 foot or less are not considered shoulders, because they are incidental since they exist primarily due to the necessary spacing required for the 1 foot width of the wheel of the striping equipment. Shoulders are required to be at least 1 foot wide or wider before they are collected.

Reference the diagram on outside shoulder width for more information.

Value for Shoulder Width: 3 Bytes: XX.X – Record number of feet. Enter to nearest 6 inches (0.5 feet)

Example:



MDBARTYP Type of Median Barrier

Roadside: C

HPMS: 35

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes type of median barrier. Effective October 2011.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS

Who/What uses this Information: Central Planning, District Planning

Important When Gathering: A barrier is defined as any longitudinal and vertical physical structure between roadbeds preventing motorists from crossing to the other side of the travelway.

How to Gather this Data: Record appropriate code.

Special Situations: When more than one barrier type exists, code as 20.

Codes:

- 03 – Cable Barrier
- 04 – Guardrail (all types)
- 05 – Fence
- 06 – Barrier Wall
- 20 – Other
- 28 – Canal, river, waterway, etc.



03 – Cable Barrier



04 – Guardrail



05 – Fence

Examples:



06 – Barrier Wall



20 – Other



28 – Canal, river, waterway, etc.

Examples of Coding Combinations:



RD MEDIAN = 02
 MDBARTYP = 4



RD MEDIAN = 02
 MDBARTYP = 6



RD MEDIAN = 08
 MDBARTYP = 4



RD MEDIAN = 17
 ISLDTYPE = 6 (Feat. 219)



RD MEDIAN = 10
 MDBARTYP = 6
 ISLDTYPE = 1 (Feat. 219)

MEDWIDTH Highway Median Width

Roadside: C HPMS: 36 Feature Type: Length Interlocking: Yes

Definition/Background: Denotes the median width in feet.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

Quality Check: Cross-Reference/Tolerance: Dimensional Accuracy: 1 foot for medians less than or equal to 50 feet wide; 2 feet for medians greater than 50 feet wide.

How to Gather this Data: Start from outside edge of yellow painted line of the median and measure straight across to the outside edge of the yellow painted line on the opposite side.

Special Situations: If no painted lines exist, substitute edge of painted line with edge of through pavement. If median is raised or a ditch, do not add the contour as part of the median width measure.

Value for Median Width: 3 Bytes: XXX – Record in feet

RDMEDIAN Highway Median Type

Roadside: C HPMS: 35 Feature Type: Length Interlocking: Yes

Definition/Background: A median is a barrier or other physical separation between two lanes of traffic traveling in opposite directions, which can either be raised, painted, or paved.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways On or Off the SHS

Who/What uses this Information: Central Planning, District Planning

How to Gather this Data: Collect and code the median type and the barrier type separately. Use the applicable median type code. The predominate median type method is the minimum requirement for collecting this data; however, it may be exceeded at the District’s discretion. Be consistent in data collection with whatever level of detail chosen.

Special Situations: Roundabouts are coded as wide medians. See “Inventorying Roadways with Roundabout Intersections” for coding wide medians.

Codes: Effective November 2013.

- | | |
|--|--|
| 01 – Paved (old codes: 01, 06, 10, 12, 13) | 41 – Counted Roundabout |
| 02 – Raised Traffic Separator (old codes: 02, 03, 14, 15, 16, 18, 19, 21, 29, 30) | 42 – Non-counted Roundabout |
| 08 – Vegetation (old codes: 08, 11, 23, 24, 25, 31, 32, 33) | 43 – Counted Traffic Circle |
| 17 – Curb & Vegetation (old codes: 17, 22, 26, 27, 34) | 44 – Non-counted Traffic Circle |
| 20 – Other (old codes: 04, 09, 20, 28) | 50 – Non-counted Managed Lane |

Examples:



01 – Paved



01 – Paved



01 – Paved



02 – Raised Traffic Separator



08 – Vegetation



08 – Vegetation



17 – Curb & Vegetation



17 – Curb & Vegetation



20 – Other



41 – Roundabout
42 – Non-counted Roundabout



43 – Traffic Circle
44 – Non-counted Traffic Circle

All roundabouts have the following features:

- **Yield at Entry:** Traffic entering the circle yields to traffic already in the circle and continues un-impeded in a continuous counterclockwise traffic flow.
- **Traffic Deflection:** Pavement markings and/or raised islands direct traffic into the rotary in a one-way continuous counterclockwise flow.
- **Geometric Curvature:** The radius of the circular road and the angles of entry are designed to slow the speed of vehicles. Although the geometry is usually circular, roundabouts can be varying shapes.
- **No Impediments:** The center island does not introduce impediments to the traffic flow. There are no parking facilities on either side of the circle and pedestrian crossings are not allowed to cross the circle.

***NOTE:** Roundabouts are not generally determined by what constitutes the center island, but the center cannot introduce extra conflict points.*

If any of these criteria are not met, then the roadway is a traffic circle. All traffic circles have the following features:

- **Variable Type of Entries:** Traffic enters the traffic circle under various traffic controls, e.g. yield at entry, stop signs, and /or traffic signals, and continues in a continuous counterclockwise traffic flow.
- **Traffic Deflection:** Pavement markings and/or raised islands direct traffic into the traffic circle in a one-way continuous counterclockwise flow.
- **Geometric Curvature:** The radius of the circular road and the angles of entry are designed to slow the speed of vehicles. Traffic flow into the circle can also be slowed or stopped by other traffic control devices. Although the geometry is usually circular, traffic circles can vary in shape.
- **Impediments:** The center island may introduce impediments to traffic flow. There may be parking facilities on either side of the circle. Pedestrians may also cross the traffic circle into the center island.

Special Situations: Effective April 2013.

Inventorying Roadways with Roundabout Intersections

For the roadway being inventoried, consider the roundabout as a wide median. The beginning milepoint of the wide median will be located at the physical gore at the point of entry to the roundabout and continue around the center island to the physical gore at the exit of the roundabout. The width of the median (MEDWIDTH) will be the inside diameter of the roundabout. It can be measured or estimated, whichever is most convenient.

The number of lanes will be collected in the same manner as for all other roadways, i.e., for a composite roadway the number of lanes will be coded as the total number of lanes around the ascending side of the roundabout plus the number of lanes around the descending side of the roundabout; for a divided roadway, the number of lanes on the ascending side of the roundabout will be coded for the right roadway and the number of lanes on the descending side of the roundabout will be coded for the left roadway. Barrier types (MDBARTYP) are not required to be coded for roundabouts.

In the case where two (or more) roadways intersect at a roundabout, the roundabout mileage will be included for each roadway. In order to obtain an accurate count of the number of roundabouts in the database, RDMEDIAN codes 41–Counted Roundabout and 43–Counted Traffic Circle will only be coded on one of the intersecting roadways. The other intersecting roadways will be coded with RDMEDIAN code 42–Non-counted Roundabout or 44–Non-counted Traffic Circle.

For each roundabout, the roadway ID with the highest functional classification will be coded as 41 or 43. When two or more roadways have the same functional classification at the same roundabout, code the roadway with the highest traffic count as 41 or 43. All other roadway IDs at the same roundabout will be coded as 42 or 44.

This new method will necessitate re-inventorying all roadways containing roundabouts, because the roadways' lengths will change, as will all intersecting characteristics that occur after the roundabouts. When the re-inventory is complete, the measured length of the roadway will be the same as the driven length of the roadway. For these affected roadways, the exceptions coded at the locations of roundabouts will be removed, the overall roadway status will be changed, and the roadways for the individual roundabouts will be made Inactive. This re-inventory will be phased in over the District's routine 5-year re-inventory process.

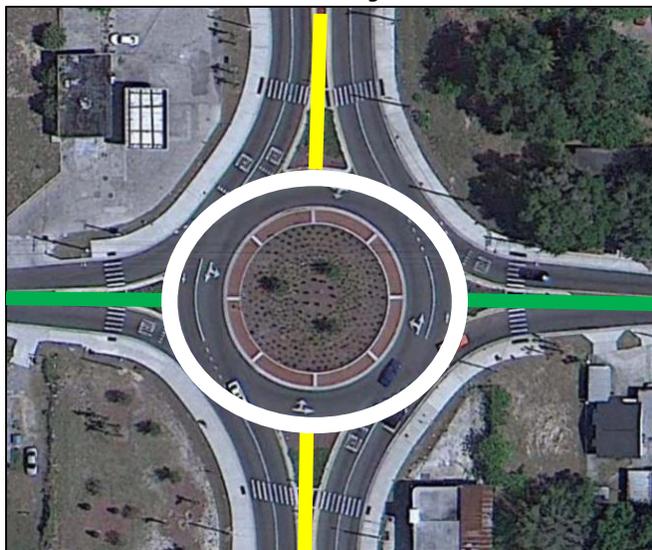
For purposes of drawing SLDs, the diameter of the roundabout can be calculated by assuming that the roundabout is circular. Half of the circumference of the circle can be obtained by subtracting the beginning milepoint of the roundabout from its ending milepoint. The diameter of the roundabout (in feet) can be calculated using the following formula:

$$D = (2*(EMP - BMP)*5280)/3.14$$

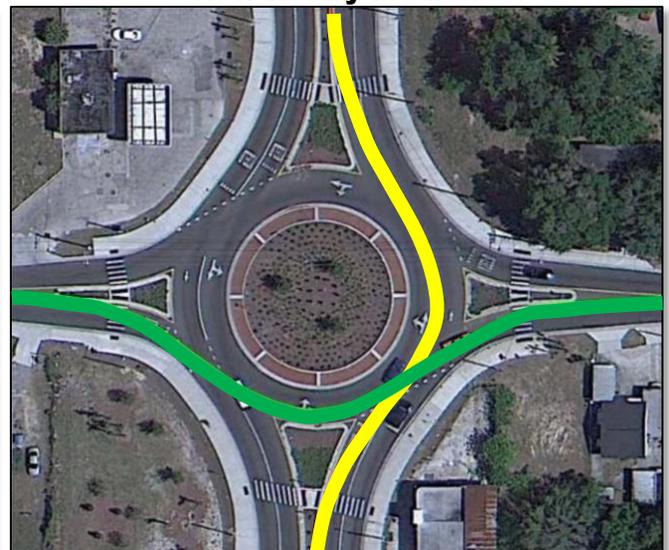
It is anticipated that roadways on the SHS containing large traffic circles, like Hollywood Blvd, roadway ID 86040000 in Broward County, will be unaffected by this process, as it was already inventoried in this new rotary method. In any case, the disposition of roadways with large traffic circles will be handled on a case-by-case basis between the District and TranStat.

Special Case: When coding managed lanes, TYPEROAD must be coded as 2–Divided, therefore RDMEDIAN must be coded as 50–Non-counted Managed Lane in order to reflect that TYPEROAD is divided. No other characteristics will be required to be collected such as MEDWIDTH and ISLDTYPE. Reference Feature 142 for required characteristics to be collected for associated managed lanes.

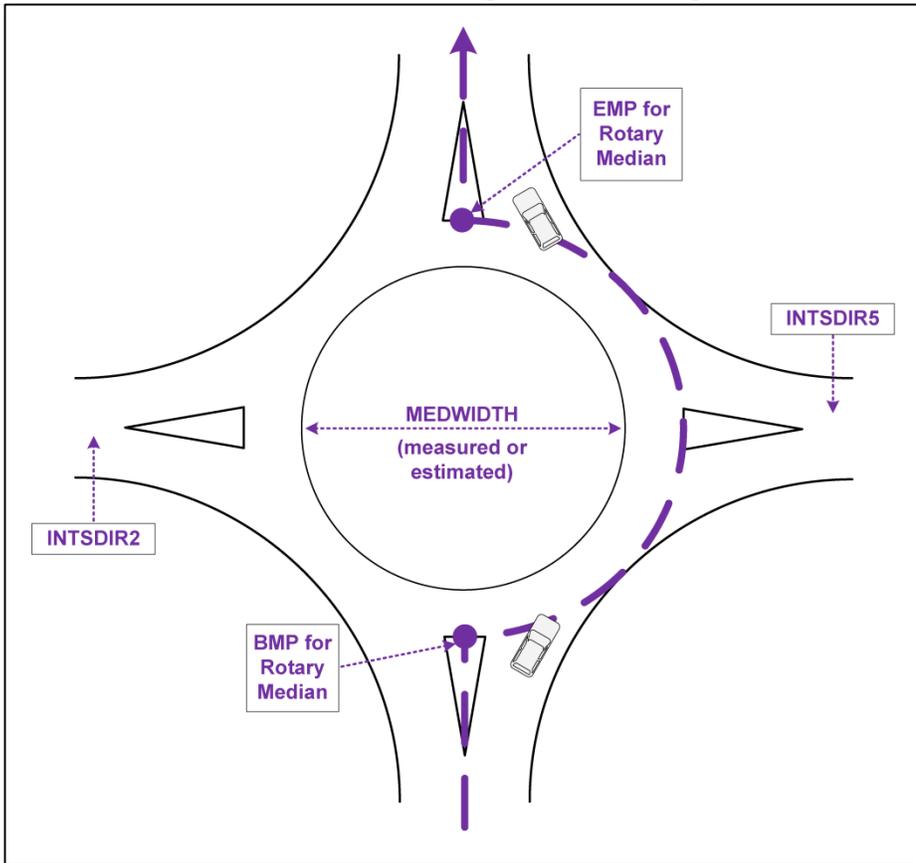
Previous Rotary Method



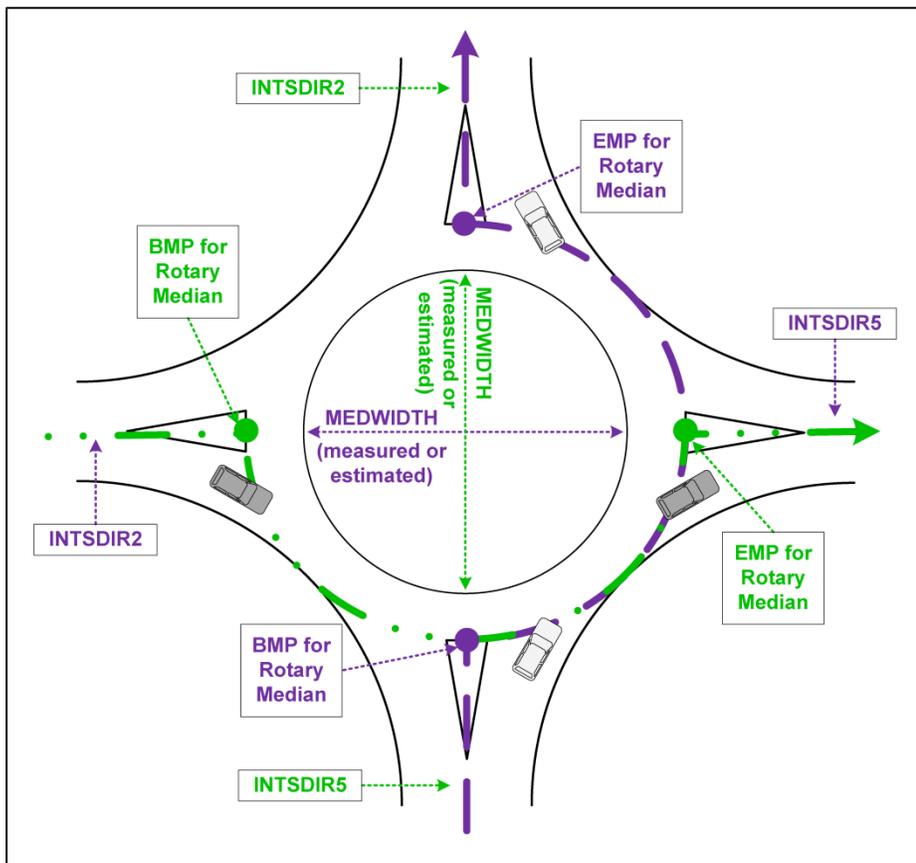
New Rotary Method



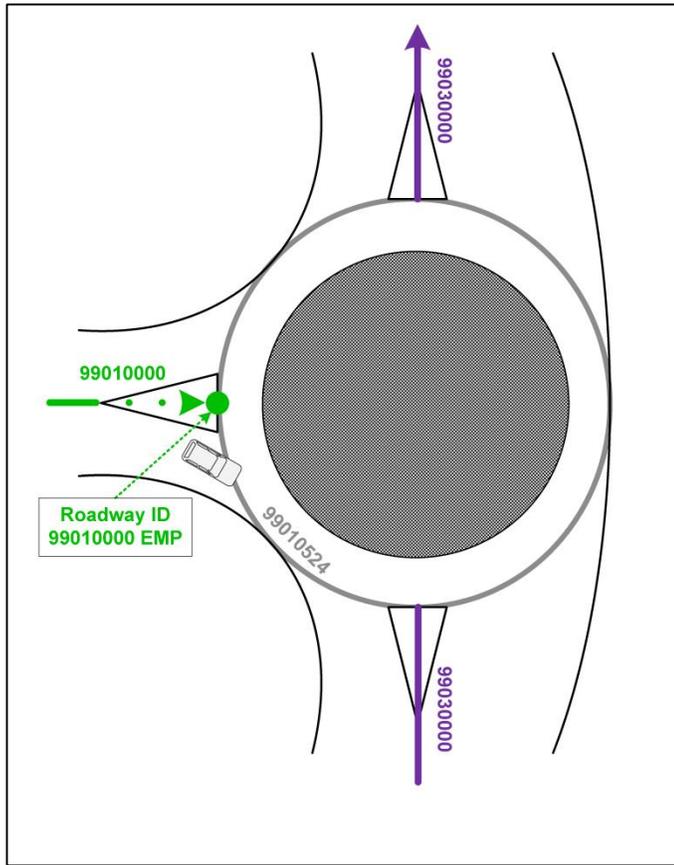
Roundabout Affecting One Roadway ID



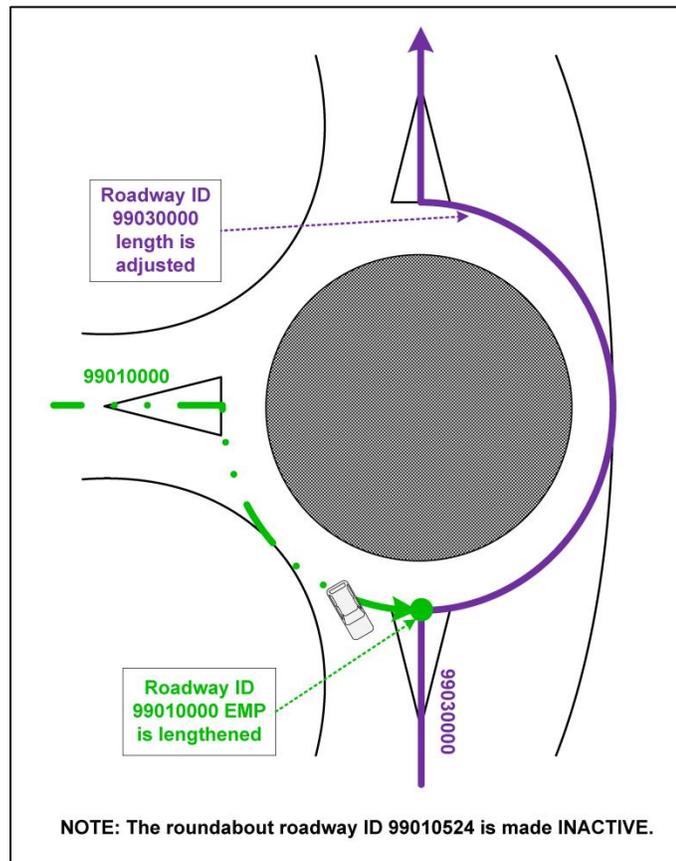
Roundabout Affecting Multiple Roadway IDs



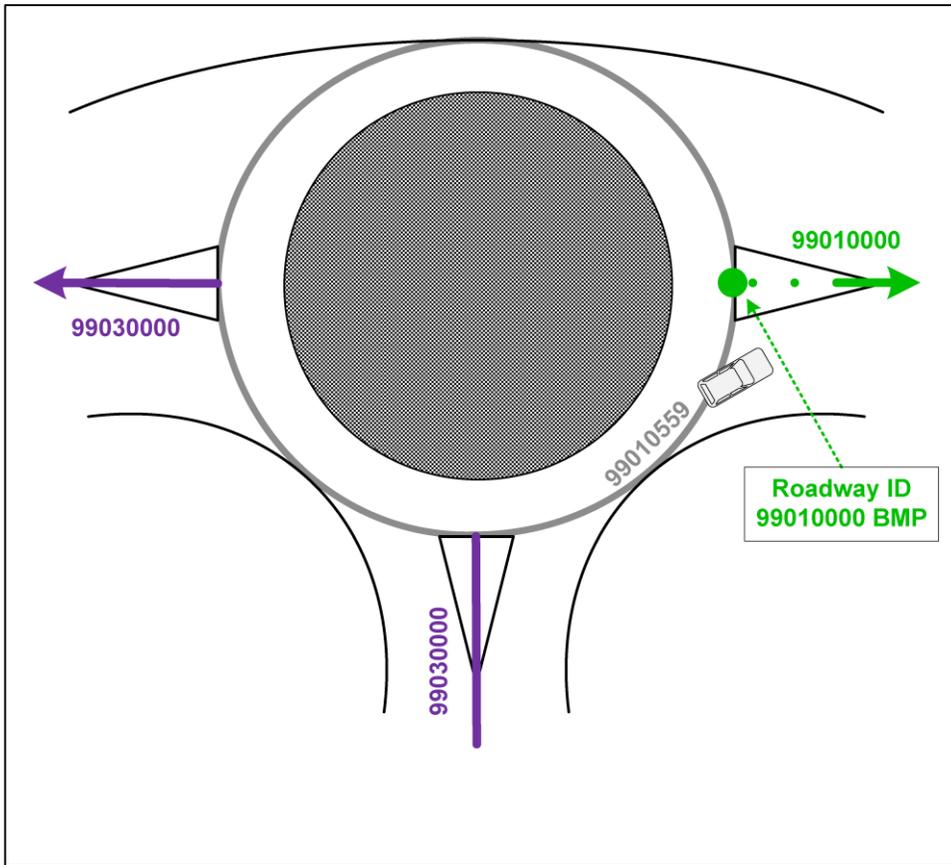
T-intersection Roundabout Before



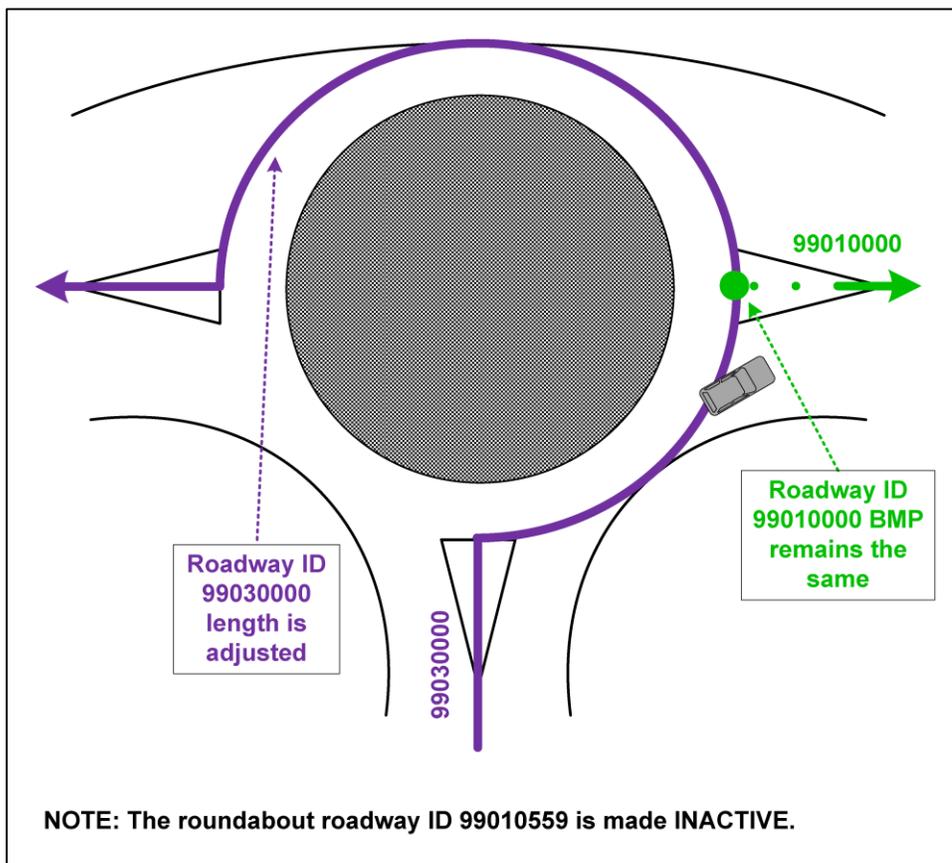
T-intersection Roundabout After



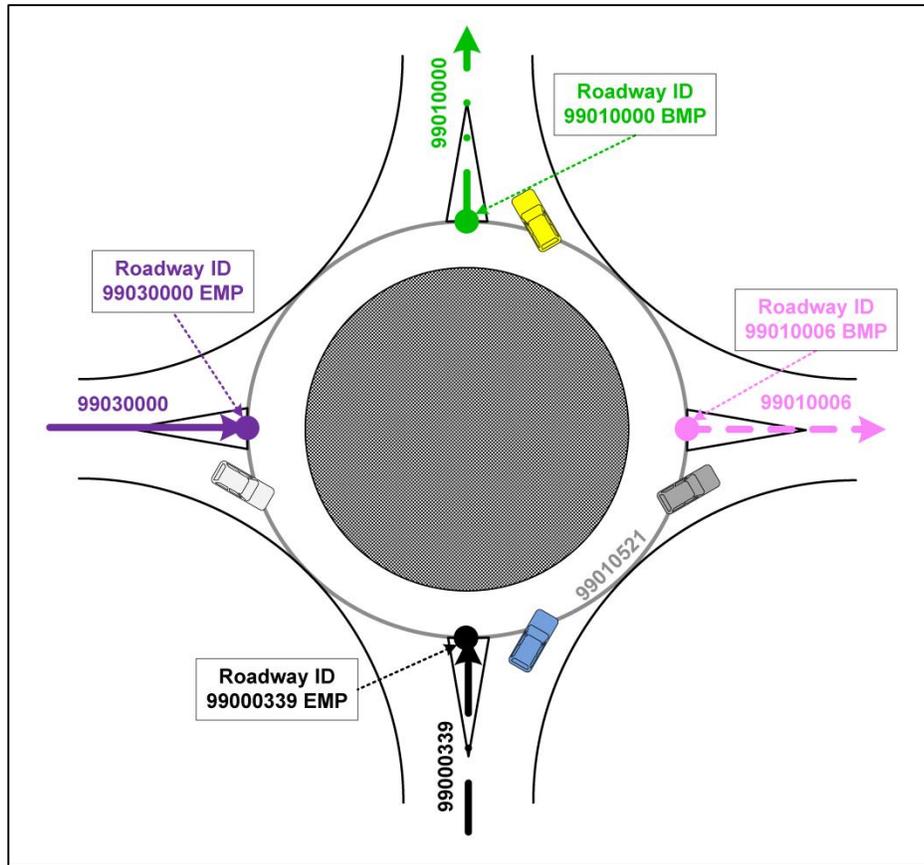
T-intersection Roundabout Before



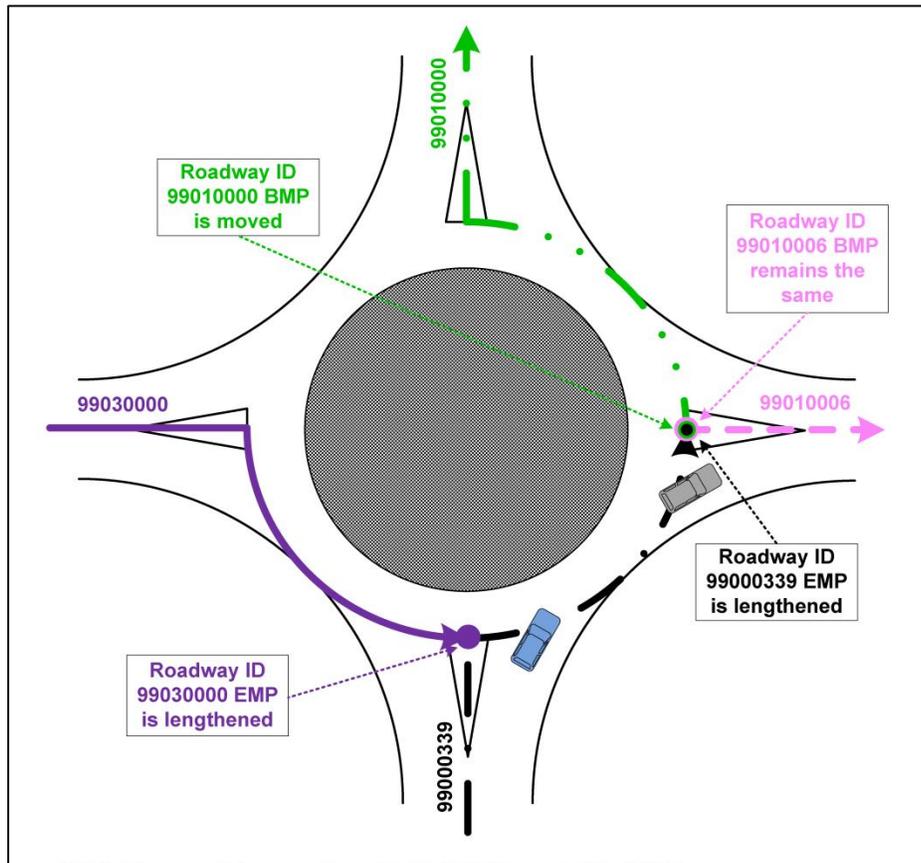
T-intersection Roundabout After



Roundabout with Four Roadway IDs Before



Roundabout with Four Roadway IDs After



RD MEDIAN**Type of Median**

Roadside: C

HPMS: 35

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes old types of median. This was an early version of the median codes that was replaced and updated in October 2011.

NOTE: *Effective October 2011, all roadways are to be inventoried using the new median and barrier type codes. By October 2016, all roadways should be in re-inventory with this change.*

Required For: Historical purposes only. Retain until replaced by the new codes under the new inventory cycle. Old median codes are available until October 2016.

Who/What uses this Information: Provided for informational and historical purposes only.

How to Gather this Data: Do not gather.

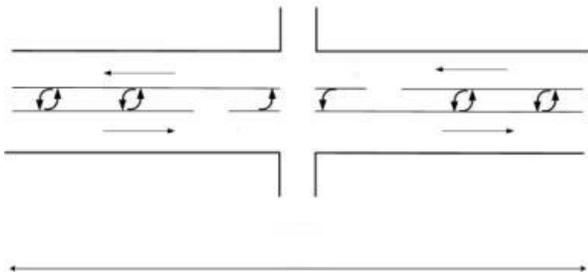
NOTE: *Replace old median codes with the new median and barrier type codes when re-inventoried. The old median codes should be deleted and replaced with the new median and barrier type codes. Avoid over coding and duplicate coding.*

Old Codes: Do not use old codes. Effective October 2011.

- 03 – Median Curb >= 6” (concrete)
- 04 – Guardrail
- 05 – Fence
- 06 – Barrier Wall
- 10 – Paved/Hatching and Gores
- 11 – Depressed Median (non-traversable lawn median, without curbs, that slopes towards the center to provide drainage)
- 12 – Paved with Guardrail
- 13 – Paved with Barrier other than Guardrail
- 14 – Curb <= 6” & Guardrail
- 15 – Curb <= 6” & Fence
- 16 – Curb <= 6” & Barrier other than Guardrail
- 18 – Curb > 6” & Guardrail
- 19 – Curb > 6” & Fence
- 21 – Curb > 6” & Barrier other than Guardrail
- 22 – Curb > 6” & Lawn
- 23 – Lawn & Guardrail
- 24 – Grassed with Fence
- 25 – Lawn & Barrier
- 26 – Lawn, Barrier & Curb <= 6”
- 27 – Lawn, Barrier & Curb > 6”
- 28 – Canal, Ditch, etc.
- 29 – Combination of 02 or 03, & 28 (Median Curb <=, > 6” & Canal, Ditch, etc.)
- 30 – Combination of 02 or 03, 05, & 28 (Median Curb <=, > 6”, Fence & Canal, Ditch, etc.)
- 31 – Lawn with double Guardrail

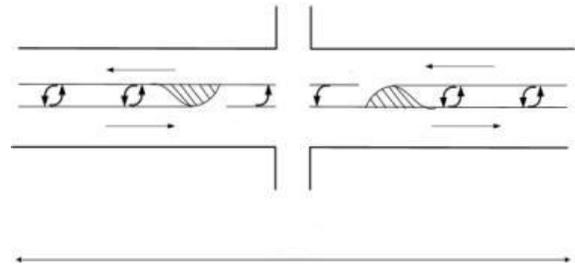
Diagrams:

Painted Median (continuous left) with single turn bays at Intersections



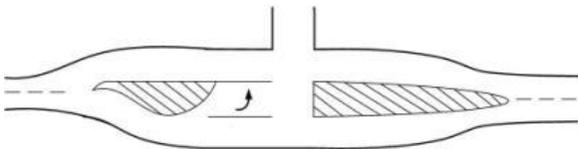
01 – Two Opposing Aux/Turn Lanes in Painted Median

Painted Median (continuous left) with single turn bays at Intersections



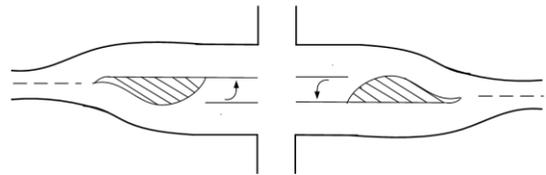
01 – Two Opposing Aux/Turn Lanes in Painted Median

Paved Median With 1 Turn/Auxiliary Lane

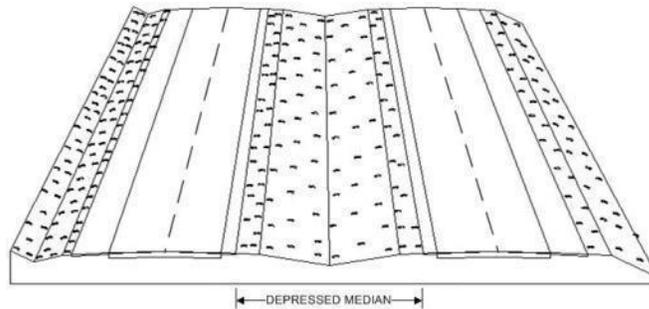


10 – Paved Median with One Turn/Aux Lane

Paved Median With 2 opposing Turn/Auxiliary Lanes



10 – Paved Median with Two Opposing



11 – Depressed Median

BIKELNCD

Bicycle Lane

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: A designated bike lane is a stripe-separated portion of the roadway that is designated by pavement markings and/or signs for the preferential use of bicycles. These features of the roadway will not break at intersections or on bridges.

Responsible Party for Data Collection: District Planning

Required For: All non-limited access highways, including bridge segments

Who/What uses this Information: Safety, Policy Planning, Systems Planning

How to Gather this Data: For a designated bike lane, the beginning milepoint is recorded and is considered to begin with the first stripe, and the ending milepoint is recorded when striping ends.

If the bike lane begins or ends a reasonable distance beyond the one milepoint, use that point as a reference for the milepoint. It may be helpful to set the “one milepoint” at some easily identified geographic or physical feature or boundary, street intersection, bridge, etc..

The end of a bike lane is determined in one of three ways:

1. At a “BIKE LANE ENDS” sign
2. At the beginning of the bike lane in the opposing direction
3. At the last symbol or sign

If a bike lane ends at an intersecting street, code the ending point as the middle of the intersecting street. If the bike lane continues on the far side of the intersection, it is recommended not to code a gap, but to carry the bike lane through the intersection.

***NOTE:** It is at the Districts’ discretion to collect as much or as little data as they need. Districts may break their data at any appropriate milepoint breaks they deem necessary. There is no restriction on the minimum or maximum for length requirement.*

Other Coding Requirements: For bike lane, also code Feature 214 SHLDTYPx using code 1 – Designated. The bike lane width is part of the paved shoulder width. Measure from the outside of the pavement edge stripe to the outer edge of the bike lane. If the shoulder area contains curb and gutter, measure to the face of the curb.

For bike lanes, also code Feature 216 BIKSLTCD (Bicycle Slot). Don’t break lines at bike slots, continue through.

Code:

- 1 – Designated
- 2 – Buffered
- 3 – Colored
- 4 – Both 2 and 3
- 5 – Sharrow (Effective November 2014)

Examples:



1 – Designated
(with diamond, symbology, and words)



1 – Designated
(with biker symbology)



1 – Designated
(with sign)



2 – Buffered



3 – Colored



4 – Both 2 and 3



5 – Sharrow

BIKSLTCD Bicycle Slot

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: A stripe-separated portion of the roadway, not necessarily marked for bicycles, between a through lane and a right turn lane of an intersection. Bike slots are sometimes referred to as “keyhole” slots. You may encounter bike slots where marked exclusive right turn lanes exist at intersections.



Responsible Party for Data Collection: District Planning

Required For: All non-limited access highways, including bridge segments

Who/What uses this Information: Safety, Policy Planning, Systems Planning

How to Gather this Data: The beginning milepoint is recorded for a bike slot where the taper for the auxiliary lane begins, and the ending milepoint is recorded where its lane striping ends. (See the sketch below.)

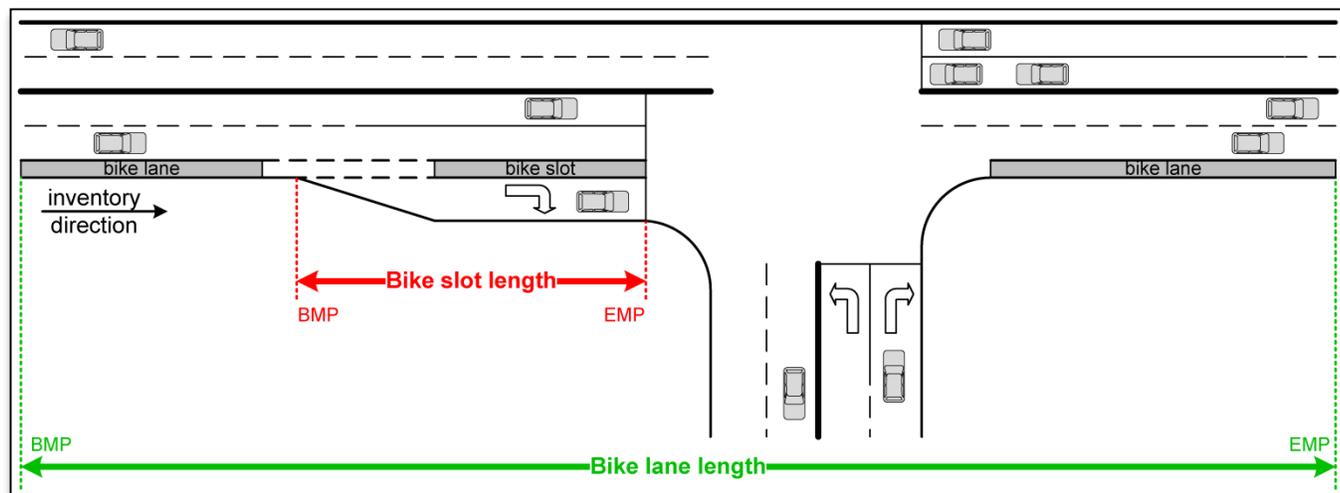
Special Situations: Code bike lanes and bike slots dependently.

Keep the following situations in mind:

- Bike slots overlap bike lanes.
- No gaps should exist between the bike slots and the bike lanes.
- When only a bike slot exits without any bike lanes, code both BIKELNCD and BIKSLTCD.

Codes:

- 0 – Undesignated
- 1 – Designated



SDWLKBCD **Sidewalk Barrier Code**

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Physical barriers that separate motorized vehicle lanes from sidewalks or shared paths. The barrier can be of several types, such as areas for vehicular parking, physical traffic barriers, guardrail, trees, etc.

Responsible Party for Data Collection: District Planning

Required For: All non-limited access highways, including bridge segments

Who/What uses this Information: Safety, Policy Planning, Systems Planning

How to Gather this Data: Record the type of barrier code 0-4.

Special Situations: If barrier objects, such as trees or poles, are spaced more than 60 feet apart, they are not considered barriers. To be coded as a barrier, the distance between objects must be 60 feet or less. The barrier may be constructed in the sidewalk, such as trees planted with areas around them to allow growth, watering, etc. These areas may or may not be covered with metal grates. However, if the “barriers” are planted in moveable planters, pots, etc., unless sufficient to form a real barrier between vehicles and pedestrians, ignore these.

In areas with on-street parking, the spacing for parking meters should be considered a barrier to the sidewalk.

Codes:

- 0 – No barrier
- 1 – On-street parking lane (with or without meters)
- 2 – Trees, planters, utility poles, etc. (less than 60 feet apart)
- 3 – Both 1 and 2
- 4 – Guardrail/traffic railing barrier/swale

Examples:



0 – No barrier



1 – On-street parking lane (with or without meters)



2 – Trees, planters (less than 60 feet apart)



3 – Both 1 and 2



4 – Guardrail/traffic railing/barrier/swale



4 – Guardrail/traffic railing barrier

SHARDPTH Shared Path Width & Separation

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: An asphalt-paved way, within the highway right of way, at least ten feet wide, separated from the shoulder or back of curb by an open space at least five feet wide or by a barrier, not signed as closed to bicycle use, designation as a “shared path” not required. It is restricted from motor vehicle usage.



The shared path separation is an important safety measure. The greater the distance the shared path is from the roadway, the less chance there is for conflict between pedestrians/bicycles and vehicles.

Responsible Party for Data Collection: District Planning

Required For: All highways, including bridge segments

Who/What uses this Information: Safety, Policy Planning, Systems Planning

How to Gather this Data: If there is a barrier between the shared path and the roadway, determine which type it is and record using Feature 216 SDWLKBCD, in this case, it will become the “shared path” barrier code. Ignore any barriers if they are spaced at distances greater than 60 feet. Remember that short variations can be ignored. Should the offset distance vary, use judgment to determine the average, or representative offset. For more information on measuring offsets, see the diagram on sidewalk separation.

Offset Direction: 1-right and left, 2-right, or 3-left

Offset Units: Feet

Offset Distance: XXX.XX – Record to the nearest 6 inches (0.5 feet). Record the distance from the outer edge of the pavement (pavement includes curb and gutter, if present) to the closest edge of the shared path.

Value for Shared Path Width: 3 Bytes: XXX – Record actual width of the shared path to nearest foot

Arrows depict where measurements are taken.



SIDWLKWD Sidewalk Width & Separation

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Sidewalk width and offset distance between outer edge of roadway pavement to the closest edge of the sidewalk. The sidewalk separation is an important safety measure. The greater the distance the sidewalk is from the roadway, the less chance there is for conflict between pedestrians and vehicles.



Responsible Party for Data Collection: District Planning

Required For: All non-limited access highways, including bridge segments

Who/What uses this Information: Policy Planning, Systems Planning, Roadway Design, Safety

How to Gather this Data: Collect sidewalk data wherever sidewalks exist.

Offset Direction: 1-right and left, 2-right, or 3-left

Offset Units: Feet

Offset Distance: XXX.XX – Record to the nearest 6 inches (0.5 feet). This is known as sidewalk separation. If the sidewalk is flush with the back of the curb, the offset distance is zero. Do not record an offset distance when the sidewalk is located at the back of curb (see images 1, 2, 3, 4 below). Record the offset distance from the outside edge of pavement when there is no curb or from the back of curb to the closest edge of sidewalk (see images 5, 6, 7, 8 below). Effective June 2014. Updated July 2016.

Special Situation: Do not code boardwalks and wood sidewalks as these are collected by Office of Maintenance. Do not break the milepoints for the sidewalks when you encounter boardwalks or wood sidewalks. Effective June 2014.

Value for Sidewalk Width: 3 Bytes: XXX – Record to the nearest foot

Arrows depict where measurements are taken. Effective June 2014. Updated August 2014.

Feature 216 Sidewalk Separation Offset Distance from Edge of Pavement or Back of Curb

Definition/Background: Notes the width of sidewalk adjacent to the roadway and the length from the beginning and ending milepoint. Sidewalks should be recorded as continuous through driveways in curb and gutter sections. Sidewalks should be recorded through intersections and turnouts. Put the exact milepoint where the sidewalk begins and ends unless there is a break greater than 150 feet. It would change if sidewalk width changes. Paved bike paths adjacent to but not part of the roadway are to be included in the sidewalk inventory. Sidewalks on bridges and miscellaneous lengths of sidewalk occurring in medians perpendicular to the roadway need not be inventoried. Only those sidewalks that are the maintenance responsibility of FDOT should be inventoried under Feature 217. Other sidewalks should be coded under Feature 216.

NOTE: Boardwalks and wood sidewalks used to connect two concrete sidewalks over a ditch or obstacle should be inventoried and included in RCI. Boardwalks should be coded in RCI under Feature 271 Miscellaneous Guardrail for handrails and Feature 217 for sidewalks.

Responsible Party for Data Collection: District Office of Maintenance

Required For: Sidewalks should be recorded as continuous through driveways in curb and gutter sections. Sidewalks may be recorded as continuous through side streets. Sidewalks on bridges and miscellaneous lengths of sidewalk occurring in medians perpendicular to the roadway need not be inventoried. Paved bike paths, not part of the roadway shall be inventoried as sidewalks. Only those sidewalks that are the maintenance responsibility of FDOT should be inventoried. Current FDOT policy should be referenced for those areas in doubt.

Who/What uses this Information: Maintenance

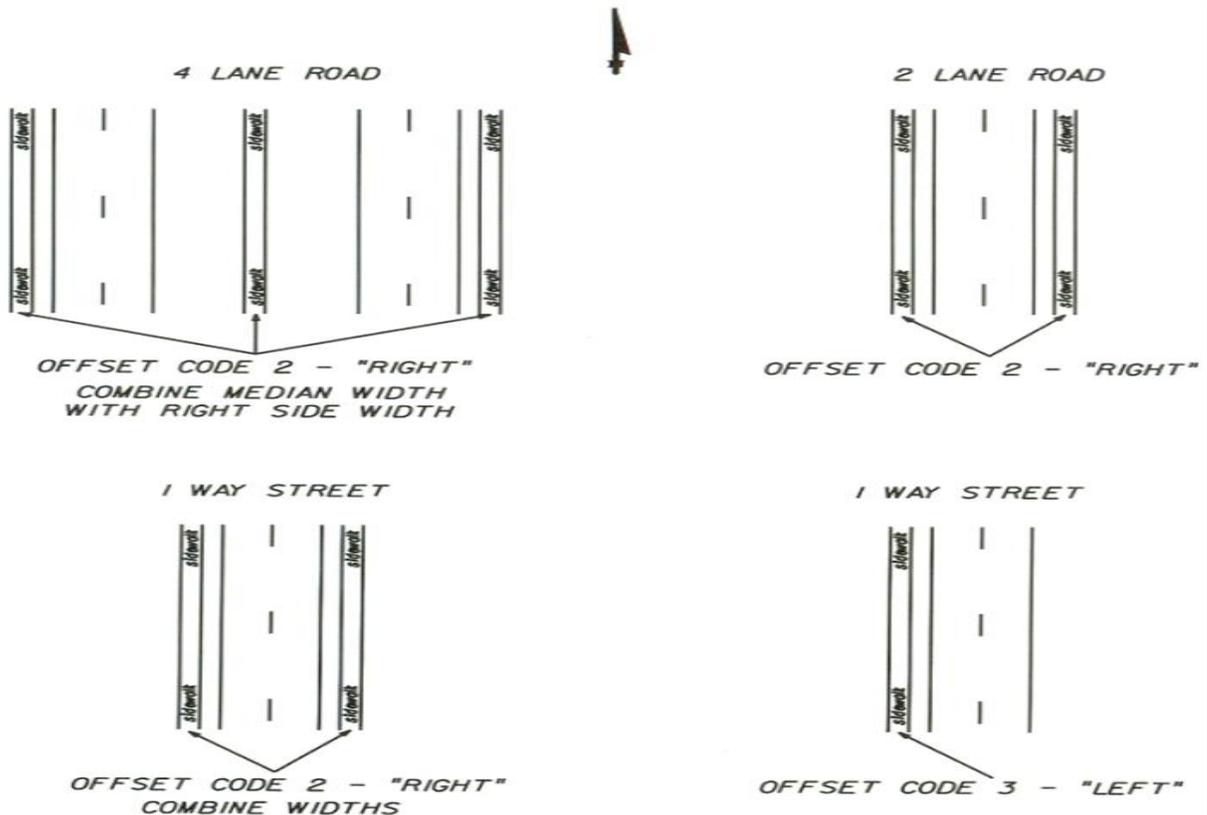
Special Situations:

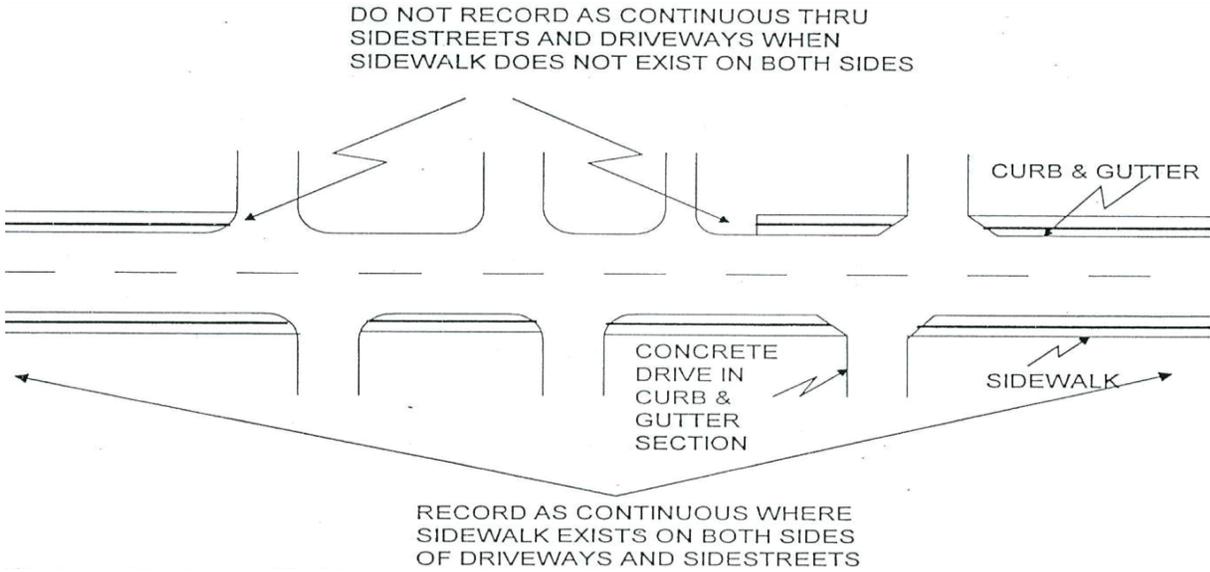


The image on the left shows a narrow strip of concrete along a retaining wall. Combine width of sidewalk on right with strip of concrete along retaining wall and record to the right side of the roadway.



Short sections of sidewalk in medians, like in the image to the right, are not to be inventoried.





SIDEWALK **Sidewalk Width**

Roadside: R/L Feature Type: Length

How to Gather this Data: Inventory between one mile increments unless the width or offset changes within the one mile increment. Separate entries are required for the right and left side of the roadway.

Offset Direction: 2-right (when sidewalk exists on both sides of a one directional roadway the widths should be added together and entered with offset code 2) or 3-left (when sidewalk is on the left side only on a one directional roadway)

NOTE: The width of the two sidewalks on the same side of the roadway can be added and represented as one width. If located at a rest area, ramp, or other applicable sub-section, then it is to be inventoried against the applicable sub-section number.

Value for Sidewalk Width: 4 Bytes: XX.XX – Record to nearest foot

Examples:



ISLDTYPE	Inside Shoulder Type
ISLDTYPx	Inside Shoulder Type (x=2,3)

Roadside: R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: The area directly adjacent to the inside lane, starts at the edge of lane striping, on a divided highway with a median of a different material. This buffer area is designed to: a) provide an errant vehicle a safe recovery zone, b) allow disabled vehicles to get out of traffic, c) to stabilize the roadbed, d) and/or to promote drainage by carrying water off the roadway.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, all HPMS standard samples off the SHS that have ISLDTYPE of paved, and all SIS related road

Who/What uses this Information: Central Planning, District Planning, HPMS

How to Gather this Data: Record only when median and inside shoulder are not of the same material type. The coding of an inside shoulder is required when a median, area between the travel lanes, has two separate distinct characteristic types. Medians are reported in Feature 215 with either one or two material types.

Two material types reported under one Median Type:

When two different material types exist in a single median type in Feature 215, the inside shoulder type must be coded in Feature 219. It may appear to be double coding, but this additional code allows the inside shoulder data to be evaluated independently from the median type.

1. A simple example is Figure 1, with a median “vegetation” (Feature 215 code 08) and an inside shoulder of “paved with warning device” (Feature 219 code 2).
2. Figure 2 has a median, but not an inside shoulder. Vegetation is not considered an inside shoulder.
3. Figure 3 has an inside shoulder because the pavement functions as such. In this case, the inside shoulder would be an exception to the rule of the same material type to the median type. (Feature 215 RDMEDIAN code 01 and MDBARTYP code 06).

NOTE: *The new median type and median barrier type codes require that the barrier wall and the pavement both be coded since medians are collected from yellow strip to yellow strip so that the median width can properly be recorded. In this case.*

When coding the inside shoulder, it is very important to consider the median material.

Code the inside shoulder type for the first shoulder closest to the through traffic lane counting towards the centerline of the median. Code each side of the roadway, i.e. left and right sides. Record up to three inside shoulder types for each side.

Codes:

- | | |
|---|---|
| 0 – Raised Curb (no shoulder or width exists) | 6 – Curb & Gutter |
| 1 – Paved | 7 – Other |
| 2 – Paved with Warning Device (raised or indented strips) | 8 – Curb with Resurfaced Gutter (asphalt paved over gutter) |



Figure 1



Figure 2



Figure 3

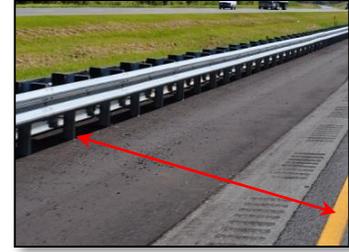
Examples: Arrows depict where measurements are taken.



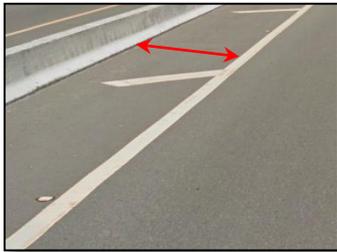
0 – Raised Curb (no shoulder or width exists)



1 – Paved



2 – Paved with Warning Device (raised or indented strips)



2 – Paved with Warning Device (raised or indented strips)



6 – Curb & Gutter



8 – Curb with Resurfaced Gutter (asphalt paved over gutter)

ISLDWDTH	Inside Shoulder Width
ISLDWTHx	Inside Shoulder Width (x=2,3)

Roadside: R/L HPMS: 39 Feature Type: Length

Definition/Background: Denotes the width of a shoulder resulting from a median.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, all HPMS standard samples off the SHS that have ISLDTYPE of paved, and all SIS related roadways

Who/What uses this Information: Central Planning, District Planning

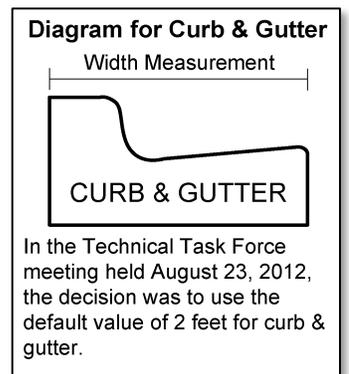
Quality Check: Cross-Reference/Tolerance: Dimensional Accuracy: 1 foot. This standard may not apply if a shoulder width varies by more than the standard. This will be addressed on a case-by-case basis during Quality Assurance Reviews (QARs).

How to Gather this Data: Code the inside shoulder width to the nearest 6 inches. The first shoulder width should be the closest to the pavement edge going away from the centerline. Measure from the outside stripe of the travel lane to the edge of the shoulder nearest the median. If more than one inside shoulder exists, measure each individually and code using ISLDWTHx.

Special Situations: Code the second and third if applicable under ISLDWTHx.

NOTE: Paved shoulders that are 1 foot or less are not considered shoulders because they are incidental and exist primarily due to the necessary spacing required for the 1 foot width of the wheel of the striping equipment. Shoulders are required to be at least 1 foot wide or wider before they are collected.

Value for Inside Shoulder Width: 3 Bytes: XX.X – Record 01.0-99.5 feet. Enter to nearest 6 inches (0.5 feet)

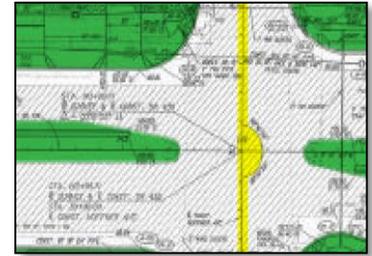


NCPTINT Non Curve Point of Intersection

Roadside: C/R/L

Feature Type: Point

Definition/Background: Denotes the intersection point without point of curvature or point of tangent, to accommodate minor survey changes, a change in the direction of the roadway, or 90° turns, right or left, at an intersecting roadway.



Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Central Planning, District Planning

Important When Gathering: This is a point feature; therefore, it only has a single milepoint. When inventorying make note of the offset, e.g. left or right. This information may be obtained from construction plans.

How to Gather this Data: In office – Refer to most recent construction plans. Enter in degrees/minutes/seconds. Refer to coding box.

Offset direction: 2-right, 3-left

Special Situations: Non-curve data must be coded for left and right side when coding divided roadways.

Value for Non Curve Point of Intersection: 13 Bytes: XXXDXX'XX.00" – Degrees/minutes/seconds

Enter using the following format:

			D			'			.	0	0	"	Format
1	2	3	4	5	6	7	8	9	10	11	12	13	Position

Below are descriptions for the byte positions:

- 1-3 number of degrees
- 4 D for degrees
- 5, 6 minutes
- 7 single quote (') for minutes
- 8, 9 seconds
- 10-13 .00"

BEARING

Compass Bearing

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Represents a directional line segment of the roadway showing the degree of curvature of the roadway and bearing changes effected by curves in the roadway and/or horizontal shifts in the roadway.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Safety, Central Planning, District Planning

How to Gather this Data: In office – Refer to construction plans or survey field book.

Enter N or S, the degrees/minutes/seconds, and the direction of deviation. Determine the angle deviation from north or south and the direction of the deviation.

Code using the described format. For example, a roadway heading 29 degrees in an eastward direction from north would have a deviation description of “N 29° E,” and a roadway 35 degrees from south in a westward direction would be “S 35° W.”

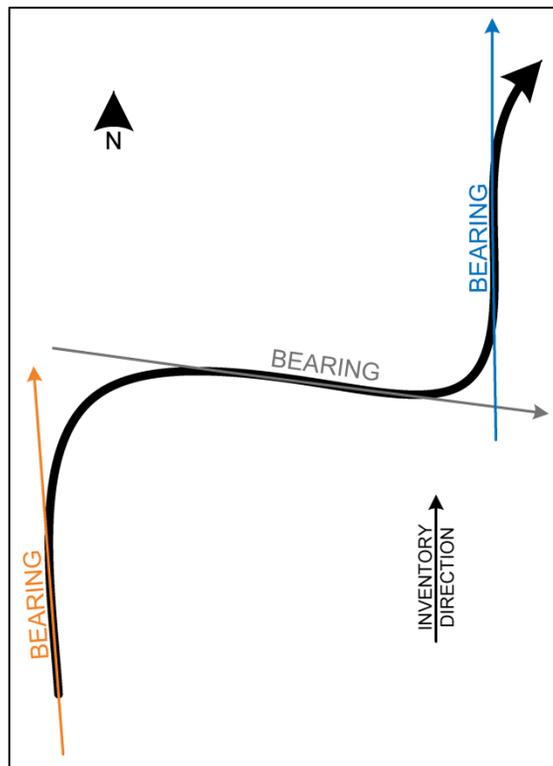
Value for Compass Bearing: 11 Bytes: XXXDXX'00"X – Record curve degrees/minutes/seconds

Enter using the following format:

			D			'	0	0	"		Format
1	2	3	4	5	6	7	8	9	10	11	Position

Below are descriptions for the byte positions:

- 1 N (north) or S (south)
- 2, 3 the number of degrees the roadway turns
- 4 D for degrees
- 5, 6 minutes of the curve
- 7 single quote (') for minutes
- 8, 9 seconds of the curve
- 10 double quote (") for seconds
- 11 direction in which the curve is traveling: E (east) or W (west)



HRZCANGL Horizontal Curve Central Angle

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the roadway segment's central curve angle. Also commonly referred to as the delta (Δ).

PI – Point of Intersection. The point where the back and forward tangents intersect.

Central Angle – Angle formed by two radii drawn from the center of the circle to the PC and PT. Also referred to as the delta (Δ).

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Safety, Central Planning, District Planning

How to Gather this Data: In office – Refer to construction plans or survey field book. Enter degrees/minutes/seconds. Refer to coding box.

Offset direction: 1-right and left, 2-right, 3-left

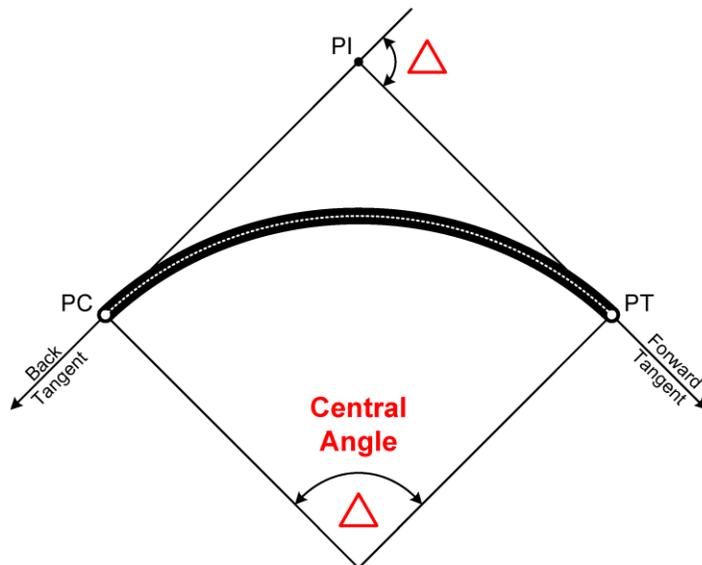
Value for Horizontal Curve Central Angle: 13 Bytes: XXXDXX'XX.00" – Record angle according to degrees/minutes/seconds /hundredths of a second

Enter using the following format:

			D			'			.	0	0	"	Format
1	2	3	4	5	6	7	8	9	10	11	12	13	Position

Below are descriptions for the byte positions:

- 1-3 will be the number of degrees of the angle (zero fill degrees; e.g., 005 for 5 degrees)
- 4 will always be D for degrees
- 5, 6 will be the minutes of the curve
- 7 will always be a single quote (') for minutes
- 8, 9 will be the seconds of the curve
- 10-12 will always be .00 (optional – may be removed)
- 13 will always be a double quote (") for seconds



CURVE DATA	
PI STA	= 406+00.58
DELTA	= 18° 02' 46" (RT)
D	= 1° 30' 00"
T	= 606.56'
L	= 1,203.07'
R	= 3,819.72'
PC STA	= 399+94.03
PT STA	= 411+97.10

HRZDGCRV Horizontal Degree of Curve

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the degree of curvature per 100 feet. Sometimes referred to as the D value of the curve.

The horizontal degree of curve is used to calculate the CURCLASx (x = A-F) in Feature 118 (HPMS).

The degree of curvature is measured by the angle subtended at the center by an arc 100 feet long.

Small D values represent flat curves with large radii, and large D values represent sharp curves with small radii. In general, D values larger than 20° are rare.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Safety, Central Planning, District Planning

How to Gather this Data: In office – Refer to construction plans or survey field book.

Offset direction: 1-right and left, 2-right, 3-left

Enter degrees/minutes. Refer to coding box. The horizontal degree of curve should be coded for both sides of the roadway for all divided roadways that have different alignments.

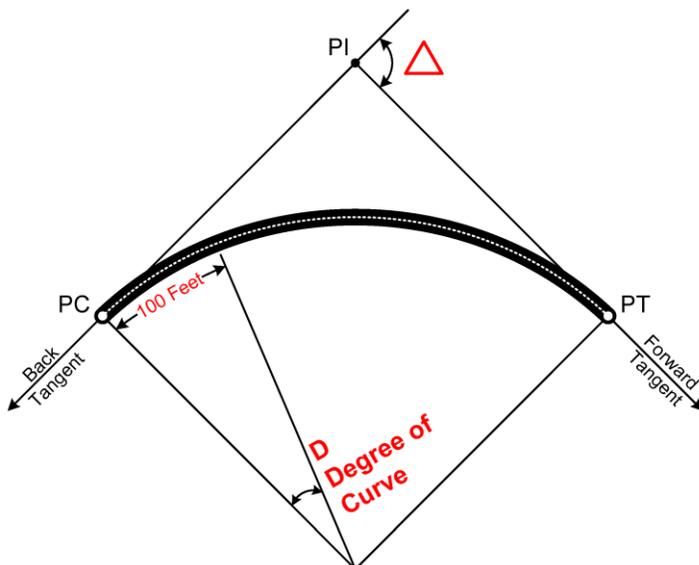
Value for Horizontal Degree of Curve: 7 Bytes: XXXDXX' – Record degrees/minutes

Enter using the following format:

			D			'	Format
1	2	3	4	5	6	7	Position

Below are descriptions for the byte positions:

- 1-3 will be the number of degrees the roadway turns
- 4 will always be D for degrees
- 5, 6 will be the minutes of the curve
- 7 will always be a single quote (') for minutes



CURVE DATA	
PI STA	= 406+00.58
DELTA	= 18° 02' 46" (RT)
D	= 1° 30' 00"
T	= 606.56'
L	= 1,203.07'
R	= 3,819.72'
PC STA	= 399+94.03
PT STA	= 411+97.10

HRZPTINT

Horizontal Point of Intersection

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Milepoint number for the intersection of the back and forward tangents projected onto the roadway.

PC – Point of Curvature. The point on the back tangent where the curve begins.

PI – Point of Intersection. The point where the back and forward tangents intersect.

PT – Point of Tangency. The point on the forward tangent where the curve ends.

NOTE: Record the milepoint of the PC as the BMP and the milepoint of the PT as the EMP of Feature 221.

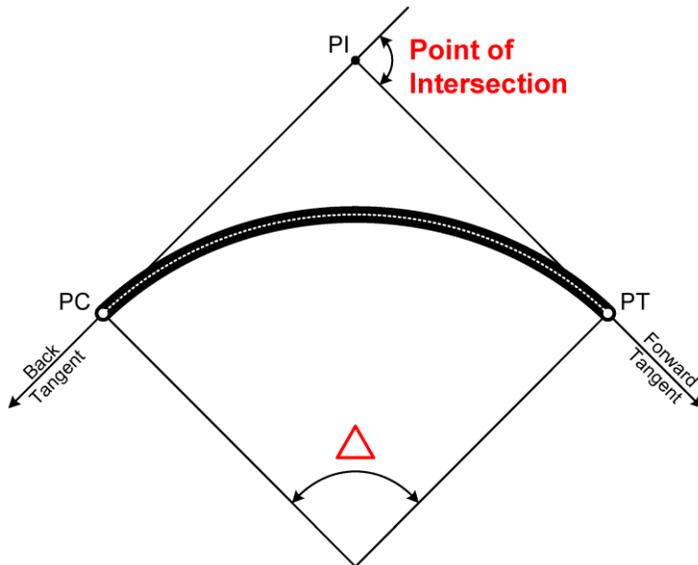
Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Safety, Central Planning, District Planning

How to Gather this Data: In office – Refer to construction plans or survey field book. Enter in milepoint number for the intersection of the point of curve.

Value for Horizontal Point of Intersection: 6 Bytes: XXX.XXX – Record milepoint of the PI



CURVE DATA	
PI STA	= 406+00.58
DELTA	= 18° 02' 46" (RT)
D	= 1° 30' 00"
T	= 606.56'
L	= 1,203.07'
R	= 3,819.72'
PC STA	= 399+94.03
PT STA	= 411+97.10

PAVECOND

Pavement Condition

Roadside: C/R/L HPMS: 48 Feature Type: Length

Definition/Background: Denotes visual interpretation of the condition of the roadway surface.

Responsible Party for Data Collection: District Planning

Required For: All paved principal arterial system roadways, NHS routes, all paved HPMS standard samples, and all SIS related roadways

Who/What uses this Information: HPMS, Work Program, Pavement Design

Quality Check: Cross-Reference/Tolerance: Estimates to the nearest whole or half value, i.e. 3.0, 3.5, within the applicable range should be made.

How to Gather this Data: In field – The pavement condition should be a visual interpretation of the condition of the roadway surface. Estimates to the nearest tenth within the applicable range should be made. Urban and rural principal arterial - interstates are excluded because Feature 125 ROUGHIND is collected for the entire functional system.

Special Situations: Where different lanes have different pavement condition ratings, code the worst condition.

Codes:

- 0.0-1.0 – Very Poor: Virtually impassable. 75% or more deteriorated.
- 1.0-2.0 – Poor: Large potholes and deep cracks exist. Discomfort at slow speeds.
- 2.0-3.0 – Fair: Rutting, map cracking and extensive patching.
- 3.0-4.0 – Good: First class ride with only slight surface deterioration.
- 4.0-5.0 – Very Good: Only new or nearly new pavement.

Examples:



0.0-1.0 – Very Poor



1.0-2.0 – Poor



2.0-3.0 – Fair



3.0-4.0 – Good



4.0-5.0 – Very Good

PAVINDEX

Pavement Index

Roadside: C/R

HPMS: 49

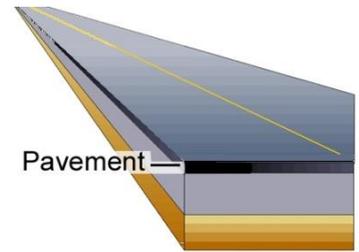
Feature Type: Length

Definition/Background: Denotes type of pavement below the surface.

Responsible Party for Data Collection: District Planning

Required For: All HPMS standard samples

How to Gather this Data: For asphalt, estimate the thickness of the pavement for codes 1, 2 and 3. For dirt, gravel, non-asphalt, non-concrete code 4. For concrete surface, code 5.



Special Situations: Since this is used for HPMS standard samples only, it is not necessary to code for the left roadside. However, it may be coded for an entire section that has an HPMS standard sample.

Codes:

- 1 – High Asphalt (typically high volume roadways)
- 2 – Medium Asphalt (typically local city/county side streets)
- 3 – Low Asphalt (private roads, alleys, includes chipseal – not usually HPMS samples)
- 4 – Unpaved (dirt, gravel – local functional classification)
- 5 – Concrete (typically high volume roadways, concrete joints visible)

SURFNUM

Pavement Surface Type

Roadside: C/R/L

HPMS: 49

Feature Type: Length

Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Central – HPMS

How to Gather this Data: Record surface type based upon field visual inspection.



Codes:

- 08 – Portland Cement Concrete
- 25 – Brick
- 28 – Asphaltic Concrete
- 99 – Other

FRICTCSE

Friction Course

Roadside: C/R/L HPMS: 49 Feature Type: Length

Definition/Background: The friction course is the layer of non-skid surface on top of the surface type or structural course.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS

Who/What uses this Information: Central – HPMS, Pavement Management

How to Gather this Data: In office – It may be found on construction plans. Enter code 0-9. On a divided highway, obtain the friction course for each side separately.

NOTE: Code 0 – None if no friction course exists, i.e. on concrete roadways.

Special Situations: Call the project manager of any project when two or more type materials are indicated on construction plans.

Codes:

- | | |
|------------|---------------|
| 0 – None | 5 – Type 5 |
| 1 – Type 1 | 6 – Type 6 |
| 2 – Type 2 | 7 – Type 9.5 |
| 3 – Type 3 | 8 – Type 12.5 |
| 4 – Type 4 | 9 – Other |



SURFLxTH

Pavement Surface Thickness (x=1-7)

Roadside: C/R/L HPMS: 56-58 Feature Type: Length

Responsible Party for Data Collection: District Planning

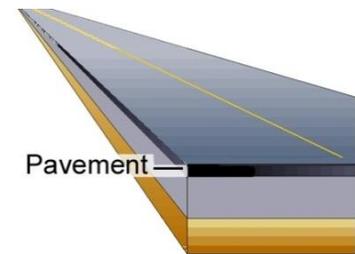
Required For: HPMS standard samples on all roadways functionally classified as interstate, other freeways and expressways, and other principal arterials

Who/What uses this Information: HPMS, Central Planning, District Planning

How to Gather this Data: Record the surface layer thickness to the nearest inch. SURFL1TH corresponds to the bottom surface layer; SURFL2TH is the next to the bottom layer, etc.

NOTE: It is not necessary to code all decimal places.

Value Pavement Surface Thickness: 4 Bytes: XX.XX – Enter 01.00-16.00 to nearest inch



SURFLAYx Pavement Surface Layer (x=1-7)

Roadside: C/R/L HPMS: 49 Feature Type: Length

Definition/Background: The surface is the composite of the roadway designed to be used for the driving surface. This composite can be made from many materials of different composition and have numerous layers.

Responsible Party for Data Collection: District Planning

Required For: HPMS standard samples on all roadways functionally classified as interstate, other freeways and expressways, and other principal arterials

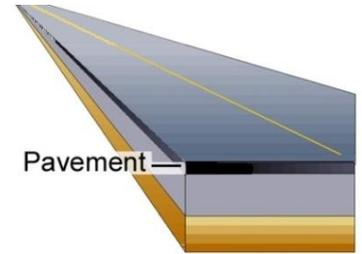
Who/What uses this Information: HPMS, Pavement Management

How to Gather this Data: Identify and record the corresponding composite material code from the list below. SURFLAY1 corresponds to the bottom surface layer, SURFLAY2 is the next to the bottom layer, etc. Construction plans, Pavement Management Office, county and local engineers.

Special Situations: If the pavement surface layer information cannot be determined nor collected due to lack of construction plans or other resources, then code UNKW-unknown. Do not make up data.

Codes:

- ARMI – Asphalt Rubber Membrane Interlaced
- BIND – Asphalt Binder Course
- BRCK – Brick Pavers
- CONC – Portland Cement Concrete
- CRL – Crack Relief Layer
- FAB – Pavement Overlay Fabric
- FC – Friction Course
- FC1 – Friction Course 1
- FC2 – Friction Course 2
- FC3 – Friction Course 3
- FC4 – Friction Course 4
- FC5 – Friction Course 5
- FC6 – Friction Course 6
- S1 – Type S-I Asphaltic Concrete
- S2 – Type S-II Asphaltic Concrete
- S3 – Type S-III Asphaltic Concrete
- SAHM – Sand Asphalt Hot Mix
- SP1C – 9.5MM Superpave Course Graded
- SP1F – 9.5MM Superpave Fine Graded
- SP2C – 12.5MM Superpave Course Graded
- SP2F – 12.5MM Superpave Fine Graded
- SP3C – 19.0MM Superpave Course Graded
- SP3F – 19.0MM Superpave Fine Graded
- ST – Surface Treatment
- T1 – Type I Asphaltic Concrete
- T2 – Type II Asphaltic Concrete
- T3 – Type III Asphaltic Concrete
- UNIM – Unimproved Surface
- UNKW – Unknown
- WC – Wearing Course
- WC1 – Wearing Course 1
- WC2 – Wearing Course 2
- WC3 – Wearing Course 3
- WC4 – Wearing Course 4
- WC5 – Wearing Course 5
- WC6 – Wearing Course 6
- WC7 – Wearing Course 7
- WC8 – Wearing Course 8



Examples:

Example of coding SURFLAY1 = S3

Friction Course	1 INCH	FC - 4
Surface layer 1	3 INCHES	Type = S3
Base		

After the friction course is milled off, a new 4" surface layer and a new friction course are applied

Friction Course	1 INCH	FC - 6
Surface Layer 2	4 INCHES	Type = S3
Surface Layer 1	3 INCHES	Type = S3
Base		

BASETHK Roadway Base Thickness

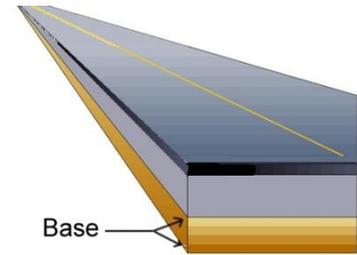
Roadside: C/R/L HPMS: 60 Feature Type: Length Interlocking: Yes

Responsible Party for Data Collection: District Planning

Required For: All HPMS standard samples and roadways functionally classified as principal arterials

Who/What uses this Information: HPMS, Central Planning, District Planning

How to Gather this Data: In office – Information can be extracted from construction plans or core sample data supplied by District Soil Lab. Enter the base thickness to the nearest inch for the roadway.



Special Situations: If the base course thickness information cannot be determined nor collected due to lack of construction plans or other resources, then use the default established value. Do not make up data.

Value for Roadway Base Thickness: 2 Bytes: XX – Code to nearest inch

TYPEBASE Type of Roadway Base Material

Roadside: C/R/L HPMS: 59 Feature Type: Length Interlocking: Yes

Responsible Party for Data Collection: District

Required For: All HPMS standard samples and roadways functionally classified as principal arterials

Who/What uses this Information: HPMS, Central and District

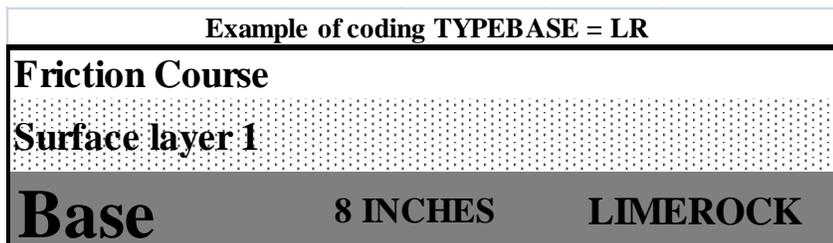
Important When Gathering: Code composite, left and right

How to Gather this Data: Record the type of roadway base material. Construction plans contain information regarding materials used. For state maintained roadways, limerock is used.

Codes:

- | | |
|--|--|
| ABC – Asphalt Base Course | NONE – None |
| ABC1 – Asphalt Base Course Type 1 | RAP – Reclaimed Asphalt Pavement Base |
| ABC2 – Asphalt Base Course Type 2 | SHAM – Sand Asphalt Hot Mix |
| ABC3 – Asphalt Base Course Type 3 | SBRM – Sand Bituminous Road Mix |
| BRCK – Brick or Block | SCEM – Soil Cement Base |
| CONC – Portland Cement Concrete | SCLY – Sand Clay Base |
| ECON – Econocrete Base | SHBR – Shell Base-Bank Run |
| GRAG – Grated Aggregate Base | SHCC – Shell Base-Cemented Coquina |
| GRAV – Gravel and Stone | SHEL – Shell Base |
| LR – Limerock Base | SHST – Shell Stabilized Base |
| LRST – Limerock Stabilized | SP2F – 12.5MM Super Pave Fine Graded |
| MARL – Marl | |

Example:



Definition/Background: Describes box culverts with sum total of openings are less than 20 feet and crossdrains. Both are located across roadways for the purpose of draining excess water. If these characteristics are part of a storm sewer system, do not inventory them because they will be captured under Feature 242.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: If the above characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number. They are normally inventoried using the center point of the right side for the milepoint data. Exceptions are when the crossdrains are on the left side only of a divided highway.

Required For: All functionally classified roadways on the SHS and Active Exclusive roadways

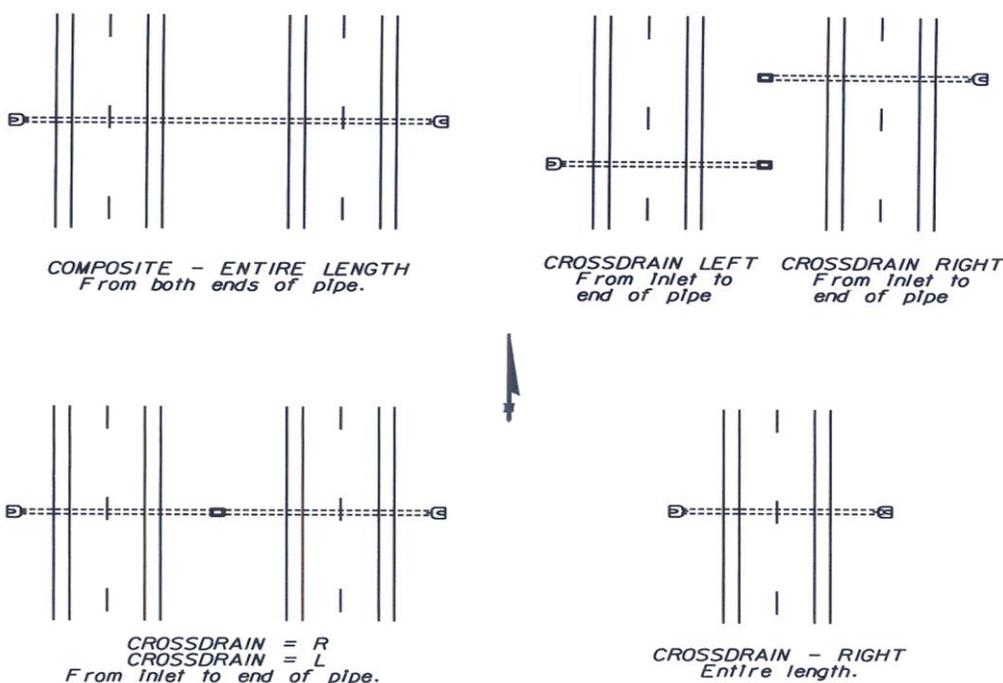
Offset Rules:

Code C when pipe is across the entire roadway.

Code R when pipe is across the right side of a divided highway only.

Code L when pipe is across the left side of a divided highway only.

Code R and code L will be used when the crossdrain pipe is connected in the median by an inlet.



BOXCULHT Box Culvert Height

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the box height to the nearest foot.

Dimensional Accuracy: 1 foot

Value for Box Culvert Height: 3 Bytes: XX.X

BOXCULLT Box Culvert Width

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the box width to the nearest foot.

Dimensional Accuracy: 1 foot

Value for Box Culvert Width: 3 Bytes: XX.X

BXCULGTH

Box Culvert Length

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Measure the box length, from outside headwall to outside headwall. Enter the box length to the nearest two feet.

Dimensional Accuracy: 2 feet

Value for Box Culvert Length: 3 Bytes: XXX

NOBXCULV

Number of Box Culverts

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the number of box culverts. Box culverts have a sum of openings less than 20 feet, such as one box culvert has three openings and each are 6' then $6' + 6' + 6' = 18'$. If the sum total of the openings are greater than 20 feet then it is considered a bridge, it should have a bridge number assigned shown on the structure, and should be on the SLD. It is captured under Feature 258 Structures. Always check with the Bridge Department to be sure.

Value for Number of Box Culverts: 2 Bytes: XX



Multiple cells

CRSDRLGH

Length of Crossdrain Pipes

Roadside: C/R/L

Feature type: Point

Interlocking: Yes

How to Gather this Data: Measure the crossdrain length, from outside headwall to outside headwall. Enter the length of the crossdrain to the nearest two feet.

Dimensional Accuracy: 2 feet

Value for Length of Crossdrain Pipes: 3 Bytes: XXX

NOCRDRAN

Number of Crossdrain Pipes

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the number of crossdrains.

Value for Number of Crossdrain Pipes: 2 Bytes: XX



Non-circular



Circular



Circular

PIPEDIAM**Pipe Diameter**

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the circular pipe diameter in inches.**Value for Pipe Diameter: 3 Bytes: XXX****PIPEHIGH****Non-Circular Pipe Height**

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the non-circular pipe height in inches.**Value for Non-Circular Pipe Height: 3 Bytes: XXX****PIPETYPE****Type of Pipe**

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the type of material from which the pipe is constructed.**Codes:****01** – Corrugated Metal**02** – Concrete**03** – Cast Iron**PIPEWDTH****Non-Circular Pipe Width**

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Enter the non-circular pipe width in inches.**Value for Non-Circular Pipe Width: 3 Bytes: XXX**

Definition/Background: Lists the total number of inlets, manholes, and catch basins within the roadway right of way.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

INLETS **Number of Curb Inlets**

Roadside: R/L Feature Type: Total

How to Gather this Data: List the total number of curb inlets counted along the outside curb and gutter and the median curb and gutter on the roadway. Code the number of inlets separately on the right and left sides within each one milepoint increment.

There are three types of inlets:

- 1) Inlet without grate or manhole top (Index 211)
- 2) Inlet with grate (Index 214)
- 3) Inlet with manhole top (Index 213)

Reference the Roadway Design Standard Index.

Value for Number of Curb Inlets: 3 Bytes: XXX



Curb inlet without manhole



Curb inlet with manhole

MANHOLES **Number of Manholes**

Roadside: R/L Feature Type: Total

How to Gather this Data: List the total number of maintained manholes located on the right of way, sidewalk, and paved driving lanes that are part of the FDOT storm sewer system. Do not include access openings for curb inlets or other drainage structures as manholes.

There are three types of manholes:

- 1) Manholes on sidewalks
- 2) Manholes behind sidewalks
- 3) Manholes in the roadway



Value for Number of Manholes: 3 Bytes: XXX

MDITCBAS **Number of Catch Basins**

Roadside: R/L Feature Type: Total

How to Gather this Data: List the total number of catch basins found in areas such as median and roadside ditches and others not included under the curb inlets (INLETS) characteristic.

Value for Number of Catch Basins: 3 Bytes: XXX



Behind Sidewalk



In roadway



In ditch bottom

Definition/Background: Consist of borrow pits, retention areas, sediment basins, and mitigation areas. Borrow pits are normally used to stock pile borrow materials used for various maintenance activities. Retention or detention areas collect storm water runoff and allow for controlled release to waterways. Sediment basins are used for providing water runoff storage and reducing soil and other particles from pollution of downstream lakes and ponds. Mitigation areas are for re-establishing wetlands.

Notes the total number of borrow pits, retention areas, sediment basins, and mitigation areas used and maintained by the Department. The District Drainage Engineer’s Office may be consulted for assistance with definitions.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: This is a point feature; only the beginning milepoint should be entered. The milepoint should be the nearest access point on the inventoried section or sub-section. This may be a gate or roadway connection to the borrow pit, retention area or sediment basin.

NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

BORRPITS **Number of Borrow Pits**

Roadside: R/L Feature Type: Point

How to Gather this Data: Code the total number of borrow pits owned by the Department. The milepoint should be the nearest access point.

Value for Number of Borrow Pits: 1 Byte: X

MITARACR **Mitigation Area**

Roadside: R/L Feature Type: Point

How to Gather this Data: Code the acres of mitigation areas. The milepoint should be the nearest access point.

Value for Mitigation Area: 6 Bytes: XXX.XXX



RETAREAS **Number of Retention Areas**

Roadside: R/L Feature Type: Point

How to Gather this Data: Code the total number of retention areas used and maintained by the Department. Feature 411 Mowing, Feature 412 Weed Control, and Feature 272 Fencing in these areas should be inventoried under their respective feature numbers. The milepoint should be the nearest access point.

Value for Number of Retention Areas: 1 Byte: X



SEDBASIN

Number of Sediment Basins

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code the total number of sediment basins used and maintained by the Department. The milepoint should be the nearest access point.

Value for Number of Sediment Basins: 3 Bytes: XXX



Definition/Background: French drains are used to remove below surface water. Paved ditches are used to protect against erosion and/or swift moving water. Storm sewers are used in place of roadside ditches in urban areas. Trunk line ditches are used to transfer water collected from lateral lines to a particular destination like retention area or outfall ditch.

Notes the type of roadside ditch along the roadway. List the ditches maintained by the Department along the roadway.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Crossdrains and laterals should be inventoried as STMSWLEN, storm sewers, in curb and gutter sections. Lateral drains are considered as any crossdrain or connector pipes in a positive enclosed drainage system and not inventoried by others in curb and gutter sections.

NOTE: Do not include in RCI old paved ditches that are functioning and are not being maintained on a regular basis. Ditches that are not in the RCI system will not be rated by MRP. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

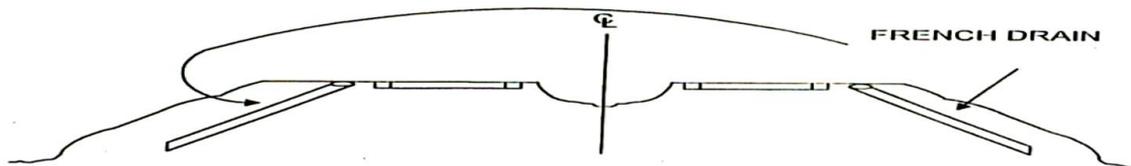
*PAVDTLEN and STMSWLEN may be used to inventory equalizer ditches and pipes at berm ditches. Total length will be shown.

FRDRNLEN French Drain Roadside Ditch Length

Roadside: R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: Code the miles of French drain pipes, this information is usually obtained from the construction drawings or plans. The length of each installation is measured from the edge of the pavement to the end location on the unpaved shoulder or front slope and then the total length of all such locations within a given mile should be added together and converted to miles. Separate entries are required for right and left sides of the roadway.

Value for French Drain Roadside Ditch Length: 4 Bytes: X.XXX



PAVDTLEN* Paved Roadside Ditch Length

Roadside: R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: Code the miles of paved ditches. Separate entries are required for right and left sides of the roadway.

Value for Paved Roadside Ditch Length: 4 Bytes: X.XXX



STMSWLEN*

Storm Sewer Roadside Ditch Length

Roadside: R/L

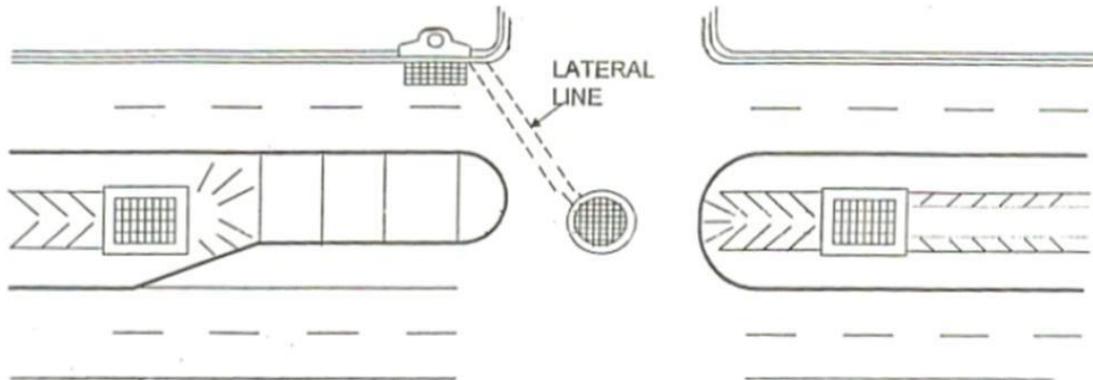
Feature Type: Length

Interlocking: Yes

How to Gather this Data: Code the miles of storm sewer pipes in connection with roadway drainage. This would include lateral drains, lines crossing the roadway, and side drains, lines that parallel the roadway and are usually under side streets, etc., but would exclude piped turnouts covered under Feature 256. Separate entries are required for right and left sides of the roadway.



Value for Storm Sewer Roadside Ditch Length: 4 Bytes: X.XXX



TRKLNLEN

Trunk Line Roadside Ditch Length

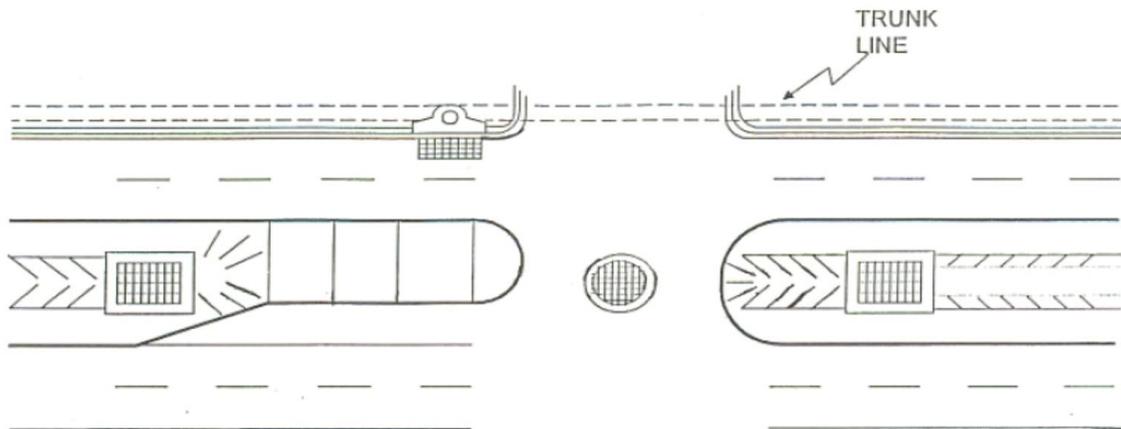
Roadside: R/L

Feature Type: Length

Interlocking: Yes

How to Gather this Data: Code the miles of trunk line pipes. Separate entries are required for right and left sides of the roadway.

Value for Trunk Line Roadside Ditch Length: 4 Bytes: X.XXX



Definition/Background: An outfall ditch transfers roadway water drainage to off-roadway locations such as: creeks, rivers, channels, and mitigation sites etc.

Notes the length of the outfall ditches used and maintained by the Department. Also notes the type of maintenance work that needs to be performed for proper operation of the facility. In some cases, the Department does not own the outfall ditch right of way and an easement agreement exists with the landowner.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Only the beginning milepoint should be entered. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

ODITHAND

Outfall Ditch by Hand Length

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code the length, to the nearest foot, of the outfall ditch. This is a hand labor cleaning. It cannot be accomplished by mechanical means.

Value for Outfall Ditch by Hand Length: 4 Bytes: XXXX



ODITHAUL

Outfall Ditch by Hauled Length

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code the length, to the nearest foot, of the outfall ditch. This work is accomplished by mechanical means with the excess material hauled away from the worksite.

Value for Outfall Ditch by Hauled Length: 4 Bytes: XXXX



ODITPAVE

Outfall Ditch by Length Paved

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code the length, to the nearest foot, of the paved outfall ditch.

Value for Outfall Ditch by Length Paved: 4 Bytes: XXXX



ODITPIPE

Outfall Ditch by Length Piped

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code the length, to the nearest foot, of the piped outfall ditch.

Value for Outfall Ditch by Length Piped: 4 Bytes: XXXX



ODITSPR

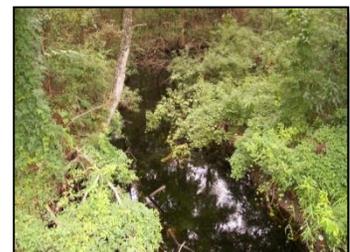
Outfall Ditch Spread Length

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code the length, to the nearest foot, of work to be performed by mechanical means to clean an outfall ditch and spread the excess material.

Value for Outfall Ditch Spread Length: 4 Bytes: XXXX



BEGSECNM **Begin Roadway Section MP Description**

Roadside: C

Feature Type: Point

Interlocking: Yes

Definition/Background: Identifies the geographical location of the roadway whether it begins at an intersection or does not begin at an intersection. If the roadway does not begin at an intersection, then record the description of the physical location of the beginning milepoint so that it can be located. If possible, place a permanent physical marker in the field identifying the BMP, such as 1) permanent paint 2) survey nail marker or 3) thermoplastic.



Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Central Planning, District Planning, Safety

How to Gather this Data: Record the name of the intersecting roadway or boundary at the beginning milepoint of the roadway being inventoried/coded. Refer to Feature 114 for standard naming convention guidelines. Effective March 2008.

NOTE: *If the street sign is missing, or if the street name is unknown, or if the street is determined to be unnamed, then code "unsigned."*

Special Situations: If the beginning roadway section milepoint name occurs at an intersection, then INTSDIRx Intersection Direction must also be coded.

Value for BMP Description: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX

ENDSECNM **End Roadway Section MP Description**

Roadside: C

Feature Type: Point

Interlocking: Yes

Definition/Background: Identifies the geographical location of the roadway whether it ends at an intersection or does not end at an intersection. If the roadway does not end at an intersection, then record the description of the physical location of the ending milepoint so that it can be located. If possible, place a permanent physical marker in the field identifying the EMP, such as 1) permanent paint 2) survey nail marker or 3) thermoplastic.



Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Central Planning, District Planning, Safety

How to Gather this Data: Record the name of the intersecting roadway or boundary at the end of the section. Refer to Feature 114 for standard naming convention guidelines.

NOTE: *If the street sign is missing, or if the street name is unknown, or if the street is determined to be unnamed, then code "unsigned."*

Special Situations: If the ending roadway section milepoint name occurs at an intersection, then INTSDIRx Intersection Direction must also be coded.

Value for EMP Description: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX

INTSDIRx

Intersection Direction (x=1-9)

Roadside: C

Feature Type: Point

Interlocking: Yes

Definition/Background: Denotes the name of the intersecting roadway or cross streets. Effective October 2011.

Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Central Planning, District Planning, Safety

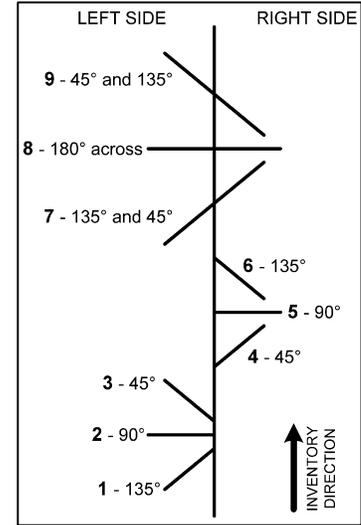
How to Gather this Data: First, determine the angle of intersection, choose the appropriate characteristic name INTSDIR1 through INTSDIR9, then code the intersecting roadway name. The intersection directions are based on the degrees of angle to the roadway being inventoried/coded. Code 1 through code 6 are for roadways that terminate at the intersection. Code 7 through code 9 are for roadways that cross and continue through the intersection.

Minimum Coding Requirements for Urbanized Areas: Effective September 2013.

- It has controls, i.e. stop sign, stop bar, traffic signal, or yield sign.

Minimum Coding Requirements for Rural Areas: Effective September 2013.

- It is paved or has any type of posted signage.



If the Safety Office requests a roadway be added to RCI, then code the name they provide, but field verify the milepoint. This will assist law enforcement when describing crash locations.

Business entrances may be collected as prescribed under HPMS Feature 118 ATGOTHR. Effective October 2011.

Refer to Feature 114 for standard naming convention guidelines.

NOTE: *If the street sign is missing, or if the street name is unknown, or if the street is determined to be unnamed, then code it as "unsigned."*

Characteristic	Intersecting Roadway	Tolerance
INTSDIR1	135° Left	Between 113° - 157°
INTSDIR2	90° Left	Between 68° - 112°
INTSDIR3	45° Left	Between 23° - 67°
INTSDIR4	45° Right	Between 23° - 67°
INTSDIR5	90° Right	Between 68° - 112°
INTSDIR6	135° Right	Between 113° - 157°
INTSDIR7	135° Left and 45° Right	Between 113° - 157° and 23° - 67°
INTSDIR8	90° Left and 90° Right	Between 68° - 112° and 68° - 112°
INTSDIR9	45° Left and 135° Right	Between 23° - 67° and 113° - 157°

Special Situations: If two side roads on opposite sides are separated by 50 feet or less along the roadway, consider it one intersection with the milepoint between the two opposing side roads. Use engineering judgment to determine "midpoint." Consolidating these very close roadways helps to eliminate over coding. Use the USPS standard street suffixes.

For ramps, code the ramp's 8-digit roadway ID, the direction of travel, whether it is an on ramp or an off ramp, then a short descriptor. Effective July 2013.

Descriptor codes are:

- AG = agricultural station
- SERV = service plaza
- WEIGH = weigh station
- REST = rest area
- TOLL = toll plaza

Coding examples for ramps:

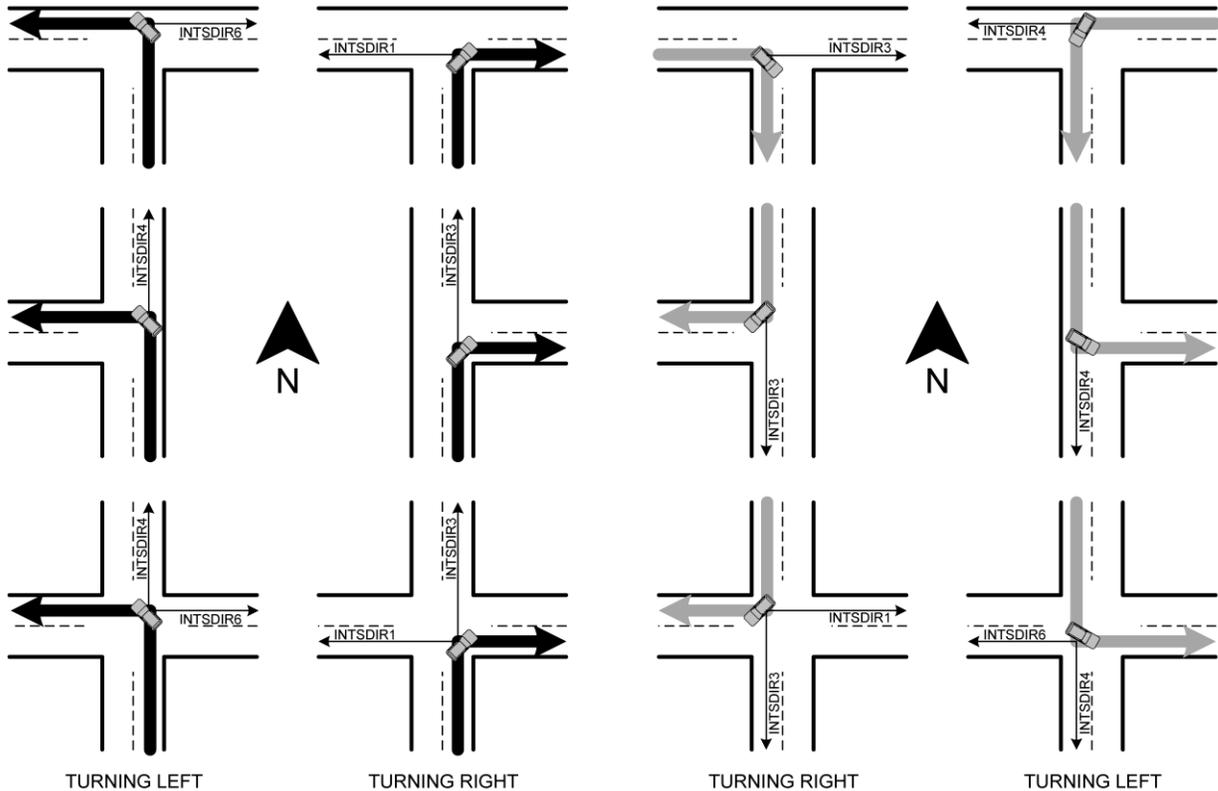
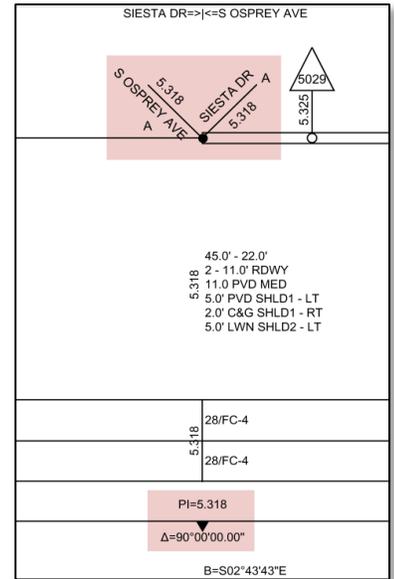
- 99009111 WB ON
- 99009112 EB OFF
- 99009113SB ON AG
- 99009116WB OFF REST
- 99009119SB OFF SERV
- 99009123EB ON TOLL
- 99009128NB ON WEIGH

Full descriptions of the ramps will be stored in Feature 114.

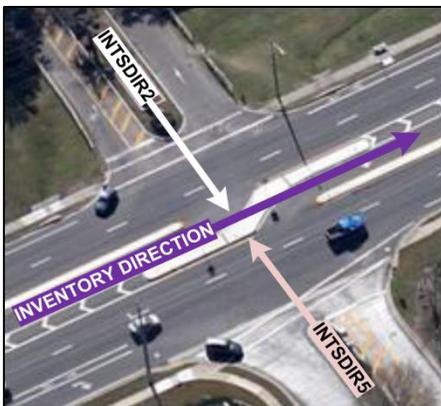
Special Cases: Coding intersecting roadways that occur at a 90 degree (90°) turn of the inventoried roadway: In these special situations, the available intersection codes for collecting intersecting roadways do not handle that leg of the intersection that continues straight ahead. The recommended method is to inventory all the legs of the intersection in such a manner so that the 90 degree (90°) turn intersections can be drawn and represented on the SLD by coding the intersecting legs at these points from a projected 45 degree (45°) diagonal, so that there are no zero degree (0°) codes used for any intersecting roadways. Using this method, the intersecting roadways are collected at either a 45 degree (45°) or a 135 degree (135°) direction from the projected diagonal as the inventoried roadway makes the 90 degree (90°) turn. If the inventoried roadway makes a turn at a “4-way” intersection, collect both intersecting roadways at the intersection. When plotted on the SLD, these legs will be represented at right angles to each other, and there will be sufficient space on the SLD so the intersections are not drawn on top of each other.

NOTE: Also code Feature 220 NCPINT (Non-curve Point of Intersection) to denote the change in the direction of the inventory roadway, i.e. 90° turn.

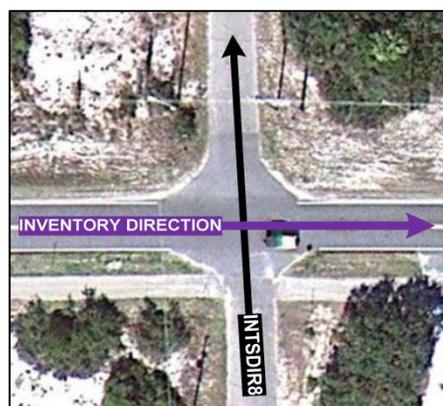
Value for Intersection Roadway Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX



Intersection With No Median Opening



Intersection With Median Opening



INTSRTPx

Intersection Surface Type (x=1-9)

Roadside: C

Feature Type: Point

Interlocking: Yes

NOTE: Effective December 2012. This characteristic is optional and collected at the District's discretion.

Definition/Background: The intersection surface type determines how well merging maneuvers occur at the termination of lane drops; where the tangent section of the roadway and entrance acceleration allow for a smooth, safe transition. Intersections of grade or cross slope should be gently rounded to improve vehicle operation. Pavement generally should be sloped toward the intersection corners to provide super-elevation for turning maneuvers and to promote proper drainage.

Responsible Party for Data Collection: District Planning

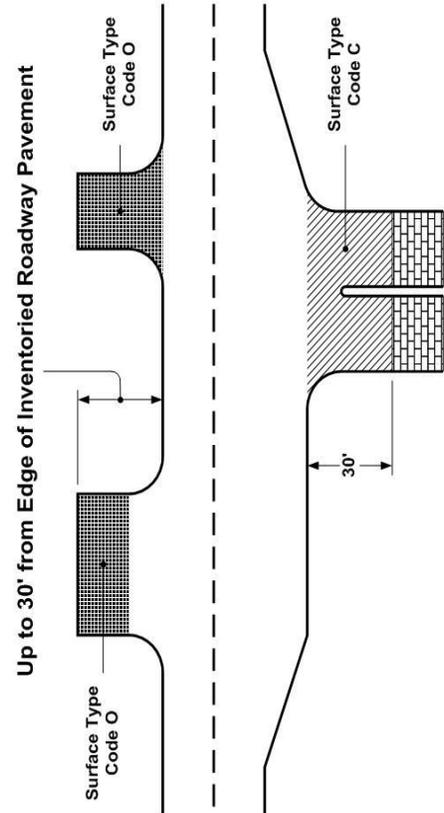
Required For: All functionally classified roadways on the SHS and major roadway intersections on HPMS standard sample sections, including Active Off the SHS

Who/What uses this Information: District and District Work Program

How to Gather this Data: Record the surface type of the intersecting roadway up to 30 feet from the edge of the inventoried roadway or from the right of way line, whichever is less. The only concern is the point of connection of the intersecting roadway and how it interacts with the mainline, not the entire composition of the intersecting roadway itself. Effective October 2011.

Codes:

- A – Asphaltic Concrete
- B – Brick
- C – Portland Cement Concrete
- O – Other



(Effective June 2010)
(Updated October 2011)

CODES:

- A - Asphaltic Concrete
- B - Brick
- C - Portland Cement Concrete
- O - Other



A – Asphaltic Concrete



B – Brick



C – Portland Cement Concrete



O – Other

CROSRDNM Crossing Roadway Name

Roadside: C Feature Type: Point Interlocking: Yes

Responsible Party for Data Collection: District Planning

Required For: Principal arterials – interstate, freeways, expressways, and other limited access facilities

Who/What uses this Information: Central Planning, District Planning, Traffic Engineering, Operations Office

How to Gather this Data: Code the milepoint and roadway name of the facility being crossed. Refer to Feature 114 for standard naming convention guidelines. If the roadway name sign is missing or if the roadway name is unknown or if the roadway is determined to be unnamed, then code “unsigned.”

NOTE: If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 must also be coded for these same milepoint ranges.

Value for Crossing Roadway Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX

EXITNO Interchange/Exit Number

Roadside: C Feature Type: Point Interlocking: Yes

Responsible Party for Data Collection: District Planning

Required For: Principal arterials – interstate, freeways, expressways, and other limited access facilities

Who/What uses this Information: Central Planning, District Planning, Traffic Engineering, Operations Office



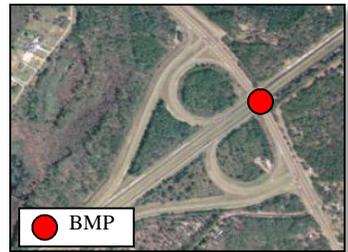
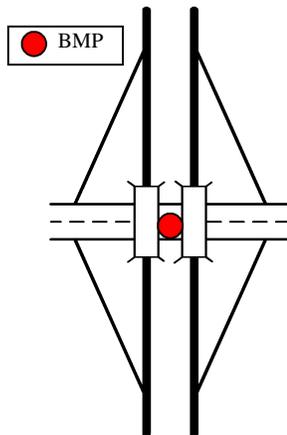
How to Gather this Data: Code the interchange exit number posted in the field. Code the location of these characteristics at the center of the facility being crossed. Exit #28 would be coded as 028. Exit #3A would be coded as 003A. It is not necessary to code every on and off ramps. It is sufficient to code the exit number once for each interchange, unless it is a complex interchange with different parts of it serving different crossroads. For example, on I-10 since Exits 296A and 296B both serve I-75, they should be coded together as Exit 296, at the milepoint where I-75 crosses I-10. However on I-95 in Duval County, Exits 352A and Exit 352B should be coded separately since they serve two different streets; Exit 352A is for Myrtle Avenue and Exit 352B is for Forsyth Street.

Special Situations: If two limited access facilities cross each other, then code an interchange and an exit number for each facility. For example, I-75 crosses I-10. Both I-75 and I-10 would have an interchange and exit number coded under each facility, since both facilities are limited access.

Value for Interchange/Exit Number: 4 Bytes: XXXX – Record the exit number and letter if applicable, referring to the examples above.

NOTE: If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 must also be coded for these same milepoint ranges.

Examples: Exit location to be taken at the midpoint of bridge span or the interchange.



INTERCHG

Type of Interchange

Roadside: C

Feature Type: Point

Interlocking: Yes

Definition/Background: An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways or highways on different levels.

Responsible Party for Data Collection: District Planning

Required For: Principal arterials – interstate, freeways, expressways, and other limited access facilities

NOTE: This is the minimum requirement. Districts may choose to go beyond the minimum requirement and code Feature 252 on other types of roadways that have interchanges that are not limited access facilities.

Who/What uses this Information: Central Planning, District Planning

How to Gather this Data: Record the code value that best describes the type of interchange. Code the location of this characteristic at the centerline of the interchange by obtaining the midpoint from an aerial. INTERCHG is coded once for each interchange, at the center of the primary crossroad. Type of interchange can be determined from viewing aerials. If type of interchange is coded for the roadway, then Feature 122 Access Control Type 1– Full Control should be coded for the limits of the interchanges.

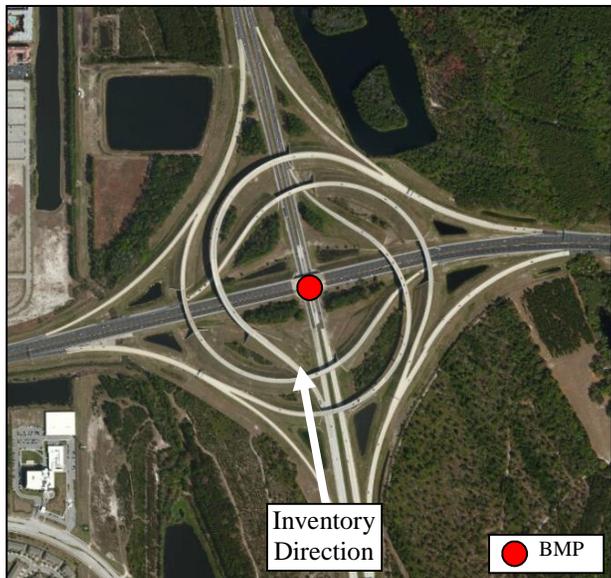
Special Situations: If two limited access facilities cross each other, then code an interchange for each facility. For example, I-75 crosses I-10. I-75 would have a type of interchange coded and I-10 would also have a type of interchange coded.

Codes:

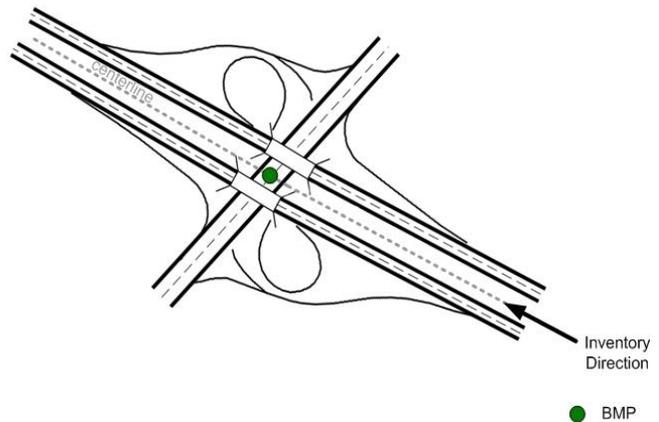
- 01 – Diamond
- 02 – Partial Diamond
- 03 – Trumpet
- 04 – Y-Intersection
- 05 – 2 Quadrant Cloverleaf or Partial Cloverleaf
- 06 – 4 Quadrant Cloverleaf with Collector Road
- 07 – 4 Quadrant Cloverleaf
- 08 – Direct Connection Design
- 09 – Other

NOTE: If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 must also be coded for these same milepoint ranges.

Milepoint for Interchange



Milepoint for Interchange



Examples:



01 – Diamond



02 – Partial Diamond



03 – Trumpet



04 – Y-Intersection



**05 – 2 Quadrant Cloverleaf
or Partial Cloverleaf**



07 – 4 Quadrant Cloverleaf



09 – Other

CHKDIGIT Check Digit

Roadside: C Feature Type: Point Interlocking: Yes

Definition/Background: Part of the railroad crossing number and is an alpha character at the end of the number. Only code at-grade crossings of railroads and roadways.

Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Rail & Motor Carrier Operations Office and Safety Office



How to Gather this Data: Record the alpha character at the end of the crossing number.

Value for Check Digit: 1 Byte: X – Record alpha character

RRCROSNO National RR Grade Crossing Number

Roadside: C Feature Type: Point Interlocking: Yes

Definition/Background: A 6-digit number assigned to the crossing.

Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Rail & Motor Carrier Operations Office and Safety Office

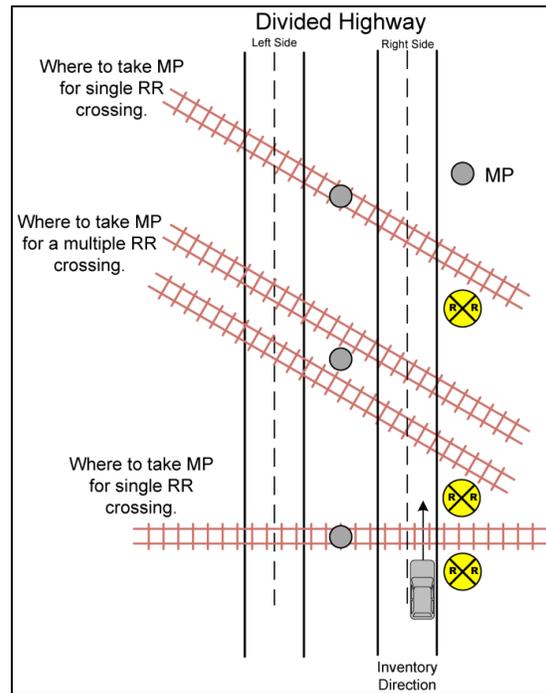
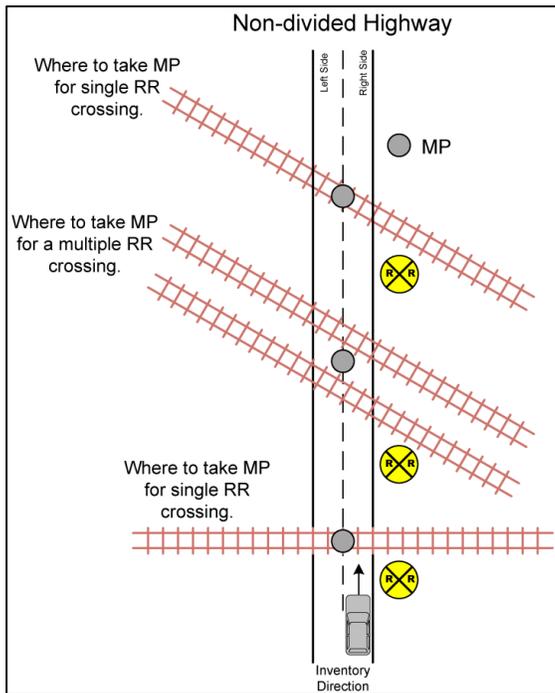


Important When Gathering: Only existing at-grade crossings should be coded in RCI.

How to Gather this Data: Record the 6-digit ID number generally found on a power box or crossing pole adjacent to the at-grade railroad crossing, do not include the alpha character.

NOTE: On a divided highway, milepoints are located at the midpoint of the center track in the median. Driving on the right side of the roadway in the outside lane in the inventory direction, look left towards the median to collect the milepoint. Do not drive in the median to collect milepoints.

Value for Crossing Number: 6 Bytes: XXXXXX – Record 6-digit crossing number, do not include alpha character.



Definition/Background: Dedicates access to a SR. This access may be private or commercial, and allows vehicles to enter or exit a building, house, garage, store, compound, or property. Turnouts with unofficial, not county maintained green signs, street signs should be counted as turnouts. Examples of unofficial street signs are the blue 911 street signs that are erected for emergency units to locate addresses.

Notes the number of turnouts along the roadway. In addition, the average width of the turnout should be noted along with the specific characteristic of the turnout. Average width refers to measurement of the throat of counted turnouts and paved will mean asphalt or concrete. Turnouts that allow access from a SR to communication towers or lighting structures should be included in RCI. Dedicated roadways and streets are not to be inventoried as turnouts.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: For average width characteristics, only one width can be entered for each mile, and the width is the average for all driveways in that mile. For piped turnouts, use throat width, which is measured from end of pipe to end of pipe, including mitered ends. For non-piped turnouts, use actual through or travelway width. If each turnout is entered individually, the exact milepoint should be entered for each turnout. Turnout areas where mill material has been applied will continue to be inventoried as unpaved.

NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

TRNOTPNP Paved Turnouts Without Pipe

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of paved turnouts without pipe along the roadway. Separate entries are required for the right and the left sides of the roadway.



Value for Paved Turnouts without Pipe: 3 Bytes: XXX

TRNOTPPI Paved Turnouts With Pipe

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of paved turnouts with pipe along the roadway. Separate entries are required for the right and the left sides of the roadway.



Value for Paved Turnouts with Pipe: 3 Bytes: XXX

TRNOTUNP Unpaved Turnouts Without Pipe

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of unpaved turnouts without pipe along the roadway. Separate entries are required for the right and the left sides of the roadway.



Value for Unpaved Turnouts without Pipe: 3 Bytes: XXX

TRNOTUPI

Unpaved Turnouts With Pipe

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of unpaved turnouts with pipe along the roadway. Separate entries are required for the right and the left sides of the roadway.

Value for Unpaved Turnouts with Pipe: 3 Bytes: XXX



WDTRNPNP

Average Width Turnout, Paved, No Pipe

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the average width, to the nearest whole foot, of the paved turnout with no pipe. Separate entries are required for the right and the left sides of the roadway.

Value for Average Turnout Width, Paved, without Pipe: 3 Bytes: XXX

WDTRNPPI

Average Width Turnout, Paved, With Pipe

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the average width, to the nearest whole foot, of the paved turnout with pipe. Separate entries are required for the right and the left sides of the roadway.

Value for Average Turnout Width, Paved, with Pipe: 3 Bytes: XXX

WDTRNUNP

Average Width Turnout, Unpaved, No Pipe

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the average width, to the nearest whole foot, of the unpaved turnout with no pipe. Separate entries are required for the right and the left sides of the roadway.

Value or Average Turnout Width, Unpaved, without Pipe: 3 Bytes: XXX

WDTRNUPI

Average Width Turnout, Unpaved, With Pipe

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the average width, to the nearest whole foot, of the unpaved turnout with pipe. Separate entries are required for the right and the left sides of the roadway.

Value for Average Turnout Width, Unpaved, with Pipe: 3 Bytes: XXX

CROVERLG**Length of Crossover**

Roadside: R/L

Feature Type: Point

Definition/Background: A crossover is a designated area that allows vehicles to access residences, businesses, commercial areas, and opposing roadways through a physically restrictive median.

Notes the length of crossovers.

Responsible Party for Data Collection: District Office of Maintenance

How to Gather this Data: Code the length to the nearest whole foot of the crossover at each location. The center of the crossover will be used to obtain the beginning milepoint. Ending milepoint is not to be entered. All crossovers are to be included on the right side of the roadway.

For non-curbed and interstate crossovers: Measure the narrowest width from the pavement edge at one radius to the opposing pavement edge and radius.

For curbed crossovers: Measure the narrowest width from the face of curb (bull nose) to the opposing face of curb (bull nose).

NOTE: Length refers to the narrowest width. Roadway intersections are not to be inventoried as crossovers. If the above characteristic is located at a rest area, ramp, or other applicable sub-section, it is to be inventoried against the applicable sub-section number.

NOTE: Locations with green street signs will be treated as intersections unless they are the 911 addressing type signs, usually blue. The 911 addressing type signs do not constitute an intersection and these locations should be included in the crossover inventory.

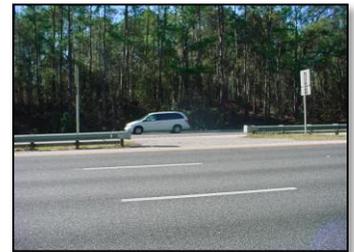
Value for Crossover Length: 4 Bytes: XXXX



Non-curbed



Curbed



Interstate

BOXCULNO **Box Culvert Number**

Roadside: C/R/L

Feature Type: Length

Definition/Background: Box culverts are embedded in the ground. You never drive directly on top of it. If you are driving on top of it, then it is a bridge, therefore collect it under BRIDGENO.

Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: Maintenance, Structures

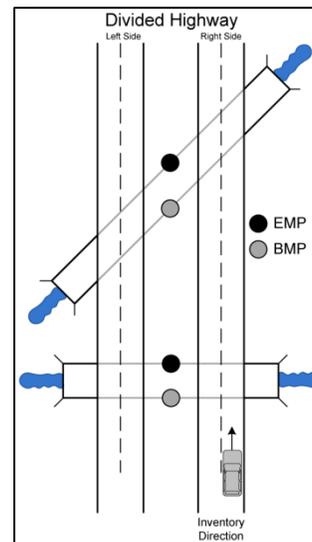
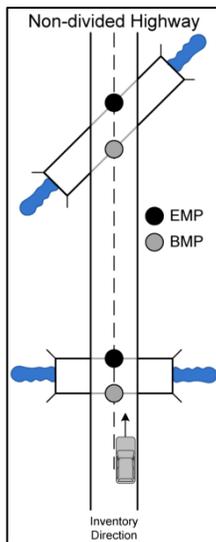
How to Gather this Data: Record the box culvert number, generally found on the right end of the wall.

Special Situations: If the total opening measured at the extreme ends for multiple boxes is 20 feet or more, then record the box culvert structure number. If the number is not posted on the top of the right end wall, the structures office in each District can provide the number.

NOTE: On a divided highway, milepoints are located in the median. Driving on the right side of the roadway in the outside lane in the inventory direction, look left towards the median to collect the milepoint. Do not drive in the median to collect milepoints.



Value for Box Culvert Number:6 Bytes: XXXXXX – Record structure number



BRIDGENO **Bridge Number**

Roadside: C/R/L HPMS: 4 Feature Type: Length

Definition/Background: 335.074, F.S. defines bridges as the following: Bridges are defined as having an opening measured along the center of the roadway of more than 20 feet between:

- 1) under crossovers of the abutments or
- 2) spring lines of arches or
- 3) extreme ends of openings for multiple boxes

“and those bridges consisting of multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening.”



Responsible Party for Data Collection: District Planning

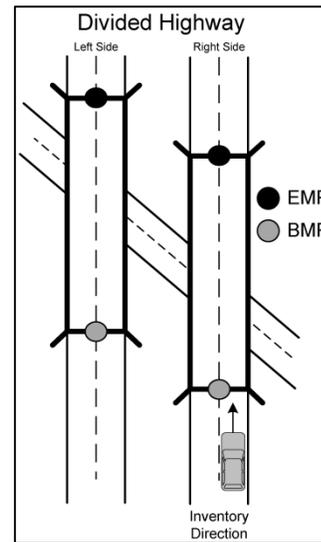
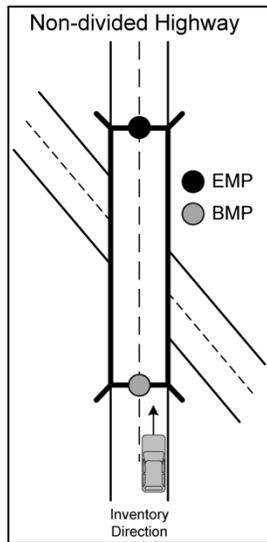
Required For: All roadways

Who/What uses this Information: TranStat, Districts, Work Program, Maintenance, Structures

How to Gather this Data: If you can drive over this bridge on the roadway being inventoried, and it is not a box culvert spanning less than 20 feet along the direction of travel, code the bridge number shown on the structure.

Special Situations: If you are on the second level of a three or more level interchange, code the bridge you are driving on as the bridge number.

Value for Bridge Number: 6 Bytes: XXXXXX – Record structure number



FACCROSS Facility Crossed

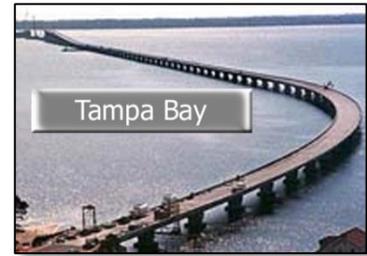
Roadside: C/R/L Feature Type: Length

Definition/Background: This is the name of the roadway, railroad, body of water, etc. that crosses under or over a structure.

Responsible Party for Data Collection: District Planning

Required For: All structures

Who/What uses this Information: Central Planning, District Planning

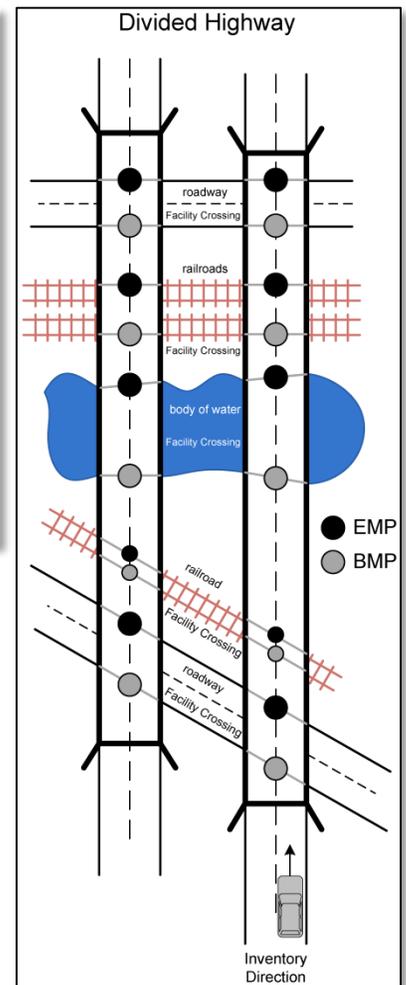
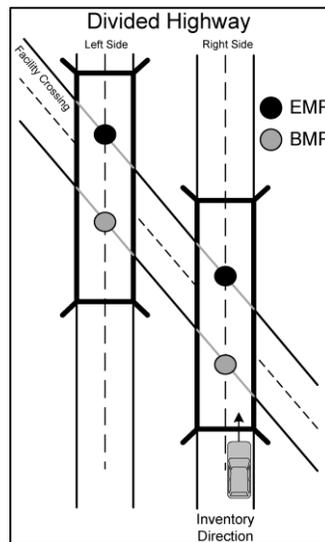
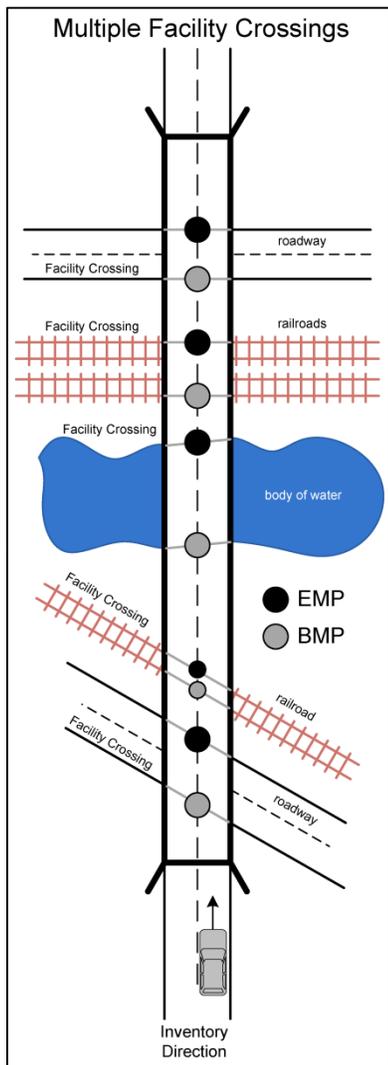
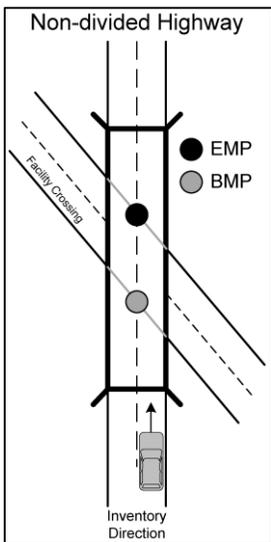


How to Gather this Data: Code the names of the facilities, such as roadway, railroad, body of water, etc., which cross under or over the structure. Collect the BMP and EMP where the facility exists, not at the same BMP and EMP of the structure.

Special Situations: If the facility is not named, code as “unnamed.” Only one facility is represented for a given milepoint range. RCI does not allow overlapping milepoints for this characteristic.

NOTE: The intent of this characteristic is not to record the dimensions of the facilities being crossed. It is to reflect the names of the facilities and their approximate locations only.

Value for Name of Facility Crossed: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXX



TUNNELNO Tunnel Number

Roadside: C/R/L HPMS: 4 Feature Type: Length

Definition/Background: Tunnels are enclosed (except at an entrance and exit) structures or passageways which go underground, under surface, below a roadway or waterway. Effective August 2014.

Responsible Party for Data Collection: District Planning

Required For: All roadways

Who/What uses this Information: TranStat, District Offices, Work Program, Office of Maintenance, Structures Office

How to Gather this Data: Record the tunnel number and the facility crossed (FACCROSS).

NOTE: Reference Structures Office PONTIS Report for structure design type 18, if necessary for the tunnel number.

Value for Underpass Number: 6 Bytes: XXXXXX – Record the structure number for the tunnel.



Henry E. Kinney Tunnel
Ft. Lauderdale



Port of Miami Tunnel
Miami

UNDPASNO Underpass Number

Roadside: C/R/L Feature Type: Length

Responsible Party for Data Collection: District Planning

Required For: All roadways

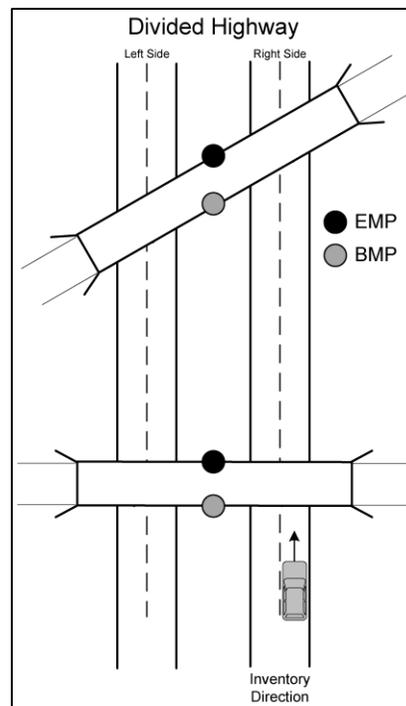
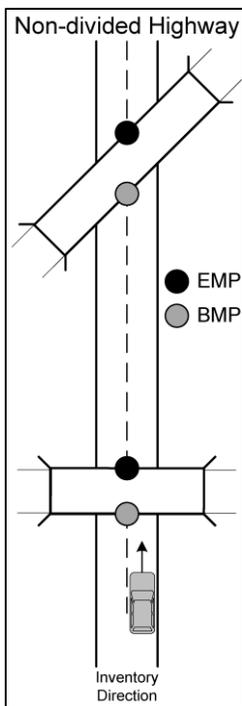
Who/What uses this Information: Maintenance, Structures

How to Gather this Data: Record the underpass number. If you can drive under a structure while on the roadway being inventoried, code the overhead structure as an underpass.



NOTE: On a divided highway, milepoints are located in the median. Driving on the right side of the roadway in the outside lane in the inventory direction, look left towards the median to collect the milepoint. Do not drive in the median to collect milepoints.

Value for Underpass Number: 6 Bytes: XXXXXX – Record 6-digit underpass number



Definition/Background: Guardrails, handrails, and barrier walls are installed to guide vehicular and/or pedestrian traffic away from various hazards in and adjacent to the travel way and where slopes exceed 3:1.

Notes the length of various types of guardrail maintained.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Do not duplicate sub-section inventories. Boardwalk or wood sidewalks used to connect two concrete sidewalks over a ditch or obstacle should be coded in RCI under Feature 271 for handrails and Feature 217 for sidewalks.

NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

**The additional rail, rub rail beneath the standard or double guardrail will be coded under SPCGRAIL Miscellaneous Guardrail.*

Special Situation: In the image to the right, white PVC handrail starts being recorded as miscellaneous guardrail where it is attached to the sidewalk area. The rest of the white PVC, found behind the sidewalk in the grassed area, should be considered Feature 272 Fencing and recorded under OTHERFCS.



BARRWALL **Barrier Wall Length**

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the length, to the nearest thousandth of a mile, of barrier wall along the roadway. Do not inventory bridge barrier walls. Separate entries are required for the right and left sides of the roadway.

Value Barrier Wall Length: 4 Bytes: X.XXX



DBLGRAIL* **Double Face Guardrail Length**

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the length, to the nearest thousandth of a mile, of double-faced guardrail along the roadway. Double-faced thrie beam guardrail may be included. Separate entries are required for the right and left sides of the roadway.

Value for Double Face Guardrail Length: 4 Bytes: X.XXX



SPCGRAIL

Miscellaneous Guardrail Length

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the length, to the nearest thousandth of a mile, of miscellaneous, i.e., ribbon type, concrete, wood, or aluminum, along the roadway. Special type tubing handrails, non-bridge, and rub rail (Index 400) may be included. Separate entries are required for the right and left sides of the roadway.

Value for Misc. Guardrail Length: 4 Bytes: X.XXX



STDGRAIL*

Standard Guardrail Length

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the length, to the nearest thousandth of a mile, of standard guardrail along the roadway. Single faced thrie beam guardrail may be included. Separate entries are required for the right and left sides of the roadway.

Value for Standard Guardrail Length: 4 Bytes: X.XXX



Definition/Background: A fence is a structure serving as an enclosure, barrier, or boundary. For FDOT purposes, it is usually made of posts joined by various types of wire. Fencing provides limited access for wildlife and farm animals to the interstates. Also, fencing acts as a protective barrier to hazardous areas such as detention or retention ponds, borrow pits, etc. Fencing will also be found around rest areas.

This feature notes the type of fencing that is maintained along the roadway. One type of fence will be noted for a single row of fence posts. Fence for borrow pits, sediment basins, and retention areas will be recorded to the nearest section or sub-section. Fences are recorded in multiples of 4 foot heights. 8 feet high = (2) 4 foot heights and 12 feet high = (3) 4 foot heights. A 6 feet high fence would be entered as (1) 4 foot height.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: *If the length of the fence will not fit in the milepoint for the sub-section, then use additional multiples of height to compensate. Barbed wire on top of fences can be included in the measurement of the height of the fence. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.*

CHNLKFCFS Number of Chain Link Fences

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the number of chain link fences along the roadway. Separate entries are required for the right and the left sides of the roadway.

Value for Number of Chain Link Fences: 1 Byte: X



MISCFCS Length of Miscellaneous Fences

Roadside: R/L Feature Type: Length

How to Gather this Data: This characteristic's milepoint will be referenced from the closest state maintained roadway section. Code the length of miscellaneous fences to the nearest foot for borrow pits, retention areas, sediment basins, rest areas, or other non-roadway areas. Separate entries are required for the right and the left sides of the roadway.

Value for Length of Misc. Fences: 5 Bytes: XXXXX



OTHERFCS Number of Other Types of Fences

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the number of other types of fences along the roadway. Glare screens may be recorded here. *To be counted as an individual fence, a barbed wire fence must have at least 4 strands of wire attached to the post.* Separate entries are required for the right and the left sides of the roadway.

Value for Number of Other Types of Fences: 1 Byte: X



Glare screens

WOVENFCS

Number of Woven Wire Fences (aka Hog Wire)

Roadside: R/L

Feature Type: Length

How to Gather this Data: Code the number of woven wire fences along the roadway. Separate entries are required for the right and the left sides of the roadway.

Value for Number of Woven Wire Fences: 1 Byte: X



CABLRTY Cable Barrier Type

Roadside: R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Cable Barriers are used to guide traffic away from various hazards in and adjacent to the travel way and where slopes exceed 3:1.

Responsible Party for Data Collection: District Office of Maintenance

Required For: All State Highways and Active/Exclusive roadways

Who/What uses this Information: Maintenance

How to determine Begin and End of this Data: From the beginning milepoint of where the cable barrier physically begins to the ending milepoint of where the cable barrier ends. Break for mile increments.

Offset Direction: 2-right or 3-left

How to Gather this Data: Code the type of cable barrier that is contiguous. Separate entries are required for right, left and median islands. Cable barriers within the median shall be recorded offset left. If there is a break for a crossover (see feature 257) then code the applicable beginning and ending milepoints at the crossover.

Codes:

- 01 – Brifen (4 wires)
- 02 – Cass (3 wires)
- 03 – Gibraltar (3 or 4 wires)
- 04 – Nu-Cable (3 or 4 wires)
- 05 – Safence (3 or 4 wires)
- 99 – Other

Examples:



01 – Brifen (4 wires)



02 – Cass (3 wires)



03 – Gibraltar (3 wires)



03 – Gibraltar (4 wires)



04 – Nu-Cable (3 or 4 wires)



05 – Safence (3 wires)



05 – Safence (4 wires)

CABLWIRE Number of Cable Wires

Roadside: R/L

Feature Type: Length

How to Gather this Data: Code the number of cable wires present on the associated cable barrier. Separate entries are required for right, left and median islands. Cable barriers within the median shall be recorded offset left.

Responsible Party for Data Collection: District Office of Maintenance

Required For: All State Highways and Active/Exclusive roadways

Who/What uses this Information: Maintenance

Definition/Background: Concrete structures are used for safety and preservation of our roadway systems.

They note the different types of concrete structures, i.e. retaining walls, seawalls, rip-rap structures, etc., and the length or face area of the structure.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: *If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.*

NOISBARR Noise Barrier Wall

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the total square yards to the nearest square yard of the noise barrier wall within each one mile increment. Separate entries are required for right and left sides of the roadway.

Value for Noise Barrier Wall Square Yardage: 4 Bytes: XXXX



RETWALL Retaining Wall Length

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the length of the retaining wall to the nearest foot within each one mile increment. Separate entries are required for right and left sides of the roadway.

Value for Retaining Wall Length: 4 Bytes: XXXX



SEAWALL Seawall Length

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the length of the seawall to the nearest foot within each one mile increment. Separate entries are required for right and left sides of the roadway.

Value for Seawall Length: 4 Bytes: XXXX



SLOPEPAV**Slope Paving Area Concrete**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the total square yards of concrete to the nearest square yard for the concrete slope within each one mile increment. Separate entries are required for right and left sides of the roadway.

Value for Concrete Slope Paving Area Square Yardage: 4 Bytes: XXXX

**SLOPERIP****Slope Paving Area Rip-Rap**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the total square yards to the nearest square yard for the rip-rap slope paving within each one mile increment. Separate entries are required for right and left sides of the roadway.

Value for Rip-Rap Slope Paving Area Square Yardage: 4 Bytes: XXXX



Definition/Background: Provides information on the posted speed on HPMS sample sections. It is used in investment analysis to estimate running speed and for other purposes, such as delay estimation. See *Section 316.183, F.S. as well as Procedure No. 750-010-002.*

Responsible Party for Data Collection: District Traffic Operations Office is responsible for collecting and maintaining this information for on-system roadways. District RCI Staff is responsible for collecting and maintaining this information for all HPMS off-system samples.

DTESZAPP Date Speed Zone Approved

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: The actual date that the speed zone was approved by the Secretary is entered in the value field.

Value Date Speed Zone Approved: MM/DD/YYYY – Date format

DTESZIMP Date Speed Zone Implemented

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: The actual date that the speed zone was implemented is entered in the value field.

Value for Date Speed Zone Implemented: MM/DD/YYYY – Date format

MAXSPEED Maximum Speed Limit

Roadside: C/R/L HPMS: 14 Feature Type: Length Interlocking: Yes

Required For: All designated roadways on the SHS and HPMS samples

Who/What uses this Information: FHWA in report to Congress (May be used in calculation for system performance)

How to Gather this Data: Enter the maximum speed for the roadway section in the value field.

Special Situations: On all unsigned streets and highways, the legal maximum speed limit for all vehicles is 30 mph in business or residential areas, and 55 mph in all other locations, with two exceptions:

1. A county or municipality may set a maximum speed limit of 20 or 25 mph on local streets or highways, following an appropriate study.
2. The minimum speed limit on all interstate highways with at least four lanes is 40 mph and 50 mph when the posted speed limit is 70 mph.

Value for Max Speed Limit: 2 Bytes: XX – Record the 2-digit number



MINSPEED Minimum Speed Limit

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: Enter the minimum speed for this roadway section in the value field.

Value Minimum Speed Limit: 2 Bytes: XX – Record the 2-digit number

Responsible Party for Data Collection: District Traffic Operations Office is responsible for collecting and maintaining this information for on-system roadways.

DTETMAPP Date Turning Movement Approved

Roadside: C/R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: The actual date that the turning restriction was approved by the Secretary is entered in the value field.

Value for Date Turning Movement Approved: MM/DD/YYYY – Date format

DTETMIMP Date Turning Movement Implemented

Roadside: C/R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: The actual date that the turning restriction was implemented is entered in the value field.

Value for Date Turning Movement Implemented: MM/DD/YYYY – Date format

LMTRSTRC Limited Turn Restriction Time

Roadside: C/R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: The actual time that the turn restriction is in effect is entered in the value field.

Value for Limited Turn Restriction Time: 8 Bytes: XXXXXXXX – The time format entered shall be military time (e.g. 7:00 am to 9:00 am = 07000900)

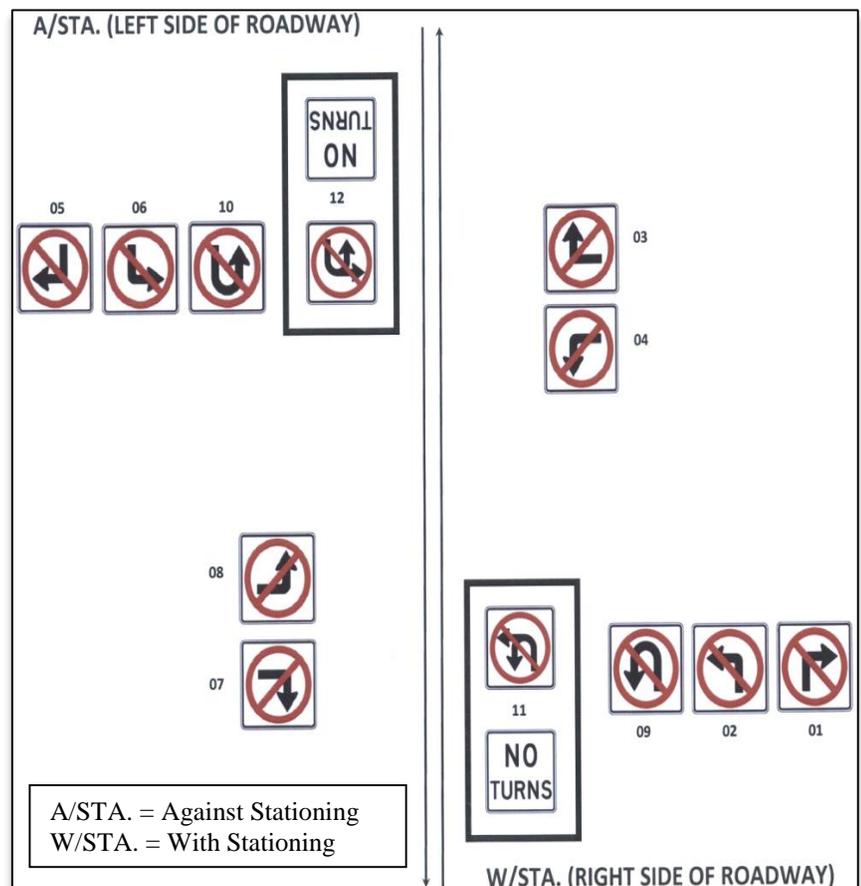
TURNMOVE Turning Movement Restriction

Roadside: C/R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: Enter the appropriate turning restriction code in the value field.

Codes:

- 01 – No right off roadway (with stationing)
- 02 – No left off roadway (with stationing)
- 03 – No right onto roadway (with stationing)
- 04 – No left onto roadway (against stationing)
- 05 – No right off roadway (against stationing)
- 06 – No left off roadway (against stationing)
- 07 – No right onto roadway (against stationing)
- 08 – No left onto roadway (with stationing)
- 09 – No U-turn (with stationing)
- 10 – No U-turn (against stationing)
- 11 – No turns (with stationing)
- 12 – No turns (against stationing)



Responsible Party for Data Collection: District Traffic Operations Office is responsible for collecting and maintaining this information for on-system roadways.

DTEPKAPP Date Parking Approved

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: The actual date that the parking restriction was approved by the Secretary is entered in the value field.

Value for Date Parking Approved: MM/DD/YYYY – Date format

DTEPKIMP Date Parking Restriction Implemented

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: The actual date that the parking restriction was implemented is entered in the value field.

Value for Date Parking Restriction Implemented: MM/DD/YYYY – Date format

PKRSTIME Parking Restriction Time

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: The actual time that the parking restriction is in effect is entered in the value field.

Value for Parking Restriction Time: 8 Bytes: XXXXXXXX – The time format entered shall be military time (e.g. 7:00 am to 9:00 am = 07000900)

TYPEPARK Type of Roadway Parking

Roadside: C/R/L Feature Type: Length Interlocking: Yes

How to Gather this Data: Enter the appropriate type of roadway parking code in the value field.

Codes:

- 0 – Highway Type
- 1 – No Parking
- 2 – Curb Both
- 3 – Angle Both
- 4 – Curb One Side
- 5 – Angle One Side
- 6 – Curb One Angle One
- 7 – None-Curb Side
- 8 – Curb-Curb Side
- 9 – Angle-Curb Side

MILEMARK **Mile Marker Sign**

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

Definition/Background: Records the location of mile marker signs posted along the roadway.

Responsible Party for Data Collection: District Planning

Required For: All interstate, tolled or non-tolled expressway facilities, and US routes

How to Gather this Data: Collect and enter the number displayed on the mile marker. One decimal place is provided for coding mile markers located at 1/10th of a mile increments.

Special Situations: May also be used for call boxes that are located at integral milepoints instead of the usual mile marker signs.

Value for Mile Marker Sign: 4 Bytes: XXX.X – Record 4-digit mile marker number

Examples:



Responsible Party for Data Collection: District Traffic Operations Office is responsible for collecting and maintaining this information for on-system roadways.

*NOTE: Some characteristics have been created to assist districts with their specific traffic operations data collection needs.
* Will not be included in a QAR and can be used at the discretion of the District Traffic Operations Engineer.*

MAINTAGC Maintaining Agency Name*

Roadside: C Feature Type: Point Interlocking: Yes

How to Gather this Data: Enter the name of the agency that maintains the signal.

Value for Maintaining Agency Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX

SDESTRET Side Street Name*

Roadside: C Feature Type: Point Interlocking: Yes

How to Gather this Data: Enter the name of the intersecting side street.

Value for Side Street Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX

SIGNALID Signal Cabinet ID Number*

Roadside: C Feature Type: Point Interlocking: Yes

How to Gather this Data: A district assigned identification number for a signal cabinet.

Value for Signal Cabinet ID Number: 6 Bytes: XXXXXX

SIGNALNC Non-counted Signal

Roadside: C Feature Type: Point Interlocking: Yes

How to Gather this Data: A non-counted signal type characteristic is used when a signalized intersection consists of two state roads. The roadway that has a higher AADT should be considered the major street and recorded under the SIGNALTY characteristic. The intersecting roadway that has a lower AADT is considered the minor street and recorded under this SIGNALNC characteristic. Choose the code to describe the type of non-counted signal.

Codes:

- 01 – Intersection Control Beacon
- 02 – Intersection Control Signal
- 03 – Mid-Block Pedestrian Control

SIGNALTY Type of Traffic Signal

Roadside: C Feature Type: Point Interlocking: Yes

How to Gather this Data: Choose the code to describe the traffic signal type.

Codes:

- 01 – Intersection Control Beacon
- 02 – Intersection Control Signal
- 03 – Mid-Block Pedestrian Control
- 04 – Emergency Signal
- 05 – Intersection Control at School

SIGOPDTE Date Signal Operational

Roadside: C Feature Type: Point Interlocking: Yes

How to Gather this Data: The actual date that the traffic signal became operational is entered in the value field.

Value for Date Signal Operational: MM/DD/YYYY – Date format

SIGSTRCT**Type of Signal Structure**

Roadside: C

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Choose the code to describe the type of signal structure.

Codes:

- 01 – Mast Arm
- 02 – Wood Strain Pole
- 03 – Concrete Strain Pole
- 04 – Steel Strain Pole

TYPECABL**Type of Cable Connection**

Roadside: C

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Choose the code to describe the type of traffic signal cable connection.

Codes:

- 01 – Single Point Connection
- 02 – Two Point Connection

Responsible Party for Data Collection: District Traffic Operations Office is responsible for collecting and maintaining this information for on-system roadways.

SCHLNAME School Name

Roadside: C Feature Type: Length Interlocking: Yes

How to Gather this Data: Enter the name of the school within the school zone.

Value for School Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX



SCHLSPED School Speed Zone

Roadside: C Feature Type: Length Interlocking: Yes

How to Gather this Data: Enter the school zone speed limit itself.

Value School Speed Zone: 2 Bytes: XX



TRFSTANO Traffic Station Number

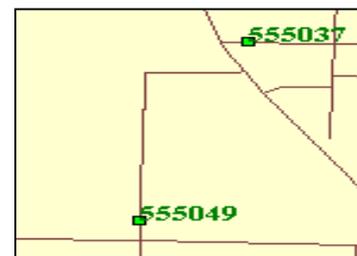
Roadside: C

Feature Type: Point

Secured: Yes

Interlocking: Yes

Definition/Background: Provides the traffic count station number. It is populated in RCI for the benefit of users of SLDs. It provides six characters for each traffic count station. The first two digits of the number refer to the county, the last four digits refer to the site number for a total of six digits.



Responsible Party for Data Collection: District Traffic Data Section

Required For: Populated by the Traffic Characteristics Inventory (TCI)

Who/What uses this Information: Transportation planners, programmers, designers, consultants, various industries; benefits users of SLDs

How to Gather this Data: The TranStat’s Traffic Data Section is responsible for the entry of this characteristic. These numbers are assigned in the TCI Database, and a link is established between TCI and RCI to automatically update this characteristic. Do not update this characteristic in RCI.

The traffic count station number is assigned in the TCI database by the central or district office technician in accordance with guidelines provided in the Traffic Monitoring Handbook.

Value for Traffic Station Number: 6 Bytes: XXXXXX – Record the 2-digit county and the 4-digit site number.

TRSTATYP Traffic Station Type

Roadside: C

Feature Type: Point

Secured: Yes

Interlocking: Yes

Definition/Background: Provides the traffic monitoring site (TMS) type. This characteristic is populated in RCI for the benefit of users of SLDs. If the site is damaged through any roadway work, it can be easily identified and reconstructed. This is a tied characteristic that may be associated with Feature 251. This includes the four different types of TMSs of telemetered traffic monitoring site (TTMS), portable traffic monitoring site (PTMS), roadtubes, and inactive sites.



On SLDs, the station type will appear as follows:

TTMS – Square

PTMS – Circle

Roadtube – Triangle

Virtual – Diamond

Responsible Party for Data Collection: District Traffic Data Section

Required For: On or off state highways, NHS, and SIS

Who/What uses this Information: Transportation planners, programmers, designers, consultants, various industries; benefits users of SLDs

How to Gather this Data: These sites and their locations are assigned in the TCI Database. A link is established between TCI and RCI to automatically update this characteristic. Do not update this characteristic in RCI. TTMS, PTMS, roadtubes, and inactive sites are assigned in the TCI database by TranStat or the district office technician in accordance with guidelines provided in the Traffic Monitoring Handbook.

Codes:

- I – Inactive
- P – PTMS
- R – Roadtube
- T – TTMS
- V – Virtual Count Station

FLWBRKID

Count Station Assigned to Break

Roadside: C

Feature Type: Length

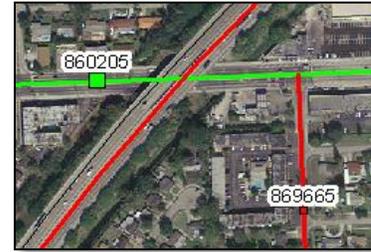
Secured: Yes

Interlocking: Yes

Definition/Background: Describes the limits, beginning and ending milepoints, of a traffic segment, and the station from which the traffic data is obtained. The beginning and ending milepoints should be tied to Feature 251 or possibly other physical features in the future.

Responsible Party for Data Collection: District Traffic Data Section

Required For: All functionally classified roadways on the SHS & all traffic monitoring locations in TCI



Who/What uses this Information: HPMS, TranStat, traffic data collections, others using traffic data

How to Gather this Data: The District Traffic Data Section is responsible for assigning FLWBRKID's for each TMS. The first two bytes will be the county (CONTYDOT) and the last four bytes will be the traffic count station number (TRSTATNO) for the traffic count station in this segment. This data is updated annually by TranStat during end-of-year processing.

NOTE: Any interim updates should be performed by District Traffic Section.

Value for Count Station Assigned to Break: 6 Bytes: XXXXXX – Record the 2-digit county and the 4-digit site number

TRFBRKCD

Traffic Break Code

Roadside: C

Feature Type: Length

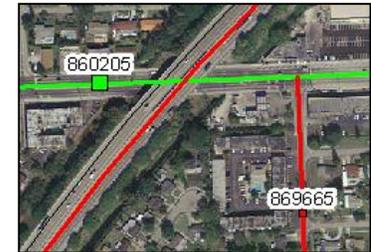
Secured: Yes

Interlocking: Yes

Definition/Background: Describes the location of the TMSs in relation to the traffic flow break limits from which traffic data is obtained.

Responsible Party for Data Collection: District Traffic Data Section

Required For: All state highways, NHS roadways, SIS roadways, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective December 2011.



Who/What uses this Information: HPMS, TranStat, traffic data collectors, others using traffic data

How to Gather this Data: The District Traffic Section is responsible for assigning traffic break codes for each flow break count station. The beginning and ending milepoints shall be the same as those for the FLWBRKID. This data is updated annually by TranStat during end-of-year processing. Effective December 2011.

The TRFBRKCD for a flow break in which a two-way count station's traffic is to be used on a two-way roadway segment shall be 1, 2 or 3, as appropriate.

The TRFBRKCD for a flow break in which a one-way count station's data is to be assigned to a one-way roadway segment shall be 1, 2, or 3, as appropriate.

The TRFBRKCD for a flow break in which one direction of a two-way count station's traffic data is to be assigned to a one-way roadway segment shall be N, E, S or W, as appropriate.

NOTE: Any interim updates should be performed by District Traffic Section.

Codes: Effective November 2011.

- 1 – Station is located within the traffic break
- 2 – Station is located on the same roadway ID, but outside the traffic break
- 3 – Station is located on a different roadway ID
- N – Northbound data only from a station not located within the traffic break
- E – Eastbound data only from a station not located within the traffic break
- S – Southbound data only from a station not located within the traffic break
- W – Westbound data only from a station not located within the traffic break

AADTDATE**AADT Date**

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

Definition/Background: Shows the date the Section ADT (SECTADT) is populated on all traffic breaks. This characteristic is populated by using two different approaches:

1. Using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook. The use of this process requires a lot more information on TMSs.
2. The manual update process. This process is less detailed and SECTADT is obtained from local sources, estimated based on local knowledge, or by conducting a special count.

Responsible Party for Data Collection: For batch load – Traffic Data or Highway Data Section in TranStat. For manual update – Traffic Data Section in Districts or TranStat.

Required For: State highways, all NHS roadways, SIS, and all roadways functionally classified higher than local

Who/What uses this Information: Traffic data collectors. This information is used for HPMS data review for compliance of HPMS guidelines and increases the user's confidence.

How to Gather this Data: Batch loaded AADTDATE will have an end of year date for which the traffic information is collected. Manually updated AADTDATE will have a date for which traffic information is obtained.

Value for AADT Date: 8 Bytes: MMDDYYYY – Use month, day, year format (e.g. 12312003)

AADTTYPER**AADT Type**

Roadside: C

Feature Type: Length

Secured: Yes

Interlocking: Yes

Definition/Background: Shows the type or source of SECTADT. This characteristic is populated by using two different approaches:

1. Using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook. The use of this process requires a lot more information on TMSs.
2. The manual update process. This process is less detailed and SECTADT is obtained from local sources, estimated based on local knowledge, or by conducting a special count.

Responsible Party for Data Collection: For batch load – Traffic Data or Highway Data Section in TranStat. For manual update – Traffic Data Section in Districts.

Required For: State highways, all NHS roadways, and all roadways functionally classified higher than local

Who/What uses this Information: FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. This information is used for HPMS data review for compliance with HPMS guidelines and increases the user's confidence.

How to Gather this Data: The flat file provided by the Traffic Data Section will have a flag for two-way AADT from which the traffic information is collected. If the two-way flag is "C", code 1. If the flag is "E", "F", or "S", code 2. The Districts are expected to obtain traffic information from local sources. Based on the source of traffic information, if it is a local government traffic monitoring program or special count, code 3. If the source is local knowledge, code 4.

Codes:

1 – Final estimate from survey

2 – Final estimate from growth factor

3 – Interim estimate from survey

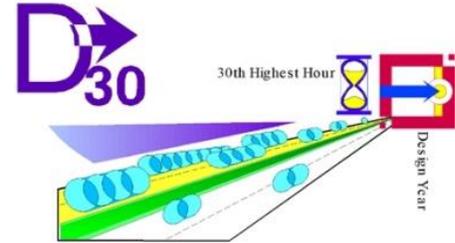
4 – Estimate from system average

AVGDFACT

Roadway Section Average D Factor

Roadside: C HPMS: 27 Feature Type: Length Secured: Yes Interlocking: Yes

Definition/Background: Shows the percentage of 30th highest hourly volume in the predominant direction. This characteristic is populated using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook.



Responsible Party for Data Collection: For batch load – Traffic Data/Highway Data Section in TranStat

Required For: State highways, HPMS standard samples, all NHS roadways, and all principal arterials

Who/What uses this Information: FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, customers

How to Gather this Data: The flat file provided by the Traffic Data Section will have the D factor for the traffic break from which the traffic information is collected.

Value for Roadway Section Average D Factor: 4 Bytes: XX.XX – Record a number from 50.00 to 99.99

AVGKFACT

K Factor

Roadside: C HPMS: 26 Feature Type: Length Secured: Yes Interlocking: Yes

Definition/Background: Shows the FDOT “Standard K” factors based on area type and facility type with consideration to typical peak periods of the day. This characteristic is populated using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook.

Responsible Party for Data Collection: For batch load – Traffic Data/Highway Data Section in TranStat

Required For: State highways, HPMS standard samples, all NHS roadways, and all principal arterials

Who/What uses this Information: FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, customers

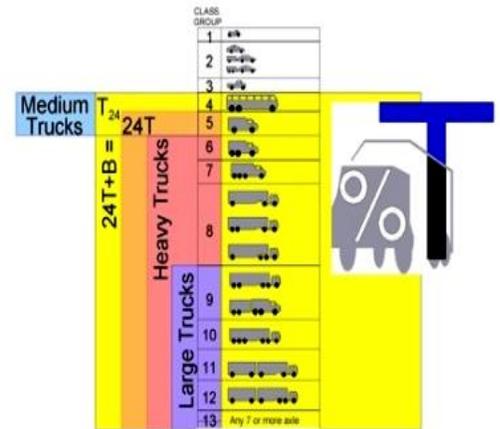
How to Gather this Data: The flat file provided by Traffic Data Section will have the K factor for the traffic break from which the traffic information is collected.

Value for K Factor: 4 Bytes: XX.XX – Record a number from 04.00 to 99.99

AVGTFACT Section Average T Factor

Roadside: C HPMS: 22-25 Feature Type: Length Secured: Yes Interlocking: Yes

Definition/Background: Shows the percentage of the AADT that consists of trucks. Here "trucks" means vehicles in classifications 4 through 13 of FHWA's scheme F. This includes buses and trucks larger than pickups. It does not include motorcycles, passenger cars, pickups, or SUVs. This characteristic is populated using a batch upload from a flat file created at the end of the year for all traffic breaks established through the TCI process. This process is explained in the Traffic Monitoring Handbook.



Responsible Party for Data Collection: For batch load – Traffic Data/Highway Data Section in TranStat

Required For: State highways, HPMS standard samples, all NHS roadways, all principal arterials, and SIS

Who/What uses this Information: FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, customers

How to Gather this Data: The flat file provided by Traffic Data Section will have the T factor for the traffic break from which the traffic information is collected.

Value for Section Average T Factor: 4 Bytes: XX.XX – Record a number from 00.00 to 99.99

SECTADT Section Average ADT

Roadside: C HPMS: 21 Feature Type: Length Secured: Yes Interlocking: Yes

Definition/Background: An estimate of the AADT traveled on the roadway ID.

Responsible Party for Data Collection: For batch load – Traffic Data/Highway Data Section in TranStat. For manual update –TranStat or District



Required For: State highways, all NHS roadways, SIS, and all roadways functionally classified higher than local

Who/What uses this Information: FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, customers

How to Gather this Data: The flat file provided by Traffic Data Section will have a flag for two-way AADT from which the traffic information is collected. Districts are expected to obtain traffic information from local sources.

Special Situations: On roadways functionally classified local or greater for which an actual count is not required, a count or estimate from Department or non-Department personnel should be obtained and entered directly into RCI.

Value for Section Average ADT: 6 Bytes: XXXXXX – Record the 6-digit count

Definition/Background: Identifies the type and number of poles and luminaries on the system. Only lighting systems owned by and maintained by the Department or FDOT contracted agreement should be inventoried.

Responsible Party for Data Collection: District Office of Maintenance

LOCOWNER Owner of Local Luminaries

Roadside: R/L Feature Type: Total

How to Gather this Data: Enter the name of the City/County that owns or maintains (thru contract or other written agreement) the local luminaries.

Value for Number of Aluminum Poles: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXX

NOALMPOL Number of Aluminum Poles

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of aluminum poles along the roadway.

Value for Number of Aluminum Poles: 3 Bytes: XXX

NOCONPOL Number of Concrete Poles

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of concrete poles along the roadway.

Value for Number of Concrete Poles: 3 Bytes: XXX

NOFIBPOL Number of Fiberglass Poles

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of fiberglass poles along the roadway.

Value for Number of Fiberglass Poles: 3 Bytes: XXX

NOHMSLUM Number of High Mast Luminaries

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of high mast luminaries along the roadway. This count is for the individual luminaries.

Value for Number of High Mast Luminaries: 3 Bytes: XXX

NOLOCLUM Luminaries Under Local Agreement

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of luminaries maintained under local agreements along the roadway.

Value for Luminaries Under Local Agreement: 3 Bytes: XXX

NOOTHPOL Number of High Mast Poles

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of high mast poles along the roadway.

Value for Number of High Mast Poles: 3 Bytes: XXX

NOSGMLUM Number of Sign Luminaries

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of sign luminaries along the roadway.**Value for Number of Sign Luminaries: 3 Bytes: XXX****NOSTDLUM Number of Standard Luminaries**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of standard luminaries along the roadway.**Value for Number of Standard Luminaries: 3 Bytes: XXX****NOSTLPOL Number of Steel Poles (not to include high mast)**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of steel poles along the roadway.**Value for Number of Steel Poles: 3 Bytes: XXX****NOUDKLUM Number of Underdeck Luminaries**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of underdeck luminaries along the roadway.**Value for Number of Underdeck Luminaries: 3 Bytes: XXX****NOWODPOL Number of Wood Poles**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of wood poles along the roadway.**Value for Number of Wood Poles: 3 Bytes: XXX**

Definition/Background: Installed to assist the motoring public in the event of vehicular breakdown or medical emergencies.

It identifies the type and number of call boxes located on the system.

Responsible Party for Data Collection: District Office of Maintenance

MOTOROID

Type of Motorist Aid

Roadside: R/L

Feature Type: Point

How to Gather this Data: Enter the code describing the motorist aid call box type and the milepoint of the section or sub-section where the call box is located.

These are normally placed at one mile intervals along highways, bridges, and at some rest areas. For motorist aid call boxes located at rest areas, code the side of the roadway that the rest area is located. Each call box must be entered individually.

NOTE: Inventory any sign panels under Feature 480 Highway Signs. This characteristic's milepoint can also exist in Feature 320 Mile Marker Signs when there is a mile marker sign attached to the pole. This feature is no longer in use effective October 2015.

Codes:

01 – Call Box-Push Button

02 – Call Box-Voice



TOLPLZNM Toll Plaza Name

Roadside: C/R/L

Feature Type: Point

Interlocking: Yes

Definition/Background: Records the name associated with a toll plaza.

Responsible Party for Data Collection: District Planning

Required For: All interstates, tolled or non-tolled expressway facilities

Who/What uses this Information: General information, wide usage

How to Measure: Collect the milepoint at the midpoint of the toll collection booth, in the most inside lane possible.

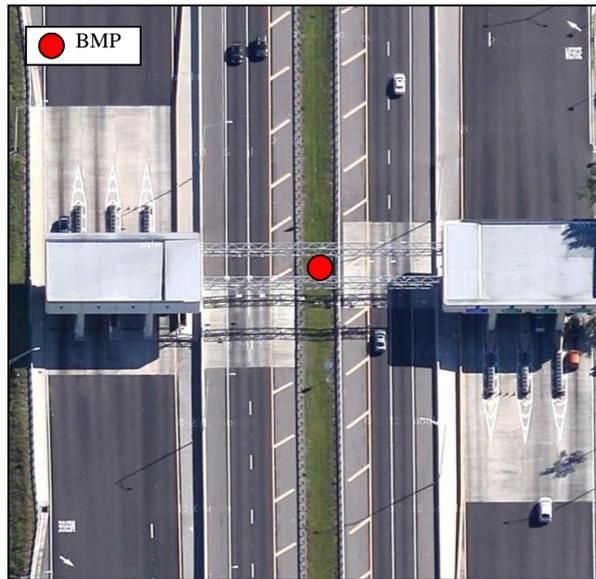
How to Gather this Data: The toll plaza name will generally be the nearest exit name or crossing facility.

Value for Toll Plaza Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX – Record name of plaza up to 20 characters

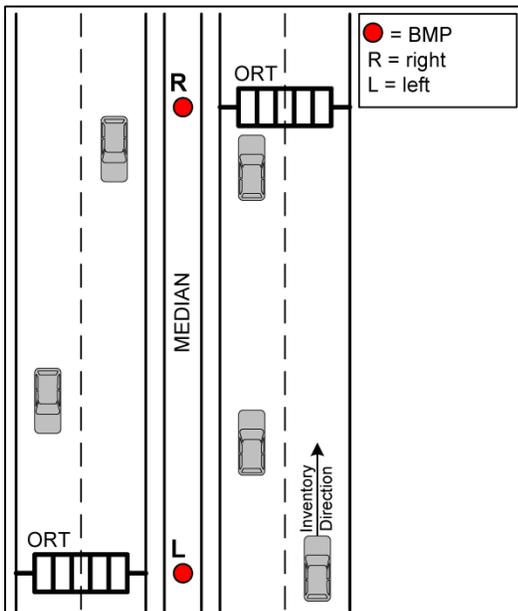
Toll Plaza with Combined ORT Composite



Toll Plaza with Separate ORT Composite



Left and Right Inventory Example



SVCPLZNM **Service Plaza Name**

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Denotes the name of the service plaza.

Responsible Party for Data Collection: District Planning

Required For: All service plazas maintained by the Department

Who/What uses this Information: General information, wide usage

How to Measure: Use the RCI milepoints collected for SVPBEGMM and SVPENDMM as the beginning and ending milepoints for this characteristic.

How to Gather this Data: Record the service plaza name using posted signs.

Special Situations: May also be used for rest areas, weigh stations, or agricultural stations.

Value for Service Plaza Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX – Record name of plaza up to 20 characters



Definition/Background: Mowing is provided on all state roadways not only for aesthetic reasons but also for safety. Mowing should be inventoried exactly as work is being done and as it is contracted out. Check with contract personnel to determine how mowing is being contracted out. The mowing guide shall be referenced to determine the limits and type of mowing. Mowing areas located under or within Feature 431 Parks & Rest Areas shall be inventoried per rest area contract agreement or by FDOT forces, whichever is applicable.

Notes the different types of mowing performed by maintenance personnel, i.e., large machine, intermediate machine, small machine, slope mowing. All mowing is inventoried by the acre and is recorded to the most efficient and effective mowing activity. The mowing guide shall be referenced to determine the limits and type of mowing.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Mowing in the median will be included with the right side inventory. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section. Use the following formula to calculate the area, length * width / 43,560 = acres.

INMACHMW Intermediate Machine Mowing

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the total number of acres, to the nearest 1/10 acre, of mowing performed by a mower greater than 40 inches and less than 7 feet. If mowing is being performed by contract forces, check with contracts personnel to determine the type of mowing being paid, and record as that type. Separate entries are required for the right and the left sides of the roadway.



Value for Intermediate Machine Mowing Acreage: 3 Bytes: XX.X

RDSDMOW Roadside Mowable Area(Large)

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the total number of acres, to the nearest 1/10 acre, of large machine mowing. The Department considers large machine mowing as mowers in the 7 feet or larger range. A strip along interstate fences may be recorded at 5/17 value, i.e. 17 acres = 5 acres. Separate entries are required for the right and the left sides of the roadway.

Value for Roadside Mowable Area Acreage: 3 Bytes: XX.X



SLOPEMOW**Slopes Mowable Area**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the total number of acres, to the nearest 1/10 acre, of slope mowing. Slope mowing is defined as mowable areas having a slope greater than 3 to 1 and requiring specialized equipment. Separate entries are required for the right and the left sides of the roadway.

Value for Slopes Mowable Area Acreage: 3 Bytes: XX.X

**SMMACMOW****Small Machine Mowing Area**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the total number of acres, to the nearest 1/100 acre, of small machine mowing. Small machine mowers are hand or riding type mowers with a cutting width of 40 inches or less. Record utility strip mowing as continuous where breaks do not exceed 50 feet. Separate entries are required for the right and the left sides of the roadway.

NOTE: Measure as continuous through obstructions and turnouts unless there is a break greater than 50 feet.

Value for Small Machine Mowing Area Acreage: 4 Bytes: XX.XX



Definition/Background: Weed control maintains the appearance, safety, and drainage of the highway facility in areas that cannot be controlled by more economical means.

It notes the type of weed control used and the location where the work is performed. The work is reported in acres. The work areas inventoried under this feature should not be recorded under any other feature, such as small, intermediate, slope or large machine mowing.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Weed control in the median will be included with the right side inventory. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

HANDCUT**Hand Cut Area**

Roadside: R/L

Feature Type: Total

Interlocking: Yes

How to Gather this Data: Code the number of acres, to the nearest 1/100 acre, of weed control to be performed by hand labor, such as weed eaters, hedge clippers, etc. Weed control in these areas is impossible to control by chemical or mechanical means. Separate entries are required for the right and left sides of the roadway.

Value for Hand Cut Area Acreage: 3 Bytes: X.XX

**MWEEDCTL****Mechanical Weed Control Area**

Roadside: R/L

Feature Type: Total

Interlocking: Yes

How to Gather this Data: Code the number of acres, to the nearest 1/100 acre, of weed control to be performed by mechanical means. These areas are defined as areas that cannot be maintained with routine large machine mowers and do not require hand labor to cut. Separate entries are required for the right and left sides of the roadway.

Value for Mechanical Weed Control Area Acreage: 3 Bytes: X.XX

NOTE: This type of weed control is very rare.



OBSPRAY

Obstruction Spraying Area

Roadside: R/L

Feature Type: Total

Interlocking: Yes

How to Gather this Data: Code the number of acres, to the nearest 1/100 acre, of obstructions that are chemically sprayed, excluding slopes, roadside ditches and outfall ditches. Include guy-wire anchors, phone booths, bus stop buildings, mailboxes, fire hydrants, telephone poles, utility poles, miscellaneous items, and street signs not covered by RCI inventory. Do not include inventoried features such as signs. Each obstruction represents 30 square feet. If on the right there are 20 obstruction areas in the mile being inventoried, then this would be $20 \times 30 = 600 / 43,560 = 0.01$ acres. Separate entries are required for the right and left sides of the roadway.

Value for Obstruction Spraying Area Acreage: 4 Bytes: XX.XX



Obstruction Area

Date: _____ Section _____

Mail Boxes	=30 sq. ft. X	___ Ea. =	_____ Sq. Ft.
Telephone Poles	=30 sq. ft. X	___ Ea. =	_____ Sq. Ft.
Guy Wires	=30 sq. ft. X	___ Ea. =	_____ Sq. Ft.
Fire Hydrants	=30 sq. ft. X	___ Ea. =	_____ Sq. Ft.
Bus Stop Buildings	=30 sq. ft. X	___ Ea. =	_____ Sq. Ft.
*Misc Items	=30 sq. ft. X	___ Ea. =	_____ Sq. Ft.
		Total	_____ Sq. Ft.

* Misc Items are any obstructions that are....

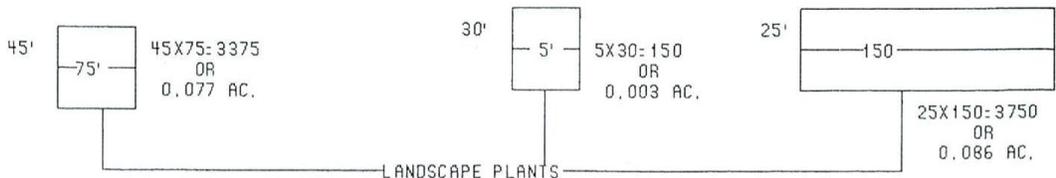
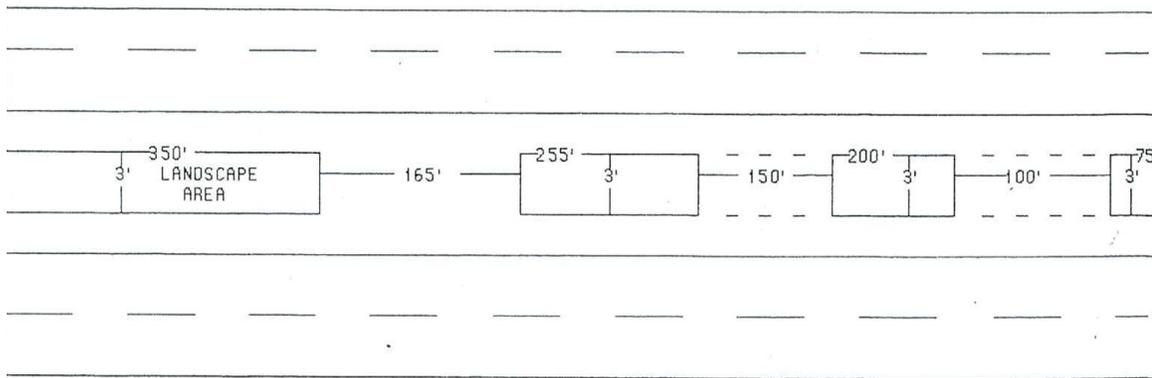
- not listed above
- not in RCI
- found while doing the RCI

Definition/Background: Landscaped areas are ornamental bushes, shrubs, flowers, and/or plants that require at least three of the following criteria: weeding, mulching, trimming, pruning, replacing, fertilizing, edging, and insecticide spraying.

Exclude sites or locations where native plants or low cost vegetation are planted or promoted. Examples include sea grapes, mangroves, trees, and wildflowers. Landscape areas located at rest area locations shall be inventoried per rest area contract agreement or by FDOT forces, whichever is applicable. All landscape areas within the right of way that are currently under a Memorandum of Agreement (MOA) or being maintained by others should be calculated and entered into RCI. The area should be coded and added to the mowing feature for that section. The additional funding generated for mowing, could be transferred to the MOA to differ some of the landscape maintenance costs.

Measurements will include the average width multiplied by the length of the area involved, divided by 43,560 to arrive at the acres to be coded. Where there are only trees included in areas designated as landscaping, 30 square feet per tree will be used in the calculation.

Responsible Party for Data Collection: District Office of Maintenance



BOLDLAND

Bold Landscaping

Roadside: R/L

Feature Type: Length

Definition/Background: Bold landscape areas are defined as landscape contracts with an installation period followed by an establishment period, which is typically two years.

Responsible Party for Data Collection: District Office of Maintenance

Required For: All State Highways and Active/Exclusive roadways

Who/What uses this Information: Maintenance

How to determine Begin and End of this Data: From the beginning milepoint of where the bold landscaping physically begins to the ending milepoint of where the bold landscaping physically ends. Do not break for mile increments.

Offset Direction: 2-right or 3-left



How to Gather this Data: Code the total number of acres, to the nearest 1/100 acre, of bold landscape area that is contiguous. Separate entries are required for right, left and median islands. Median areas shall be recorded right side/offset left. If there is a break over 150 feet, then record each bold landscape area separately.

Quality Check: Cross-Reference: The acreage recorded as Bold Landscaping is not to be included in Feature 411 – Roadside Mowing.

Special Situations: Bold Landscaping is reported with the mainline section. However, when Bold Landscaping exists along an Active Exclusive roadway (e.g. ramp, frontage road, managed lane, etc.) and not adjacent to the mainline, then code the information with the Active Exclusive roadway instead. Typically, the Bold Landscaping in interchanges should be carried with the mainline (e.g. I-10).

LANDSCAPE

Landscape Area

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the total number of acres, to the nearest 1/100 acre, of landscaped area. Separate entries are required for right and the left sides of the roadway. Median areas shall be recorded against the right side roadway. If there is a break over 150 feet, then the landscape area will stop. If the break is less than 150 feet, then continue the landscape area.

Value for Landscape Area Acreage: 3 Bytes: X.XX

NOTE: Unit Management will decide which areas of landscaping will be included in the RCI inventory. If the above characteristic is located at a ramp or other applicable sub-section other than rest areas, it is to be inventoried against the applicable sub-section number.



Definition/Background: A roadside ditch stores runoff water or removes it by channelization to a discharge point. Water that is stored at pervious locations will be removed through infiltration, while at impervious locations; the water will be removed through evapotranspiration. Channelization of the water will usually run parallel to the roadway until it is possible to discharge into lands or surface water bodies adjacent to highway right of ways.

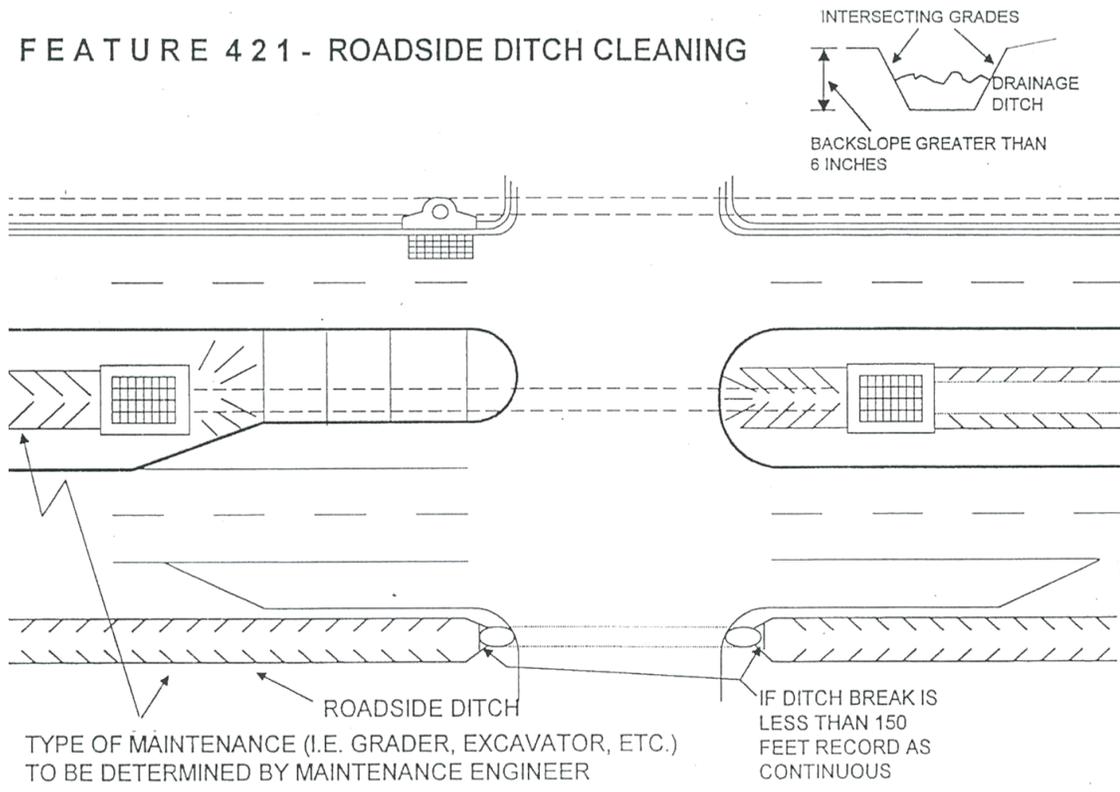
Notes the number and length of roadside ditches along the roadside. More importantly, this feature notes the type of equipment used to clean the roadside ditch excavator and the roadside canals dragline. A ditch is two intersecting grades, holds or carries water, has a back slope of 6 inches or greater and is maintained on a regular frequency. Grader cleaned ditches are computed as a factor of shoulder miles in the RCICIA program.

Responsible Party for Data Collection: District Office of Maintenance

Special Situation: Permitted storm water sites that are designed to retain silt material or are built with specialized under drain will not be included in ditch measurements. Ditches will have to be broken at locations where the length of the treatment area exceeds 150 feet. This would include sites containing ditch blocks, gravel treatment areas, and concrete weirs.



NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.



RDCANALS

Number of Roadside Canals

Roadside: R/L

Feature Type: Length

How to Gather this Data: Code the total number of roadside canals between a beginning milepoint and an ending milepoint maintained by dragline, adjacent to the roadway.

Value for Number of Roadside Canals: 1 Byte: X

NOTE: In the past, a dragline was used on these type roadway canals but using an excavator or a grader is now more efficient. This characteristic is rarely used due to limitations on its presence along the roadway.



RDITEXCA

Number of Roadside Ditches (Excavator)

Roadside: R/L

Feature Type: Length

How to Gather this Data: Code the total number of roadway ditches between a beginning milepoint and an ending milepoint maintained by excavator, adjacent to the roadway.

Value for Number of Roadside Ditches: 1 Byte: X



Definition/Background: Notes the basic type of median ditches. Grader maintained ditches are calculated as a factor of grass median ditches.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: All median inventories are to be coded against the right side of the roadway. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

MDITHEXC Number of Median Ditches (Excavator)

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the total number of median ditches between a beginning milepoint and an ending milepoint cleaned by excavator. This inventory is intended to depict work style. Do not inventory workload if not maintained in the manner described.



Value for Number of Median Ditches: 1 Byte: X

MDITPAVE Number of Median Ditches (Paved)

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the total number of median ditches between a beginning milepoint and an ending milepoint that are paved. Breaks in paved areas of less than 150 feet will be included in the paved area inventories.

Value for Number of Median Ditches: 1 Byte: X



MDITPIPE Number of Median Ditches (Piped)

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the total number of median ditches between a beginning milepoint and an ending milepoint that are piped and not connected with storm sewer systems.

Value for Number of Median Ditches: 1 Byte: X



Definition/Background: Parks, rest areas, and welcome stations provide the traveling public with a means to exit the roadway. They may be with or without facilities and may provide traveling information and assistance. These areas help to alleviate the stress and fatigue often associated with travel. Weight stations are used to prevent damage to the roadways by overweight trucks.

Lists the number of facilities and roadway milepoint at the approximate center of the facility. Facilities along with their inventory shall be recorded to the applicable sub-section number.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Catwalks and fishing piers should be inventoried as Wayside Parks. All inventories located within the facility should be recorded to the right.

Sub-sections ramps for these areas begin at the edge of the paved gore where the grass begins and end at the paved gore where the grass ends, per Planning’s requirements for milepoint limits. A physical gore is the actual point where the pavement of the sub-section leaves or meets the pavement of the mainline. This means that a sub-section should not begin or end at the centerline of the intersection roadway. If under contract the limits may extend beyond Planning’s begin and end points. RCI inventories that extend beyond Planning’s sub-section limits must be recorded within Planning’s sub-section limits.

RSTAREAS

Number of Rest Areas Without Facilities

Roadside: R/L Feature Type: Point

How to Gather this Data: Code each rest area without facility by entering only the centerline milepoint that is between the beginning and ending of the rest area. Separate entries are required for the right and the left sides of the roadway.

Value for Number of Rest Areas Without Facilities: 1 Byte: X



RSTARFAC

Number of Rest Areas With Facilities

Roadside: R/L Feature Type: Point

How to Gather this Data: Code each rest area with facility by entering only the centerline milepoint that is between the beginning and ending of the rest area. Separate entries are required for the right and the left sides of the roadway. Individual features not part of rest area facility maintenance, such as fence, lighting, striping, mowing, litter, etc., should be recorded separately.

Value for Number of Rest Areas With Facilities: 1 Byte: X



WAYSDBKS

Number of Wayside Parks

Roadside: R/L Feature Type: Point

How to Gather this Data: Code each wayside park by entering only the centerline milepoint that is between the beginning and ending of the park. These are recreation oriented areas including picnic facilities, benches, and grounds. Separate entries are required for the right and the left sides of the roadway.

Value for Number of Wayside Parks: 1 Byte: X



WEIGHSTA**Number of Weigh Stations**

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code each weight station and weigh in motion (WIM) station by entering only the centerline milepoint that is between the beginning and ending of the weight station. Separate entries are required for the left and the right sides of the roadway.

Value for Number of Weigh Stations: 1 Byte: X

**WELCMSTA****Welcome Stations**

Roadside: R/L

Feature Type: Point

How to Gather this Data: Code each welcome station by entering only the centerline milepoint that is between the beginning and ending of the park. Separate entries are required for the left and the right sides of the roadway.

Value for Welcome Stations: 1 Byte: X



Definition/Background: This feature consists of hazard markers, guide markers, object markers, and delineators. They serve as visual markers for bridge ends, crossovers, and headwalls.

Record the number of markers installed, per mile, for the particular side of roadway being inventoried. Refer to Roadway Design Standard Index 17346 for details of location. Delineators located in the median shall be recorded to the right.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: *Type I Object Markers (a diamond-shaped panel nine-button or plain – Index 17349 and 17353) and Type III Object Markers (a black and yellow striped sign – Index 17359) shall be considered as Highway Signs Feature 480 when they are post mounted. If Type I Object Marker (diamond-shaped panel nine-button or plain) is mounted directly to an object, then it will be inventoried as a delineator.*

Type III Object Markers (yellow and black adhesive) that are NOT post mounted and are attached to the bridge or columns of the bridge will be counted as BRDELIN (Number of Object Markers). Yellow adhesive tape applied to guardrail will not be inventoried in RCI.

NOTE: *Adhesive sheeting and reflectors on guardrails are not to be inventoried as delineators.*

BRDELIN

Number of Bridge End Delineators

Roadside: R/L

Feature Type: Total

How to Gather this Data: Record the number of markers installed per mile for the particular side of roadway being inventoried. Refer to Roadway Design Standard Index 17346 for details of location.

There are two types of bridge delineators - Index 17359:

1. A rectangular-shaped three-button panel (Type II Object Markers Roadway)
2. A black and yellow adhesive type (Type III Object Markers)

Code the total amount of black and yellow adhesive object markers between a beginning and ending milepoint in one mile increments. Separate entries are required for the left and the right sides of the roadway. Each bridge end or column delineator and others will be counted as one. Delineators located in the median shall be recorded on the right side.

NOTE: *Type I Object Markers (a diamond-shaped panel nine-button or plain – Index 17349 and 17353) and Type III Object Markers (a black and yellow striped sign – Index 17359) shall be considered as Feature 480 Highway Signs when they are post mounted.*

If Type I Object Marker (diamond-shaped panel nine-button or plain) is mounted directly to an object, then it will be inventoried as a delineator.

Type III Object Markers (yellow and black adhesive) that are not post mounted and are attached to the bridge or columns of the bridge will be counted as BRDELIN (number of object markers).

Yellow adhesive tape applied to guardrail will not be inventoried in RCI.

Adhesive sheeting and reflectors on guardrails are not to be inventoried as delineators.

Value for Number of Bridge End Delineators: 3 Bytes: XXX



DELINEAT**Number of Guide Posts/Hazard Marker Delineators**

Roadside: R/L

Feature Type: Total

How to Gather this Data: There are two types of delineators:

1. Button type of amber, green, or white
2. Reflective sheeting type of amber, green, or white

One delineator is equal to one post and one marker or one post and two markers. Some locations require a marker on both sides of a single post, like crossovers, but will be counted as one. Code the total number of markers installed between a beginning and ending milepoint in one mile increments. Separate entries are required for the left and the right sides of the roadway. Refer to Roadway Design Standard Index 17346 for details of location. Delineators are counted on concrete barrier wall, and not counted where inventory is covered by another feature, i.e. guardrail.

Value for Number of Guide Posts/Hazard Marker Delineators: 3 Bytes: XXX

Definition/Background: Striping provides the visual information needed by the driving public to steer a vehicle safely in a variety of situations.

Lists the type and number of stripes being counted. If more than one line of the same configuration is being measure simultaneously, then enter the number of lines being measured. Do not overlap milepoints for like characteristics on the same roadway side. When measuring the double lines used to outline a painted median, it is suggested measuring one side of the painted median per roadway side. The length of this feature is determined from milepoint indicated. For consistency record all striping to the right when measuring the double lines used to outline a painted median.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Striping breaks through intersections and auxiliary lanes less than 150 feet in length can be recorded as continuous.

If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

NOTE: Do not overlap milepoints for the same characteristic. If an additional stripe(s) begins within the mile section being inventoried, end the first stripe(s) at that point and begin a number count of additional stripes at that milepoint. Inventory the perimeter of crosshatching by the most recent application unless it is wider than 6", then it will be included as symbols.

DBLELINE Number of Stripes - Double White or Yellow

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the number of double white or yellow stripes along the roadway. Record double stripes on two lane roadways to the right side of the roadway.

Value for Number of Stripes - Double White or Yellow: 1 Byte: X

NOTE: Inventory the perimeter by the most recent application. If the perimeter is wider than 6", then it will be inventoried as Feature 452 Symbols. Crosshatches in gore areas are to be inventoried as Feature 452 Symbols.



SKIPLINE Number of Stripes - Skip White or Yellow

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the number of skip stripes lines along the roadway. Separate entries are required for the right and the left sides of the roadway. Single skip lines on a two-lane roadway are inventoried to the right side of the roadway.

Value for Number of Stripes - Skip White or Yellow: 1 Byte: X

NOTE: Thermo tape applications like in the second image below should be inventoried as regular skip lines. It has been applied to certain concrete roadways as a trial and is being monitored for its adhesive properties.



SKIPWHBK **Number of Stripes - Skip White With Black**

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the number of white or yellow skip with black stripe lines along the roadway. Separate entries are required for the right and the left sides of the roadway. Normally white or yellow skip with black stripe lines are used to enhance visibility.



Value for Number of Stripes - Skip White With Black: 1 Byte: X

SNGLLINE **Number of Stripes - Single White or Yellow**

Roadside: R/L Feature Type: Length

How to Gather this Data: Code the milepoint and number of single stripes along the roadway. Separate entries are required for the right and the left sides of the roadway. For consistency, record striping in the center of the roadway to the right.

Value for Number of Stripes - Single White or Yellow: 1 Byte: X

***NOTE:** When white or yellow edge lines have hash marks at crossovers, acceleration lanes, deceleration lanes, and intersections greater than 150' in length, they should be inventoried as a skip line. Hash marks in addition to the edge line stripe should be recorded separately as skip line.*

When white or yellow edge lines have hash marks at crossovers, acceleration lanes, deceleration lanes, and intersections less than 150' in length, they should be inventoried as a single line.



Definition/Background: Lists the area in square feet of crosshatching, curb marking, number of arrows or letters, and radius marking.

NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

Responsible Party for Data Collection: District Office of Maintenance

CRSHATCH Crosshatching Area

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the amount of square feet of material used in crosshatched areas within each one mile increment along the roadway. Code the perimeter of the crosshatched area in addition to the hatch marks. Separate entries are required for the right and the left side of the roadway. For consistency, record all median crosshatching to the right.

Crosshatching areas include gore areas for traffic channelization or separation (Indexes 17345 and 17346), lane drop transitions (Index 17346), and painted medians (Index 17346).

NOTE: If the painted line bordering a crosshatched area is wider than 6 inches, placed with small machine application, it should be recorded as a radius marking.

Value for Crosshatching Area Square Feet: 4 Bytes: XXXX



Traffic separation



Painted median



Shoulder

CURBMARK Curb Marking Area

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the amount of square feet of material used in curb marking areas within each one mile increment along the roadway. Separate entries are required for the right and the left side of the roadway. For consistency, record all curb marking in the median to the right.

Value for Curb Marking Area Square Feet: 4 Bytes: XXXX



Bull nose

PNTARROW **Number of Arrows**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of arrows along the roadway for each one mile increment. Each arrowhead will be counted as one; double arrowheads will be counted as two. Separate entries are required for the right and the left sides of the roadway.

Bike lane arrows should be counted as one for two in the field. (ie. If you have 12 arrows in the bike lane, you count 6 for RCI input.) If you have an odd number of bike lane arrows, round up. (ie. If you have 15 arrows in the bike lane, you count 8 for RCI input)

Value for Number of Arrows: 2 Bytes: XX



Counts as 1

PNTLETR **Number of Letters**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of painted symbol letters and arrows separately on the right and left side of the roadway within each one mile increment. For pavement symbol letters found in bike lanes, every two letters will count as one.

Bike lane letters should be counted as one for two in the field, i.e. if you have 12 letters in the bike lane, you count 6 for RCI input. If you have an odd number of bike lane letters, round up, i.e. if you have 15 letters in the bike lane, you count 8 for RCI input.

Value for Number of Letters: 2 Bytes: XX



RADIUSMK

Radius Marking Area

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the amount of square feet of material used along the roadway within each one mile that is placed with small machine applicators and not inventoried elsewhere. May include parking area end caps, weigh stations, rest areas, bike lane markings, HOV symbols, handicapped parking symbols, bike boxes, etc.

Interstate exit numbers and letters are on average 16.2 square feet per number or letter including background, and should be recorded to the nearest whole foot. For consistency, record numbers or combinations of number(s) and letter(s) as:

1 = 16 sq ft

2 = 33 sq ft

3 = 49 sq ft

4 = 65 sq ft

Value for Radius Area Square Feet: 4 Bytes: XXXX



Turkey tracks



Perpendicular to roadway



Parking end cap



Diamond = 11 sq ft
Cyclist = 5.4 sq ft



2 sq ft per triangle



2 = 33 sq ft



3 = 49 sq ft



4 = 65 sq ft

Definition/Background: Crosswalks are utilized by pedestrians to navigate safely across busy intersections located on FDOT right of way. These crosswalks are to include locations where school crossings exist. The length of the crosswalk is determined by the distance of the uninterrupted pavement marking.

Lists the number of crosswalks in various increments. Enter the number counted under the approximate length for the particular side of the roadway being measured. A crosswalk has two parallel lines, separated by a predetermined distance according to current FDOT Design Standards. Crosswalks on side streets are not to be inventoried unless they are within the extended right of way lines and are maintained by the Department. Units should check side street crosswalks and determine if they maintain them. School crossing crosswalks are to be included. Paved or unpaved medians that interrupt the continuation of the crosswalk are considered the termination point for the crosswalk. Crosswalks that extend across the entire FDOT roadway shall be inventoried to the right. Crosswalks, which are interrupted by medians, shall be counted on the side of the roadway at which they exist. Special emphasis crosswalks are to be included by entering the equivalent number of standard two bar crosswalks.

Responsible Party for Data Collection:

District Office of Maintenance

Special Situation:

1 - Special emphasis crosswalk (pictured in the image to the right) is to be included by entering the equivalent of a standard two bar crosswalk. Measure these types of crosswalks like a standard two bar crosswalk.



Special Situation - 1

2 - If the crosswalk is a special emphasis and a regular crosswalk together, they will both be counted into RCI.

NOTE: For consistency, when state roadways intersect, record crosswalk inventories to the roadway that they exist on. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.



Special Situation - 2

CRWALK24 Number of 24 Foot Crosswalks

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 24 foot crosswalks between each one mile increment. Separate entries are required for the right and left sides of the roadway.

Value for Number of 24 Foot Crosswalks: 2 Bytes: XX



CRWALK36 Number of 36 Foot Crosswalks

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 36 foot crosswalks between each one mile increment. Separate entries are required for the right and left sides of the roadway.

Value for Number of 36 Foot Crosswalks: 2 Bytes: XX



CRWALK48

Number of 48 Foot Crosswalks

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 48 foot crosswalks between each one mile increment. Separate entries are required for the right and left sides of the roadway.

Value for Number of 48 Foot Crosswalks: 2 Bytes: XX



CRWALK60

Number of 60 Foot Crosswalks

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 60 foot crosswalks between each one mile increment. Separate entries are required for the right and left sides of the roadway.

Value for Number of 60 Foot Crosswalks: 2 Bytes: XX



CRWALK72

Number of 72 Foot Crosswalks

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 72 foot crosswalks between each one mile increment. Separate entries are required for the right and left sides of the roadway.

Value for Number of 72 Foot Crosswalks: 2 Bytes: XX



Definition/Background: Stop bars are provided to give the traveling public a known point to stop when approaching a stop sign or traffic signal.

Lists the number of stop bars counted for left or right roadway, under the approximate or appropriate length. Stop bars on side streets are not to be inventoried unless they are within the extended right of way lines and are maintained by the Department. Railroad crossings are to be included and are equivalent to two 12 foot stop bars with one at the top and one at the bottom, and two 24 foot stop bars per lane. For school crossings, the bars located at the top and bottom of the messages are to be included. Each crossing is the equivalent of two 12 foot stop bars per lane. Inventory letters under Feature 452 Symbols & Messages.

Stop bars on non-state side streets maintained by the department are collected.

Responsible Party for Data Collection: District Office of Maintenance

***NOTE:** If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.*

STOPBR12 Number of 12 Foot Stop bars

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of 12 foot stop bars between each one mile increment. Separate entries are required for the right and the left sides of the roadway.

Value for Number of 12 Foot Stop bars: 2 Bytes: XX



STOPBR18 Number of 18 Foot Stop bars

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of 18 foot stop bars between each one mile increment. Separate entries are required for the right and the left sides of the roadway.

Value for Number of 18 Foot Stop bars: 2 Bytes: XX



STOPBR24 Number of 24 Foot Stop bars

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of 24 foot stop bars between each one mile increment. Separate entries are required for the right and the left sides of the roadway. In the left and middle photos below, the stop bars are on a divided highway. In these situations, record two 24 foot stop bars at the top and bottom. Also, code the bars in the "X" as 24 foot stop bars.

Value for Number of 24 Foot Stop bars: 2 Bytes: XX



STOPBR36**Number of 36 Foot Stop bars**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 36 foot stop bars between each one mile increment. Separate entries are required for the right and the left sides of the roadway.

Value for Number of 36 Foot Stop bars: 2 Bytes: XX

**STOPBR48****Number of 48 Foot Stop bars**

Roadside: R/L

Feature Type: Total

How to Gather this Data: Code the number of 48 foot stop bars between each one mile increment. Separate entries are required for the right and the left sides of the roadway.

Value for Number of 48 Foot Stop bars: 2 Bytes: XX



PAVTMARK **Number of Raised Pavement Markers**

Roadside: R/L

Feature Type: Total

Definition/Background: Raised pavement markers (RPMs) are provided to delineate traffic flow during night-time or inclement weather conditions. The inventory is for a particular side, right or left, of the roadway and in traffic separator or gore areas.

Lists the required number of markers for the particular side of roadway being inventoried. Roadway and Traffic Design Standards should be referenced. RPMs on bridges are to be inventoried also.

For consistency, all RPMs that are located in the center of the roadway, including gore areas, traffic separators, and crosshatch areas shall be recorded against the right roadway. Gore areas, traffic separators, and crosshatch areas on the left side will be added to other left side inventories.

Regardless of type or size, each marker will be counted as one.

Raised pavement markers indicating locations of fire hydrants will not be inventoried, usually blue markers.

Responsible Party for Data Collection: District Office of Maintenance

How to Gather this Data: Code the number of raised pavement markers within each one mile increment.

NOTE: As a minimum, there should be 132 markers per stripe mile on 40-foot centers where the stripe line is delineated. More markers will be included in some locations due to two-line no-passing zones, auxiliary lanes, etc.

NOTE: If the above characteristic is located at a rest area, ramp, or other applicable sub-section, it is to be inventoried against the applicable sub-section number.

Value for Number of Raised Pavement Markers: 4 Bytes: XXXX



NOTE: Effective June 2014. This feature was removed from the RCI database.

Definition/Background: Measures the reflectivity of the pavement marking.

Responsible Party for Data Collection: Roadway Design Office

CL	Center Line	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
EL	Edge Line	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
1SL	Skipped Line 1	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
2SL	Skipped Line 2	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
3SL	Skipped Line 3	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
4SL	Skipped Line 4	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
5SL	Skipped Line 5	
Roadside: C/R/L	Feature Type: Length	Interlocking: Yes

NOTE: Effective June 2014. This feature was removed from the RCI database.

Definition/Background: Contains the results of field reflectivity testing.

Responsible Party for Data Collection: Roadway Design Office

CLMTRL	CL Striping Material	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
DIRCTION	Direction	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
ELMTRL	EL Striping Material	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
FINPROJ	Financial Project No.	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
INIT	Tester Initials	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
MNFCTR	Material Manufacturer	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
SLMTRL	SL Striping Material	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
SURFTYP	Surface Type	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
SYSTEM	System	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
TEMP	Temperature at Time of Test	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes
TSTDT	Test Date	Roadside: C/R/L	Feature Type: Length	Interlocking: Yes

TSTSPD **Test Speed**

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

TSTTYP **Measurement Category Type**

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

VHCL **Vehicle Unit**

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

WHTR **Weather Condition at Test**

Roadside: C/R/L

Feature Type: Length

Interlocking: Yes

Definition/Background: Attenuators are intended to provide a motor vehicle with a cushioned impact area prior to solid obstructions such as parapet walls, bridge columns, sign structures, and signal poles. They are generally constructed of modules or cells containing different types of energy absorption materials such as water, sand, or hex foam.

Lists the condition, date of inspection, installation date, repair date, comments, location, model number, attenuator type, and vehicle direction. All required information can be obtained from Type I and Type II inspection reports.

Responsible Party for Data Collection: District Office of Maintenance

NOTE: Attenuators require twice-yearly inspections, a Type 1 inspection in April and a Type 2 inspection in October. A Type 1 inspection is a visual inspection and a Type 2 inspection is an actual breakdown and cleaning of the attenuator. These inspections are typically performed by field crews and all information pertaining to these inspections may be input by the party performing the inspection or by the MMS personnel responsible for maintaining RCI after notification that the inspections are complete.

NOTE: If the below characteristics are located at a rest area, ramp, or other applicable sub-section, they are to be inventoried against the applicable sub-section number.

ATCOND TN Attenuator Condition

Roadside: R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: Use the following code that best describes the condition of the attenuator.

Code:

- 01 – Good 03 – Poor
- 02 – Fair 04 – Critical

ATINSPEC Attenuator Inspection Date

Roadside: R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: Code the date of latest attenuator inspection with leading zeros for months less than 10. No hyphens or backslash.

Value for Attenuator Inspection Date: 8 Bytes: MMDDYYYY

ATREPAIR Attenuator Repair Date

Roadside: R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: Code the date attenuator repaired with leading zeros for months less than 10. No hyphens or backslash.

Value for Attenuator Inspection Date: 8 Bytes: MMDDYYYY

ATRMRS1 Attenuator Remarks - 1

Roadside: R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: Code the statement concerning attenuator.

Value for Attenuator Remarks - 1: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXX

ATRMRS2 Attenuator Remarks - 2

Roadside: R/L Feature Type: Point Interlocking: Yes

How to Gather this Data: Code the statement concerning attenuator.

NOTE: New to the maintenance add screen.

Value for Attenuator Remarks - 2: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXX

ATTLOCCD Attenuator Location

Roadside: R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Use the following code that describes the location of the attenuator.

Code:

GL – Gore left

LS – Left shoulder

RS – Right shoulder

GR – Gore right

MD – Median

ATTMODEL Attenuator Model Number

Roadside: R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Code the model number given in the Attenuator Inventory and Inspection Procedure, Topic No. 850-055-003.

Value for Attenuator Model Number: 20 Bytes: XXXXXXXXXXXXXXXXXXXXXXXX

ATTYPECD Attenuator Type

Roadside: R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Use the code that describes the attenuator type.

Code:

01 – Hi-Dro Cell (sandwich)

06 – Hex Foam Sandwich

11 – REACT 350

02 – Hi-Dro Cell (cluster)

07 – Other

12 – ADIEM 350

03 – G-R-E-A-T System

08 – QuadGuardSystem

13 – DRAG-NET

04 – Sand Crash Cushion (fitch)

09 – BRAKEMASTER 350

14 – TRACC

05 – Sand Crash Cushion (energite)

10 – CAT 350

15 – TAU-II

Examples:



02 – Hi-Dro Cell (cluster)



03 – G-R-E-A-T System



05 – Sand Crash Cushion (energite)



06 – Hex Foam Sandwich



08 – QuadGuard System



12 – ADIEM 350



14 – TRACC



15 – TAU-II

Model Numbers

01 – Hi-Dro Cell (sandwich)

1) G	Color G-gray, Y-yellow, GN-green, BLK-black, BL-blue
2) 209	Width of first diaphragm (2'-9")
3) 508	Width of last diaphragm (5'-8")
4) S	S-standard or N-non-standard
5) 8	Number of bays
6) S	S-wet or D-dry

03 – G-R-E-A-T System

1) 200	Width of first diaphragm (2'-0")
2) 200	Width of last diaphragm (2'-0")
3) S	S-standard or N-non-standard
2) F	
4) 6	Number of bays

06 – Hex Foam Sandwich

1) 209	Width of first diaphragm (2'-9")
2) 508	width of last diaphragm (5'-8")
2) H	
3) 8	Number of bays
4) S	S-standard or N-non-standard

09 – BREAKMASTER 350

106	There is only one model number for this system
106	
BR	
S5	

11 – REACT 350

1) 75	Design speed: 75, 62, 55, 45 mph
2) B	B-self contained backup or S-side mounted anchors
3) 036	Width (36")

02 – Hi-Dro Cell (cluster)

1) 300	Width (3-0")
2) 600	Length (6'0")
3) W	W-designates Hi-Dro cluster

04/05 – Sand Crash Cushion (fitch or energite)

1) 002	No. of 200 lb. Modules
2) 004	No. of 400 lb. Modules
3) 007	No. of 700 lb. Modules
4) 0014	No. of 1400 lb. Modules
5) 0021	No. of 2100 lb. Modules
6) F&E	Fitch & Energite (mixed installation)

08 – QuadGurad System

1) QS	QS-QuadGuard System
2) 24	Width of diaphragms (24")
3) 5	Number of bays
4) G	Nose color, G-gray in Florida

10 – CAT 350

There is only one model for this system.

12 – ADIEM 350

1) xx	Number of modules, 06 or 10
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ATTYPINS

Attenuator Inspection Type

Roadside: R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Use the following code that describes the attenuator inspection type.

Code:

01 – Type 1 inspection

02 – Type 2 inspection

VEHIDIRCD

General Vehicular Direction

Roadside: R/L

Feature Type: Point

Interlocking: Yes

How to Gather this Data: Use the code that describes the vehicle direction.

Code:

EB – Eastbound

SB – Southbound

NB – Northbound

WB – Westbound

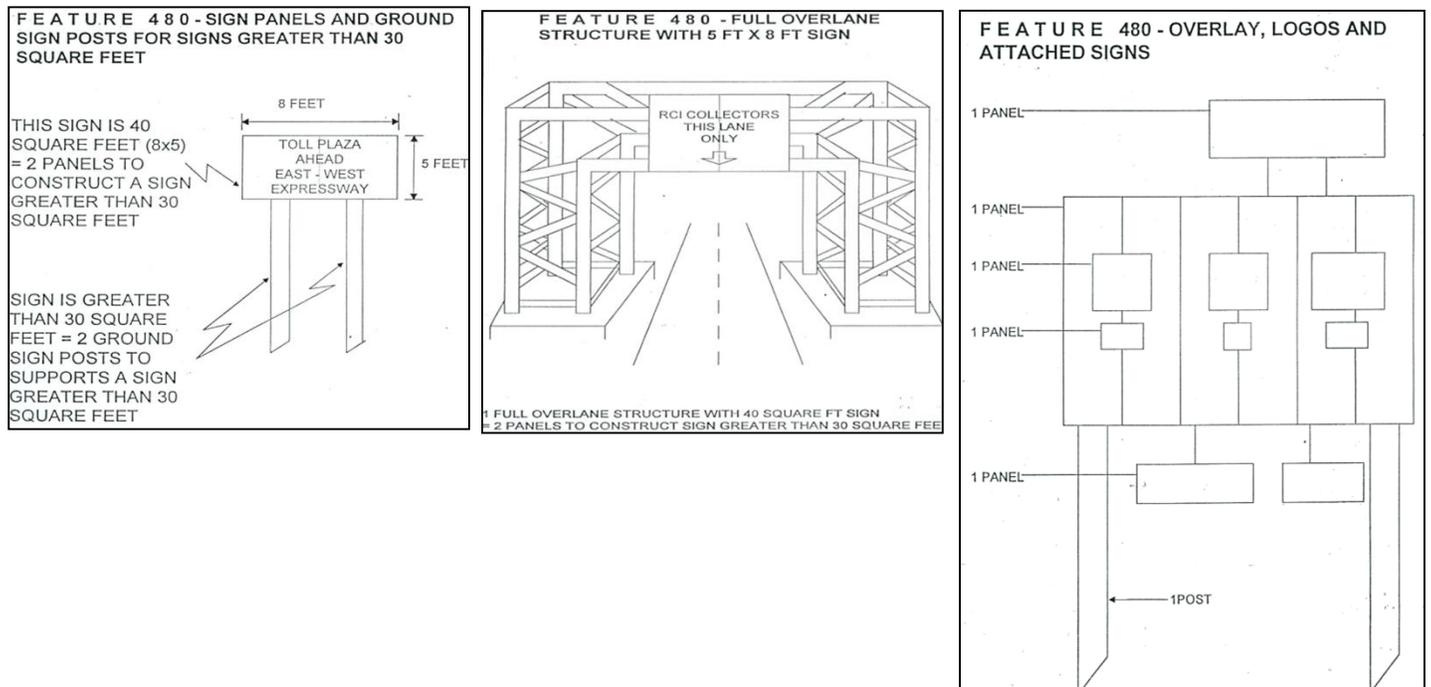
Definition/Background: Signs are devices intended to convey messages of traffic laws, warn of existing or potentially hazardous conditions on or adjacent to the travel way, direct the traveling public along streets and highways, inform of intersecting routes and direct motorists to town or city destinations.

Describes the type of sign including the structures, supports, and number of panels. Do not inventory overhead or post mounted street name signs, overhead school crossing signs, railroad crossing bucs, signal mast arms, vendor signs on interstate exit ramps, CR signs, or overhead yield on green signs.

NOTE: Type I Object Markers (a diamond-shaped nine-button panel – Index 17349 and 17353) and Type III Object Markers (a black and yellow striped sign – Index 17359) shall be considered as signs under PANLLT30 when they are post mounted. There may be situations where these diamond shaped – nine button or plain panel – Type I Object Markers will be mounted directly to an object and will be inventoried as Feature 443 Delineators. Type III Object Markers that are yellow and black adhesive shall not be counted as signs.

NOTE: All signs being maintained by the Department should be inventoried in RCI. If the below characteristics are located at a rest area, ramp, or other applicable sub-section, then they are to be inventoried against the applicable sub-section number.

Responsible Party for Data Collection: District Office of Maintenance



CANTSTR

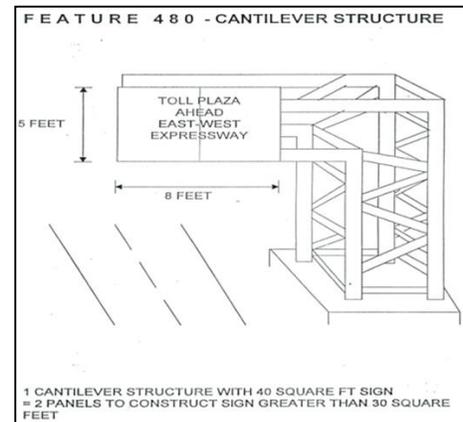
Number of Cantilever Structures

Roadside: R/L

Feature Type: Total

How to Gather this Data: Count the number of panels including overlay panels and logo panels if applicable, and record to the appropriate roadway side.

Value for Number of Cantilever Structures: 4 Bytes: XXXX



CNPANG30 **Number of Construct Panels Overhead and Ground Greater Than 30 Square Feet**

Roadside: R/L Feature Type: Total

How to Gather this Data: Count the number of panels including overlay, and logo panels, used to construct a ground sign greater than 30 square feet and record to the appropriate roadway side. Also, count the number of posts for ground signs. Overhead signs attached to overpasses do not have posts or structures, however, still code the number of panels used to make up this sign. When there are additional panels less than 30 square feet attached to a sign that is greater than 30 square feet still code the smaller panels. They are considered as panels used to construct a greater than 30 square feet sign.

Turn arrow “ONLY” signs should be recorded as signs greater than 30 square feet due to the work effort involved. Signs attached to mast arms should also be recorded as signs greater than 30 square feet due to the work effort involved.

NOTE: Seams and/or backing strips are found at the connection of individual panels used to construct these signs. The number of panels can easily be determined by viewing the backside of the sign.

Value for Number of Construct Panels Overhead and Ground Panels Greater Than 30 Square Feet: 3 Bytes: XXX



GRPSTG30 **Number of Ground Sign Posts Greater Than 30 Square Feet**

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the total number of posts supporting ground signs greater than 30 square feet. Do not include full over lane or cantilever sign supports.

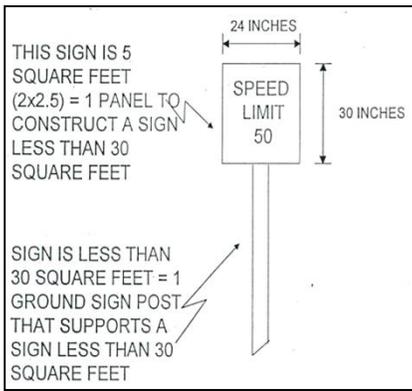
Value for Number of Ground Sign Posts Greater Than 30 Square Feet: 3 Bytes: XXX

GRPSTL30 **Number of Ground Sign Posts Less Than 30 Square Feet**

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the number of small signs less than or equal to 30 square feet and the number of posts that support them. Separate entries are required for the right and the left sides of the roadway. For consistency, all signs and posts found in medians should be recorded against the right side of the roadway.

Value for Number of Ground Sign Posts Less Than 30 Square Feet: 3 Bytes: XXX



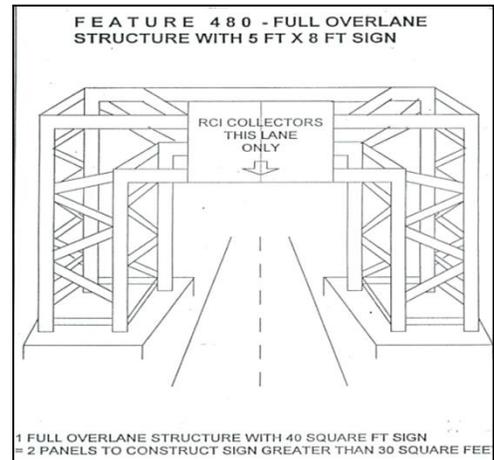
4 signs and 1 post

OVRLNSTR **Number of Full Overlane Structures**

Roadside: R/L Feature Type: Total

How to Gather this Data: Code the total number of full over lane structures. Over lane structures spanning the right side roadway shall be recorded against the right, those spanning over the left roadway shall be recorded against the left side. Over lane structures, spanning over the entire roadway, shall be recorded against the right side of the roadway.

Value for Number of Full Overlane Structures: 4 Bytes: XXXX



PANLLT30 **Ground Panels Less Than 30 Square Feet**

Roadside: R/L Feature Type: Total

How to Gather this Data: Count the number of sign panels that make up a sign less than or equal to 30 square feet within each one mile increment, and code to the appropriate roadside. This would not include logo panels inventoried under larger signs. Only code posts for ground mounted school crossing signs, permanently mounted emergency detour signs, and object marker signs, yellow and black striped and diamond shaped. Separate entries are required for the right and left sides of the roadway. For consistency, all signs and posts found in medians should be coded against the right side of the roadway.

Value for Ground Panels Less Than 30 Square Feet: 4 Bytes: XXXX



Code the panels only

Definition/Background: Specifically relates to the level of service the roadway gives and is not to be confused with the political boundaries used by Planning. Urban type maintenance would occur in areas having adjacent property of high-density population, industrial, and heavy commercial development. Rural type maintenance would occur in agriculture, low-density population, industrial, light commercial development areas, and areas having unimproved adjacent property. This not the political boundary used by Planning.

Denotes whether the limits of roadway sections or sub-sections are urban or rural type maintenance.

Responsible Party for Data Collection: District Office of Maintenance

HIWMNCLS	Highway Maintenance Classification
-----------------	---

Roadside: C Feature Type: Length

How to Gather this Data: Code the characteristic designation of “1” or “2” based on the level of service.

NOTE: This characteristic is always composite and exact milepoint entries are required. Checks are continuously required to ensure each roadway section or sub-section within the active milepoint limits have this characteristic validated.

NOTE: Break all characteristics at the Highway Maintenance Classification breaks. This will assure the information accumulated for the RCICIA program is not prorated into the wrong Highway Maintenance Classification.

Code:

- 1 – Rural
- 2 – Urban

Examples:



01 – Rural



02 – Urban

SUNTRTYP

SUN Trails Type

SUN Trails side: C

Feature Type: Length

Interlocking: Yes

Secured: Yes

Definition/Background: Identifies Shared-Use Nonmotorized (SUN) Trails facilities within the designated SUN Trails, and others.

Responsible Party: Systems Planning Office. For further assistance, please contact the SUN Trail Network Manager at (850) 414- 4922 or the Transportation Planner & ETDM Coordinator at (850) 414-4907.

Who/What uses this Information: Systems Planning Office / District Office

Required For: All designated SUN Trails facilities.

How to Gather this Data: Enter the code value assigned to the route.

Codes:

SUN Trails Types:

- 0 – None
- 1 – Existing Trails
- 2 – Gap No Acquisition Trails
- 3 – Gap Requiring Acquisition Trails
- 4 – Programmed/Funded Trails

Existing Trails:

Existing trail is defined as a paved or unpaved trail that is open to the public.

This does not include bike lanes, sidewalks or shared paths. Existing trails are compiled from local, state, and federal agencies and organizations.



1 – Existing Trails

Gap No Acquisition Trails:

Gap no acquisition trails is defined as land that is owned and managed by municipalities, counties, State, or Federal government; the trail corridor is undeveloped or needs additional funding to facilitate implementation, development and opening the trail facility to the public.



2 – Gap No Acquisition Trails

Gap Requiring Acquisition Trails:

Gap requiring acquisition trails is defined as land that is not owned nor managed by municipalities, counties, State, or the Federal government; the trail is undeveloped and does not have funding to facilitate implementation, development and opening the trail facility to the public.



3 – Gap Requiring Acquisition Trails

Programmed/Funded Trails:

Programmed/funded trails is defined as land that has money committed to facilitate implementation, development and opening the trail facility to the public.



4 – Programmed/Funded Trails



4 – Programmed/Funded Trails

SUNTRCOR

SUN Trails Corridor Name

SUN Trails Side: C

Definition/Background: Associates with name for the Shared- Use Nonmotorized (SUN) Trails corridor facilities.

Responsible Party: Systems Planning Office. For further assistance, please contact the SUN Trail Network Manager at (850) 414- 4922 or the Transportation Planner & ETDM Coordinator at (850) 414-4907.

Who/What uses this Information: Systems Planning Office / District Office

Required For: All designated SUN Trails facilities.

How to Measure: Identify the Corridor name (see codes) and record the beginning and ending milepoints.

How to Gather this Data: Enter the **MAPID** codes assigned to the facility.



Codes:

MapID	CORRIDOR
AAFRWT	All Aboard Florida Rail with Trail Corridor
AAFRWT2	All Aboard Florida Rail with Trail Corridor (ECG Alternate Alignment)
ABC	Archer Braid Corridor
ALMTC	South Lake - Minneola Trail Corridor
ARC	Archer Road Corridor
ATHC	Auburndale to Haines City
BEGC	Biscayne-Everglades Greenway Corridor
BHST	Blackwater Heritage Trail Corridor
BHSTN	Whiting Field to Blackwater State Forest Trail Corridor
BICTC	Bi-County Trail Corridor
BPC	Blairstone Parkway Corridor
BST	Bayshore Trail
BSTC	Burnt Store Trail Corridor
BSTCFC	Bonita Springs to Collier - FPL Corridor
BSTTC	Bayshore Treewalk Trail Corridor
BWHTC	Bartow Winter Haven Trail Corridor
BWSF	Blackwater Multi-use Trail Corridor
CADYW	Cady Way Trail Corridor
CC2SW	GF&A Trail Corridor
CCC	Capital Cascades Corridor
CCCC	Courtney Campbell Causeway Corridor
CCGC	Cypress Creek Greenway Corridor
CCSTC	Charlotte County Spine Trail 2 Corridor
CCTC	Capital Circle Trail Corridor
CFG	Cross Florida Greenway Corridor
CHPTC	Cape Haze Pioneer Trail Corridor
CLC	Conservation Levee / SR-84 Corridor
CLHTCA	Charlotte Lee Hendry Trail Cape Alt
COCTC	Clarcona-Ocoee Connector Trail Corridor
COCTPH	Clarcona-Ocoee Connector Trail and Pine Hills Corridor

MapID	CORRIDOR
CPBCGC	Central Palm Beach County Greenway Corridor
CSTC	Cross Seminole Trail Corridor
CTCLC	Core to Coast Loop Corridor
DUKE	Duke Energy Trail Corridor
ECGAIT	East Coast Greenway – Nassau County Corridor
ECGBRE	East Coast Greenway – Brevard Corridor
ECGBRO	East Coast Greenway – Broward Corridor
ECGDC	East Coast Greenway – Duval County Corridor
ECGFA1A	East Coast Greenway – Flagler County Corridor
ECGGA	East Coast Greenway to Georgia Trail Corridor
ECGIA1A	East Coast Greenway – Indian River Corridor
ECGMC	East Coast Greenway – Martin Corridor
ECGMDC	East Coast Greenway – Dade Corridor
ECGPBC	East Coast Greenway – Palm Beach Corridor
ECGSJC	East Coast Greenway – St. Johns County Corridor
ECGSLC	East Coast Greenway – St. Lucie Corridor
ECGVCC	East Coast Greenway – Volusia County Corridor
ECRRTTE	East Central Regional Rail Trail
ECRRTW	East Central Regional Rail Trail / ECG Corridor
ECSWGC	Escambia County SW Greenway Corridor
FFTC	Fort Fraser Trail Corridor
G2NCST	Gainesville to Newberry Trail Corridor
G2SRG	Gainesville to Branford Corridor
GA2NCST	Georgia to Cross City Corridor
GARCON	Garcon Trail to Bagdad Corridor
GHRT	Gainesville to Hawthorne Corridor
GNT	Good Neighbor Trail Corridor
GNWC	Great NW Coastal Trail Corridor
HWY191	Highway 191 (Munson Highway) Corridor
JAXB	Jacksonville Baldwin Corridor
JAXBU	Jacksonville Baldwin to Downtown Corridor
LEGACY	The Legacy Trail Corridor
LOST	Lake Okeechobee Scenic Trail Corridor
LTC	Ludlam Trail Corridor
LUFPC	Lake Underhill – Fairgreen Path Corridor
MARCO	Marco Island Loop Corridor
MIDCTY	Mid County Trail Corridor
MITAC	Merritt Island to Atlantic Corridor
MLC	Miccosukee Link Corridor
MRG	Miami River Greenway
MTLLTC	Milton to Long Leaf Trail Corridor
NAPLES	Naples Bay Greenway Corridor
NBTC	North Bay Trail Corridor
NCST	Nature Coast Trail Corridor
NCST2D	Chiefland to Dunnellon Corridor
NMIPTC	North Merritt Island Pioneer Trail Corridor

MapID	CORRIDOR
NRSR84	New River / SR-84 Greenways Corridor
OBT	Ochlockonee Bay Trail Corridor
ODCC	Orlando Downtown Connector Corridor
OUTC	Orlando Urban Trail Corridor
P2CFG	Palatka to Cross Florida Greenway Corridor
P2HRT	Palatka to Hawthorne Corridor
PHTC	Pine Hills Trail Corridor
PLBST	Palatka to Lake City Corridor
PSAST	Palatka to St. Augustine Corridor
PT	Perimeter Trail
PTC	Pinellas Trail Corridor
ROGG	River of Grass Greenway Corridor
RWTC	Ream Wilson Trail Corridor
SBC	Sarasota Bay Corridor
SCGC	South Coast Greenway Corridor
SCTC	Snapper Creek Trail Corridor
SHINGLE	Shingle Creek Regional Trail Corridor
SRRTC	State Road 121 Rail Trail Corridor
SRTC	Sarasota Regional Trail Corridor
SR40TC	State Road 40 Trail Corridor
SRUTC	State Road A1A Urban Trail Corridor
SSCA1	WST to VFST Corridor (South Sumter Connector Alignment Alternative 1)
SSCA2	WST to VFST Corridor (South Sumter Connector Alignment Alternative 2)
STGC	South Tampa Greenway Corridor
STPCC	Starkey to Pinellas County Corridor
STSC	Spring to Spring Corridor
SUNC1	Suncoast Trail Corridor
SUNC2	Suncoast Trail II Corridor
SWC	Seminole Wekiva Corridor
TAMIAMI	Tamiami Trail Corridor
TDCTC	Taylor – Dixie Coastal Trail Corridor
TECOAUB	Teco – Auburndale Trail Corridor
TENC	The Emerald Necklace Corridor
TENORAC	Tenoroc Connector Trail Corridor
TMGC	Tallahassee – Monticello Greenway Corridor
TSMOBT	Tallahassee St. Marks to Ochlockonee Bay Trail Corridor
TSMST	Tallahassee to St. Marks Corridor
TSTC	The Sugar Trail Corridor
TTEC	Titusville to Edgewater Corridor
TTECALT	Titusville to Edgewater Corridor (Proposed ECG Alternate)
TWCC	Taylor to Wakulla County Corridor
UNITY	Unity Trail
US17TC	US-17 Trail Corridor
UTBLC	Urban Tampa Loop Corridor
UTBTC	Upper Tampa Bay Trail Corridor
VFST	Van Fleet State Trail Corridor

MapID	CORRIDOR
WETC	Willow-Ellenton Trail Corridor
WOT	West Orange Trail Corridor
WST	Withlacoochee State Trail Corridor
WTGC	West Tampa Greenway Corridor

RRCLASST Railroad Class Type

Railroad Side: C Feature Type: Length Secured: Yes

Definition/Background: Associates a class type within the railroad facilities. Effective March 2013.

Responsible Party for Data Collection: Assigned Central and District District Rail & Motor Carrier Operations Office

Required For: All designated SIS, emerging SIS, and non-SIS railroad facilities

Who/What uses this Information: Rail and Motor Carrier Operations Office

How to Gather this Data: Enter the class type value assigned to the facility.

Codes:

- I** – Class Type I (Annual carrier operating revenues of \$250 million or more, for example CSX.)
- II** – Class Type II (Annual operating revenues less than \$250 million, for example FEC.)
- III** – Class Type III (Annual operating revenues less than \$20 million, for example AN, BAYL, etc.)

RRCONAME Railroad Company Name

Railroad Side: C Feature Type: Length Secured: Yes

Definition/Background: Associates the railway with its company’s name. Effective 2013.

Responsible Party for Data Collection: Central Rail and Motor Carrier Operations Office or Systems Planning Office. For further assistance, please contact Central Rail and Motor Carrier Operations Office at (850) 414-4500 or Systems Planning Office at (850) 414-4907.



Required For: All designated SIS, emerging SIS, and non-SIS railroad facilities

Who/What uses this Information: Central Rail & Motor Carrier Operations Office, District Rail & Motor Carrier Operations Office

How to Measure: Identify the owning authority (see codes) and record the beginning and ending milepoints.

How to Gather this Data: Enter the railroad company name code assigned to the facility.

Codes:

- | | |
|---|--|
| <ul style="list-style-type: none"> AGR – Alabama & Gulf Coast Railway AN – Apalachicola and Northern RR ATK – Amtrak BAYL – Bay Line Railroad, LLC CSX – CSX Transportation, Inc. FCEN – Florida Central Railroad FCRD – First Coast Railroad FDT – Florida Dept. of Transportation FEC – Florida East Coast Railroad F MID – Florida Midland Railroad FNOR – Florida Northern Railroad FRKX – Florida Rock Industries, Inc. GFRR – Georgia & Florida Railway GPAJ – Georgia-Pacific Corporation GSF – Georgia Southern & Florida RR JPA – Jacksonville Port Authority MAUP – Port of Manatee | <ul style="list-style-type: none"> NS – Norfolk Southern Corporation ORUZ – Orlando Utilities Commission PEFX – Progress Energy Florida POM – Port Of Miami PPBD – Port of Palm Beach Terminal SCXF – South Central Florida Express SGLR – Seminole Gulf Railway SJRT – St. Johns River Terminal TELZ – Tampa Electric Company TTR – Talleyrand Terminal Railroad USAF – United States Air Force USGG – United States Government USNZ – United States Navy USSZ – US Sugar Corporation XFPW – Florida Power & Light Company XIPA – Port Everglades Authority |
|---|--|

RRLINETP **Railroad Line Type**

Railroad Side: C Feature Type: Length Secured: Yes

Definition/Background: Associates a rail line type within the railroad facilities. Effective March 2013.

Responsible Party for Data Collection: Assigned Central and District

Required For: All designated SIS, emerging SIS, and non-SIS railroad facilities

Who/What uses this Information: Central Rail & Motor Carrier Operations Office, District Rail & Motor Carrier Operations Office

How to Gather this Data: Enter the railroad type value assigned to the facility.

Codes:

- | | | |
|--------------|-------------|-----------------------|
| 0 – Abandon | 3 – Spur | 6 – Interchange Track |
| 1 – Mainline | 4 – Storage | 8 – Connector |
| 2 – Siding | 5 – Yard | |

Railroad Line Type:

0 – Abandon: Track that is no longer in use.

1 – Mainline: Track that is used for through trains or is the principal artery of the system from which branch lines, yards, sidings, and spurs are connected.

2 – Siding: A low speed track section that may connect to through track or to other sidings at either end.

3 – Spur: Or branch line is a secondary railway line that branches off a more important through route.

4 – Storage: An inactive track with the sole purpose of storing box or equipment cars.

5 – Yard: A complex series of railroad tracks off the mainline for storing, or unloading, railroad cars and/or locomotives.

6 – Interchange Track: A track used for the transfer of cars from one railroad to another.

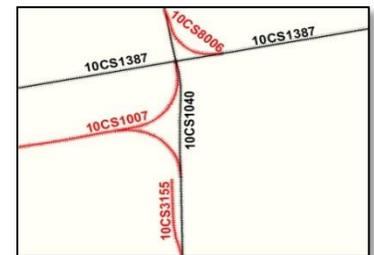
8 – Connector: Connects one railroad mainline to another railroad mainline or hub.

RROUTEID **Railroad Route ID**

Railroad Side: C Feature Type: Length Secured: Yes

Definition/Background: The railroad route ID is for checking the rail roadway ID. This railroad route ID number identifies where features and characteristic information is carried.

Responsible Party for Data Collection: Central Rail & Motor Carrier Operations Office or Systems Planning Office. For further assistance, please contact Central Rail & Motor Carrier Operations Office at (850) 414-4500 or Systems Planning Office at (850) 414-4907.



Required For: All railroad facilities, connectors, spur, siding, yard, and storage

Who/What uses this Information: Central Office, District Office

How to Gather this Data: Railroad route ID is a composite of the county, rail company, and rail line type.

Value for Railroad Route ID: 8 Bytes:XXXXXXXX – County (2 bytes)/rail company (2 bytes)/line type (1 byte)/random number (3 bytes)

Example:

36CS5233 – County/rail company/line type/random number

RSISFIDx

Railroad SIS Facility ID Level (x=1-9)

Railroad side: C

Feature Type: Length

Secured: Yes

Definition/Background: Associates a facility ID with a railroad facility within the designated SIS. Effective March 2013. Updated August 2014.

Responsible Party for Data Collection: Assigned by the SIS Designation Subcommittee and updated by the Rail Office/Systems Planning Office. For further assistance, please contact Central Rail Office at (850) 414- 4500 or Systems Planning Office at (850) 414-4907.

Required For: All designated SIS and emerging SIS railroad facilities and connectors on or off the hub.

Who/What uses this Information: Intermodal System Development, SIS Committee and sub-committees

How to Gather this Data: Enter the ID value assigned to the facility.

Code: 6 Bytes: XXXXXX – Record the 6-digit sequence number assigned by the SIS Designation Committee



RSISFTPx

Railroad SIS Facility Type Level (x=1-9)

Railroad side: C

Feature Type: Length

Secured: Yes

Definition/Background: Identifies SIS railroad facilities. Effective March 2013. Updated August 2014.

Responsible Party for Data Collection: Central Rail and Motor Carrier Operations Office or Systems Planning Office. For further assistance, please contact Central Rail and Motor Carrier Operations Office at (850) 414-4500 or the SIS Transportation Planner & ETDM Coordinator at (850) 414-4907.

Required For: All designated SIS, emerging SIS railroad facilities, connectors.



Who/What uses this Information: Intermodal System Development, SIS committee and sub-committees

How to Gather this Data: Enter the code value assigned to the railroad facility

Codes:

Railroad Facilities:

11 – SIS Railroad

12 – Emerging SIS Railroad

13 – SIS Railroad Planned Add

14 – SIS Railroad Planned Drop

15 – Emerging SIS Railroad Planned Add

16 – Emerging SIS Railroad Planned Drop

Connectors:**21** – SIS Railroad Connector**23** – SIS Railroad Connector Planned Drop**22** – SIS Railroad Connector Planned Add**Military Access:****24** – Military Access Railroad**26** – Military Access Railroad Planned Drop**25** – Military Access Railroad Planned Add**Railroad Facilities:**

11 – SIS Railroad: Railroad facilities within designated corridors that play a critical role in moving people and goods to and from other nations and states, as well as among economic regions within Florida (required to be serving major markets in Alabama and Georgia).

12 – Emerging SIS Railroad: Railroad facilities and services of statewide or interregional significance meeting lower levels of people and goods movement than SIS railroad facilities. Generally, these are located in fast-growing areas or rural areas. These facilities are considered part of the SIS, but are labeled “emerging SIS” to indicate their potential for future growth.

13 – SIS Railroad Planned Add: This alignment is either a new railroad or a major expansion of an existing railroad not in a designated SIS railroad.

14 – SIS Railroad Planned Drop: An existing SIS railroad that will be de-designated when a facility that is to replace it (planned add) is designated a SIS railroad.

15 – Emerging SIS Railroad Planned Add: This alignment is either a new railroad that has not been constructed or major expansion of an existing railroad not in a designated emerging SIS railroad.

16 – Emerging SIS Railroad Planned Drop: An existing emerging SIS railroad that will be de-designated when a facility that is to replace it (planned add) is designated an emerging SIS railroad.

Connectors:

21 – SIS Connector: Designated railroads that connect SIS hubs.

22 – SIS Connector Planned Add: This alignment is either a new railroad that has not been constructed, or was not previously designated as a SIS rail connector.

23 – SIS Connector Planned Drop: An existing SIS rail connector that will be un-designated when a facility that is to replace it (planned add) is designated a SIS rail connector.

Military Access:

24 – Military Access: Designated SIS rail that connects SIS military installations meeting specific criteria and thresholds to SIS railroad.

25 – Military Access Planned Add: This alignment is a new SIS rail that has not been constructed, a new SIS rail that was not previously designated as a military access, and/or a new SIS rail that is not yet designated as a STRAHNET.

26 – Military Access Planned Drop: An existing military access facility that will be de-designated when a facility that is to replace it (planned add) is designated a military access facility.

RRMANENT**Railroad Managing Entity**

Railroad Side: C

Feature Type: Length

Secured: Yes

Definition/Background: Identifies managing entity for railroad facilities. Effective August 2014.

Responsible Party for Data Collection: Central Rail and Motor Carrier Operations Office or Systems Planning Office. For further assistance, please contact Central Rail and Motor Carrier Operations Office at (850) 414-4500 or the SIS Transportation Planner & ETDM Coordinator at (850) 414 4907



Required For: All designated managing railroad facilities

Who/What uses this Information: Central and District Rail and Motor Carrier Operations Office

How to Measure: Record the beginning and ending milepoints.

How to Gather this Data: Enter the code value assigned to the railroad facility.

Codes:

Railroad Managing Entity:

0 – Non-FDOT

1 – FDOT

RRPASSER**Railroad Passenger**

Railroad Side: C

Feature Type: Length

Secured: Yes

Definition/Background: Associates with passenger system for the railroad facilities. Effective August 2014.

Responsible Party for Data Collection: Central Rail and Motor Carrier Operations Office or Systems Planning Office. For further assistance, please contact Central Rail and Motor Carrier Operations Office at (850) 414-4500 or the SIS Transportation Planner & ETDM Coordinator at (850) 414 4907



Who/What uses this Information: Central and District Rail and Motor Carrier Operations Office

Required For: All designated SIS, emerging SIS, and non-SIS railroad facilities

How to Measure: Identify the owning authority (see below) and record the beginning and ending milepoints.

How to Gather this Data: Enter the railroad company name (RRCONAME) codes assigned to the railroad facility. Reference Feature 901 for the railroad company name code values.

Codes:

SUNRL – SunRail

AAFL – All Aboard Florida

AMTK – Amtrak

TRIRL – Tri-Rail

RPASTNAM Railroad Passenger Station Name

Railroad Side: C Feature Type: Point Secured: Yes

Definition/Background: Identifies passenger rail stations on the rail system in Florida, including SIS rail network and those not on the SIS rail network. These include passenger stations on the Tri-Rail Commuter Rail system, and the Sun Rail Commuter Rail system, which are considered urban fixed guideway transit hubs and stations on the SIS rail network; this feature also includes the AMTRAK stations on the rail system in Florida. Some of these are also considered Intermodal Passenger Terminals on the SIS rail network. This feature may also include future undefined passenger rail stations on other systems in Florida.



Responsible Party for Data Collection: Central Rail and Motor Carrier Operations Offices or Systems Planning Office. For further assistance, please contact Central Rail and Motor Carrier Operations Offices at (850) 414-4500 / or the SIS Transportation Planner & ETDM Coordinator at (850) 414 4907

Who/What uses this Information: Central Rail and Motor Carrier Operations Offices, or District Rail and Motor Carrier Operations Offices, Systems Planning and Policy Planning Offices for the eSIS application, District Planning Offices, District Maintenance Offices, and South Florida Rail Corridor Management Office

Required For: All passenger rail stations in Florida

How to Measure: Identify the station names, see below and record the milepoint

How to Gather this Data: Enter the railroad station name, RSTATNAM codes assigned to the station location. Reference Feature 901 for the railroad roadway ID.

Codes:

- | | |
|---|--|
| <p>ALTA – Altamonte Springs Sun Rail Station
 BOCA – Boca Raton Tri-Rail Station
 BOYN – Boynton Beach Tri-Rail Station
 CHCH – Church Street Sun Rail Station
 CYPC – Cypress Creek Tri-Rail Station
 DEB – DeBary Sun Rail Station
 DEER – Deerfield Beach Amtrak/Tri-Rail
 DELB – Delray Beach Amtrak/Tri-Rail Station
 FLHH – FL Hospital Health Village Sun Rail
 FTL – Fort Lauderdale Amtrak/Tri-Rail
 FLAP – Ft Laudale/Hollywood Airport Tri-Rail
 GG – Golden Glades Tri-Rail Station
 HIAL – Hialeah Market Tri-Rail Station
 HWD – Hollywood Amtrak/Tri-Rail Station
 KISS – Kissimmee Intermodal Center SunRail
 MARY – Lake Mary Sun Rail Station
 LKW – Lake Worth Tri-Rail Station</p> | <p>LONG – Longwood Sun Rail Station
 LYNX – LYNX Central Sun Rail Station
 MAIT – Maitland Sun Rail Station
 MANG – Mangonia Park Tri-Rail Station
 MEAW – Meadow Woods Sun Rail Station
 MIC – Miami Intermodal Center
 OPA – Opa Locka Tri-Rail Station
 ORLA – Orlando Health Sun Rail Station
 OSC – Osceola Parkway Sun Rail Station
 POIN – Poinciana Sun Rail Station
 POMP – Pompano Beach Tri-Rail Station
 SAND – Sand Lake Road Sun Rail Station
 SANF – Sanford Sun Rail Station
 SHER – Sheridan Street Tri-Rail Station
 TRM – Tri-Rail/Metrorail Transfer Station
 WPB – West Palm Beach Intermodal Center
 WINP – inter Park Sun Rail Station</p> |
|---|--|

RRUFGFTP

Railroad Urban Fixed Guideway Facility Type

Railroad Side: C

Feature Type: Point

Secured: Yes

Definition/Background: Identifies the corresponding urban fixed guideway transit corridor and station facility's SIS criteria designation sub-type for each station within an urban fixed guideway transit corridor, SunRail and Tri-Rail. Associates with interregional passenger train rail stations such as Amtrak and interregional bus stations such as Greyhound are co-located for providing interregional train service, in conjunction with the same urban fixed guideway transit service corridor stations are also identified as Intermodal Passenger Terminals.



Urban Fixed Guideway Transit Station Criteria and Thresholds: All stations within designated urban fixed guideway transit corridors are considered SIS, given they are within a SIS corridor; however, only those stations that meet the hub criteria provided below are considered hubs. This concept is similar to the inclusion of interchanges along highway corridors. Hub designation is independent of station passenger volumes and is determined by one or more set of criteria and thresholds detailed within the 2010 SIS Strategic Plan: Implementation Guidance for Changes to Designation Criteria and Thresholds. These criteria and thresholds are provided below.

SIS Component	Emerging SIS Component
<p>All qualifying urban fixed guideway transit system stations will be included in corridor designation.</p> <p>Stations will be treated as hubs if they meet one or more of the following criteria:</p> <ul style="list-style-type: none"> • Are located at or near the termini of the urban fixed guideway transit corridor • Serve a SIS airport, seaport, or spaceport • Are integrated with other SIS and Emerging SIS passenger rail or bus systems providing connections to other regions or states 	<p>Not applicable</p>

Responsible Party for Data Collection: Central Rail and Motor Carrier Operations Offices or Systems Planning Office. For further assistance, please contact Central Rail and Motor Carrier Operations Office at (850) 414-4500 or the SIS Transportation Planner & ETDM Coordinator at (850) 414 4907

Required For: All urban fixed guideway transit stations and interregional passenger terminals within a SIS designated urban fixed guideway transit corridor

Who/What uses this Information: Central Rail and Motor Carrier Operations Offices, or District Rail and Motor Carrier Operations Offices, Systems Planning and Policy Planning Offices for the eSIS application, District Planning Offices, South Florida Rail Corridor Office, and Work Program Offices

How to Measure: Identify the urban fixed guideway transit station SIS definition, see below and record the rail milepoint

How to Gather this Data: Enter the code value assigned to the railroad.

Codes:

Urban Fixed Guideway Facility Type:

- 1 – Urban Fixed Guideway Transit Station Hubs
- 2 – Urban Fixed Guideway Transit Stations
- 3 – Both Urban Fixed Guideway Transit Terminal Hub and IPT (Interregional Passenger Terminals)

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1. Florida Department of Transportation - District map

DISTRICT ONE

- 01 Charlotte
- 03 Collier
- 04 DeSoto
- 05 Glades
- 06 Hardee
- 07 Hendry
- 09 Highlands
- 12 Lee
- 13 Manatee
- 91 Okeechobee
- 16 Polk

DISTRICT THREE

- 46 Bay
- 47 Calhoun
- 48 Escambia
- 49 Franklin
- 50 Gadsden
- 51 Gulf
- 52 Holmes
- 53 Jackson
- 54 Jefferson
- 55 Leon
- 56 Liberty
- 57 Okaloosa
- 58 Santa Rosa
- 59 Wakulla
- 60 Walton
- 61 Washington

DISTRICT TWO

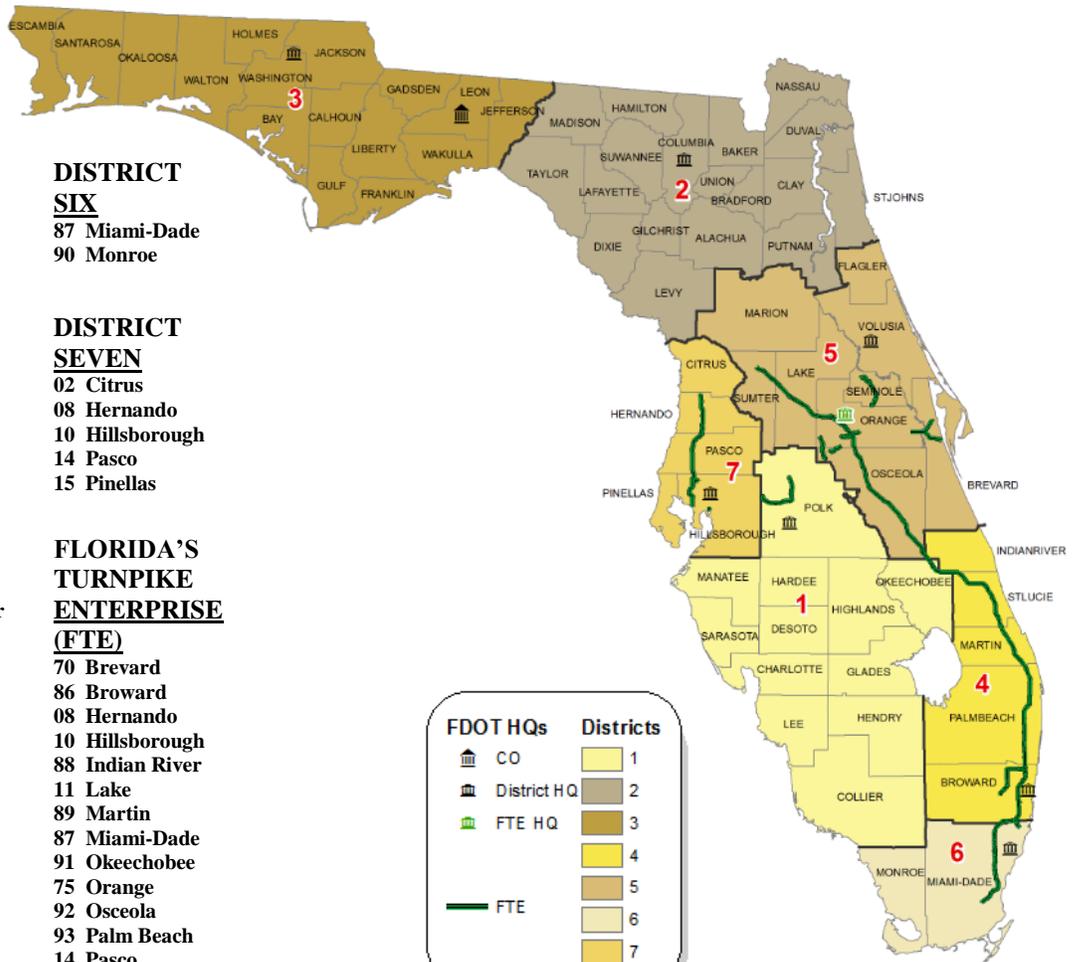
- 26 Alachua
- 27 Baker
- 28 Bradford
- 71 Clay
- 29 Columbia
- 30 Dixie
- 72 Duval
- 31 Gilchrist
- 32 Hamilton
- 33 Lafayette
- 34 Levy
- 35 Madison
- 74 Nassau
- 76 Putnam
- 78 St. Johns
- 37 Suwannee
- 38 Taylor
- 39 Union

DISTRICT FOUR

- 86 Broward
- 88 Indian River
- 89 Martin
- 93 Palm Beach
- 94 St. Lucie

DISTRICT FIVE

- 70 Brevard
- 73 Flagler
- 11 Lake
- 36 Marion
- 75 Orange
- 92 Osceola
- 77 Seminole
- 18 Sumter
- 79 Volusia



DISTRICT SIX

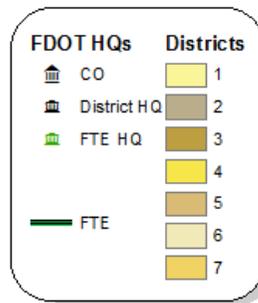
- 87 Miami-Dade
- 90 Monroe

DISTRICT SEVEN

- 02 Citrus
- 08 Hernando
- 10 Hillsborough
- 14 Pasco
- 15 Pinellas

FLORIDA'S TURNPIKE ENTERPRISE (FTE)

- 70 Brevard
- 86 Broward
- 08 Hernando
- 10 Hillsborough
- 88 Indian River
- 11 Lake
- 89 Martin
- 87 Miami-Dade
- 91 Okeechobee
- 75 Orange
- 92 Osceola
- 93 Palm Beach
- 14 Pasco
- 16 Polk
- 77 Seminole
- 94 St. Lucie
- 18 Sumter



CENTRAL OFFICE

605 Suwannee Street
Tallahassee, FL 32399-0450
(850) 414-4100

DISTRICT ONE HQ

801 North Broadway Avenue
Bartow, FL 33830
(863) 519-2300

DISTRICT ONE URBAN OFFICE

2295 Victoria Avenue, Suite 292
Fort Myers, FL 33901
(239) 461-4300

DISTRICT TWO HQ

1109 South Marion Avenue
Lake City, FL 32025
(386) 758-3700

DISTRICT TWO URBAN OFFICE

2198 Edison Avenue
Jacksonville, FL 32204-2730
(904) 360-5400
(800) 207-8236

DISTRICT THREE HQ

1074 Highway 90
Post Office Box 607
Chipley, FL 32428-0607
(850) 638-0250

DISTRICT THREE URBAN OFFICE

6025 Old Bagdad Highway
Milton, FL 32583
(850) 981-3000

DISTRICT FOUR HQ

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309
(954) 486-1400

DISTRICT FIVE HQ

719 South Woodland Boulevard
DeLand, FL 32720
(386) 943-5000
(800) 780-7102

DISTRICT FIVE URBAN OFFICE

133 South Semoran Boulevard
Orlando, FL 32807
(407) 482-7800
(877) 385-7526

DISTRICT SIX HQ

1000 Northwest 111th Avenue
Miami, FL 33172
(305) 470-5100
(800) 435-2368

DISTRICT SEVEN HQ

11201 North McKinley Drive
Tampa, FL 33612
(813) 975-6000
(800) 226-7220

FLORIDFA'S TURNPIKE ENTERPRISE (FTE)

Turkey Lake Service Plaza, Milepost 263
Ocoee, FL 34761
(407) 532-3999
(800) 749-7453

2. County Numbers - Alphabetical/Numerical (67 total counties)

Alphabetical						Numerical					
<u>County</u>	<u>Code</u>	<u>District</u>	<u>County</u>	<u>Code</u>	<u>District</u>	<u>Code</u>	<u>County</u>	<u>District</u>	<u>Code</u>	<u>County</u>	<u>District</u>
Alachua	26	2	Lee	12	1	01	Charlotte	1	48	Escambia	3
Baker	27	2	Leon	55	3	02	Citrus	7	49	Franklin	3
Bay	46	3	Levy	34	2	03	Collier	1	50	Gadsden	3
Bradford	28	2	Liberty	56	3	04	DeSoto	1	51	Gulf	3
Brevard	70	5/FTE	Madison	35	2	05	Glades	1	52	Holmes	3
Broward	86	4/FTE	Manatee	13	1	06	Hardee	1	53	Jackson	3
Calhoun	47	3	Marion	36	5	07	Hendry	1	54	Jefferson	3
Charlotte	01	1	Martin	89	4/FTE	08	Hernando	7/FTE	55	Leon	3
Citrus	02	7	Miami-Dade	87	6/FTE	09	Highlands	1	56	Liberty	3
Clay	71	2	Monroe	90	6	10	Hillsborough	7/FTE	57	Okaloosa	3
Collier	03	1	Nassau	74	2	11	Lake	5/FTE	58	Santa Rosa	3
Columbia	29	2	Okaloosa	57	3	12	Lee	1	59	Wakulla	3
DeSoto	04	1	Okeechobee	91	1/FTE	13	Manatee	1	60	Walton	3
Dixie	30	2	Orange	75	5/FTE	14	Pasco	7/FTE	61	Washington	3
Duval	72	2	Osceola	92	5/FTE	15	Pinellas	7	70	Brevard	5/FTE
Escambia	48	3	Palm Beach	93	4/FTE	16	Polk	1/FTE	71	Clay	2
Flagler	73	5	Pasco	14	7/FTE	17	Sarasota	1	72	Duval	2
Franklin	49	3	Pinellas	15	7	18	Sumter	5/FTE	73	Flagler	5
Gadsden	50	3	Polk	16	1/FTE	26	Alachua	2	74	Nassau	2
Gilchrist	31	2	Putnam	76	2	27	Baker	2	75	Orange	5/FTE
Glades	05	1	Santa Rosa	58	3	28	Bradford	2	76	Putnam	2
Gulf	51	3	Sarasota	17	1	29	Columbia	2	77	Seminole	5/FTE
Hamilton	32	2	Seminole	77	5/FTE	30	Dixie	2	78	St. Johns	2
Hardee	06	1	St. Johns	78	2	31	Gilchrist	2	79	Volusia	5
Hendry	07	1	St. Lucie	94	4/FTE	32	Hamilton	2	86	Broward	4/FTE
Hernando	08	7/FTE	Sumter	18	5/FTE	33	Lafayette	2	87	Miami-Dade	6/FTE
Highlands	09	1	Suwannee	37	2	34	Levy	2	88	Indian River	4/FTE
Hillsborough	10	7/FTE	Taylor	38	2	35	Madison	2	89	Martin	4/FTE
Holmes	52	3	Union	39	2	36	Marion	5	90	Monroe	6
Indian River	88	4/FTE	Volusia	79	5	37	Suwannee	2	91	Okeechobee	1/FTE
Jackson	53	3	Wakulla	59	3	38	Taylor	2	92	Osceola	5/FTE
Jefferson	54	3	Walton	60	3	39	Union	2	93	Palm Beach	4/FTE
Lafayette	33	2	Washington	61	3	46	Bay	3	94	St. Lucie	4/FTE
Lake	11	5/FTE				47	Calhoun	3			

Note: Florida's Turnpike Enterprise (FTE) is shown in the geographic districts that roadways reside in.

3. District Counties Codes - Alphabetical/Numerical (8 total managing districts and 67 total counties)

Alphabetical

<u>DISTRICT ONE</u>	<u>DISTRICT TWO</u>	<u>DISTRICT THREE</u>	<u>DISTRICT FOUR</u>	<u>DISTRICT SIX</u>	FLORIDA'S TURNPIKE ENTERPRISE
Charlotte 01	Alachua 26	Bay 46	Broward 86	Miami-Dade 87	Brevard 70
Collier 03	Baker 27	Calhoun 47	Indian River 88	<u>Monroe 90</u>	Broward 86
DeSoto 04	Bradford 28	Escambia 48	Martin 89	Total 2 counties	Hernando 08
Glades 05	Clay 71	Franklin 49	Palm Beach 93		Hillsborough 10
Hardee 06	Columbia 29	Gadsden 50	<u>St. Lucie 94</u>		Indian River 88
Hendry 07	Dixie 30	Gulf 51	Total 5 counties	<u>DISTRICT SEVEN</u>	Lake 11
Highlands 09	Duval 72	Holmes 52		Citrus 02	Martin 89
Lee 12	Gilchrist 31	Jackson 53	<u>DISTRICT FIVE</u>	Hernando 08	Miami-Dade 87
Manatee 13	Hamilton 32	Jefferson 54	Brevard 70	Hillsborough 10	Okeechobee 91
Okeechobee 91	Lafayette 33	Leon 55	Flagler 73	Pasco 14	Orange 75
Polk 16	Levy 34	Liberty 56	Lake 11	<u>Pinellas 15</u>	Osceola 92
<u>Sarasota 17</u>	Madison 35	Okaloosa 57	Lake Marion 36	Total 5 counties	Palm Beach 93
Total 12 counties	Nassau 74	Santa Rosa 58	Orange 75		Pasco 14
	Putnam 76	Wakulla 59	Osceola 92		Polk 16
	St. Johns 78	Walton 60	Seminole 77		Seminole 77
	Suwannee 37	<u>Washington 61</u>	Sumter 18		St. Lucie 94
	Taylor 38	Total 16 counties	<u>Volusia 79</u>		<u>Sumter 18</u>
	<u>Union 39</u>		Total 9 counties		Total 17 counties
	Total 18 counties				

Numerical

<u>DISTRICT ONE</u>	<u>DISTRICT TWO</u>	<u>DISTRICT THREE</u>	<u>DISTRICT FOUR</u>	<u>DISTRICT SIX</u>	FLORIDA'S TURNPIKE ENTERPRISE
01 Charlotte	26 Alachua	46 Bay	86 Broward	87 Miami-Dade	08 Hernando
03 Collier	27 Baker	47 Calhoun	88 Indian River	<u>90 Monroe</u>	10 Hillsborough
04 DeSoto	28 Bradford	48 Escambia	89 Martin	Total 2 counties	11 Lake
05 Glades	29 Columbia	49 Franklin	93 Palm Beach		14 Pasco
06 Hardee	30 Dixie	50 Gadsden	<u>94 St. Lucie</u>		16 Polk
07 Hendry	31 Gilchrist	51 Gulf	Total 5 counties	<u>DISTRICT SEVEN</u>	18 Sumter
09 Highlands	32 Hamilton	52 Holmes		02 Citrus	70 Brevard
12 Lee	33 Lafayette	53 Jackson	<u>DISTRICT FIVE</u>	08 Hernando	75 Orange
13 Manatee	34 Levy	54 Jefferson	11 Lake	10 Hillsborough	77 Seminole
16 Polk	35 Madison	55 Leon	18 Sumter	14 Pasco	86 Broward
17 Sarasota	37 Suwannee	56 Liberty	36 Marion	<u>15 Pinellas</u>	87 Miami-Dade
<u>91 Okeechobee</u>	38 Taylor	57 Okaloosa	70 Brevard	Total 5 counties	88 Indian River
Total 12 counties	39 Union	58 Santa Rosa	73 Flagler		89 Martin
	71 Clay	59 Wakulla	75 Orange		91 Okeechobee
	72 Duval	60 Walton	77 Seminole		92 Osceola
	74 Nassau	<u>61 Washington</u>	79 Volusia		93 Palm Beach
	76 Putnam	Total 16 counties	<u>92 Osceola</u>		<u>94 St. Lucie</u>
	<u>78 St. Johns</u>		Total 9 counties		Total 17 counties
	Total 18 counties				

4. Features by Owning Office (85 total features)

Office of Maintenance Features (30)

137	Maintenance Area Boundary
217	Sidewalks
241	Crossdrains
242	Storm Sewers
243	Off Roadway Areas
245	Roadside Ditches
248	Outfall Ditches
256	Turnouts
257	Crossovers
271	Guardrail
272	Fencing
273	Cable Barriers
275	Miscellaneous Concrete Structures
341	Lighting System
351	Motorist Aid System*
411	Roadside Mowing
412	Weed Control
413	Landscape Area
421	Roadside Ditch Cleaning
422	Median Ditch Cleaning
431	Parks and Rest Areas
443	Delineators
451	Striping
452	Symbols and Messages
453	Cross Walks
454	Stop Bars
455	Raised Pavement Markers
460	Attenuators
480	Highway Signs
481	Highway Maintenance Classification

Rail Office (3)

901	Rail Line Facility
902	Passenger Rail
903	Railroad Passenger Station Name

Roadway Design Office Features (2)

456	Retroreflectivity Measurement*
457	Retroreflectivity Parameters*

Systems Planning (5)

144	Florida Intrastate Highway System*
145	Level of Service Input Data*
146	Access Management
147	Strategic Intermodal System
801	Trails

Traffic Engineering and Operations Office Features (5)

311	Speed Limits
312	Turning Restrictions
313	Parking
322	Signals
323	School Zones

Transportation Statistics Office Features (40)

111	State Road System
112	Federal System
113	AASHTO
114	Local System
115	Special Designations
116	Freight Networks
118	HPMS
119	HPMS Universe
120	Typeroad
121	Functional Classification
122	Facility Classification
124	Urban Classification
125	Adjacent Land Classification
138	Roadway Realignment
139	New Alignment
140	Section Status Exception
141	Stationing Exceptions
142	Managed Lanes
143	Associated Station Exception
212	Thru Lanes
213	Auxiliary Lanes
214	Outside Shoulders
215	Median
216	Bike Lanes/Pedestrian Sidewalk
219	Inside Shoulders
220	Non Curve Intersection Point
221	Horizontal Curve
230	Surface Description
232	Surface Layers
233	Base
251	Intersection
252	Interchanges
253	Railroads
258	Structures
320	Mile Marker Signs
326	Traffic Monitoring Sites
330	Traffic Flow Break Station
331	Traffic Flow Breaks
360	Toll Plazas
361	Service Plazas

85 Total Features

*Features which are obsolete/inactive

5. Features by Type (85 total features)

Administrative Features (24)

- 111 State Road System
- 112 Federal System
- 113 AASHTO
- 114 Local System
- 115 Special Designations
- 116 Freight Networks
- 118 HPMS
- 119 HPMS Universe
- 120 Typeroad
- 121 Functional Classification
- 122 Facility Classification
- 124 Urban Classification
- 125 Adjacent Land Classification
- 137 Maintenance Area Boundary
- 138 Roadway Realignment
- 139 New Alignment
- 140 Section Status Exception
- 141 Stationing Exceptions
- 142 Managed Lanes
- 143 Associated Station Exception
- 144 Florida Intrastate Highway System*
- 145 Level of Service Input Data*
- 146 Access Management
- 147 Strategic Intermodal System

Maintenance Features (18)

- 273 Cable Barriers
- 411 Roadside Mowing
- 412 Weed Control
- 413 Landscape Area
- 421 Roadside Ditch Cleaning
- 422 Median Ditch Cleaning
- 431 Parks and Rest Areas
- 443 Delineators
- 451 Striping
- 452 Symbols and Messages
- 453 Cross Walks
- 454 Stop Bars
- 455 Raised Pavement Markers
- 456 Retroreflectivity Measurement*
- 457 Retroreflectivity Parameters*
- 460 Attenuators
- 480 Highway Signs
- 481 Highway Maintenance Classification

Non-Motorized Way Features (1)

- 801 Trails

Operational Features (13)

- 311 Speed Limits
- 312 Turning Restrictions
- 313 Parking
- 320 Mile Marker Signs
- 322 Signals
- 323 School Zones
- 326 Traffic Monitoring Sites
- 330 Traffic Flow Break Station
- 331 Traffic Flow Breaks
- 341 Lighting System
- 351 Motorist Aid System*
- 360 Toll Plazas
- 361 Service Plazas

Physical Features (26)

- 212 Thru Lanes
- 213 Auxiliary Lanes
- 214 Outside Shoulders
- 215 Median
- 216 Bike Lanes/Pedestrian Sidewalk
- 217 Sidewalks
- 219 Inside Shoulders
- 220 Non Curve Intersection Point
- 221 Horizontal Curve
- 230 Surface Description
- 232 Surface Layers
- 233 Base
- 241 Crossdrains
- 242 Storm Sewers
- 243 Off Roadway Areas
- 245 Roadside Ditches
- 248 Outfall Ditches
- 251 Intersection
- 252 Interchanges
- 253 Railroads
- 256 Turnouts
- 257 Crossovers
- 258 Structures
- 271 Guardrail
- 272 Fencing
- 275 Miscellaneous Concrete Structures

Rail Line (3)

- 901 Rail Line Facility
- 902 Passenger Rail
- 903 Railroad Passenger Station Name

85 Total Features

*Features which are obsolete/inactive

6. Features - Alphabetical (85 total features)

<u>Feature</u>	<u>Code</u>	<u>Feature</u>	<u>Code</u>
AASHTO	113	Outside Shoulders	214
Access Management	146	Parking	313
Adjacent Land Classification	125	Parks and Rest Areas	431
Associated Station Exception	143	Passenger Rail	902
Attenuators	460	Rail Line Facility	901
Auxiliary Lanes	213	Railroads	253
Base	233	Railroad Passenger Station Name	903
Bike Lanes/Pedestrian Sidewalk	216	Raised Pavement Markers	455
Cable Barriers	273	Retroreflectivity Measurement*	456
Cross Walks	453	Retroreflectivity Parameters*	457
Crossdrains	241	Roadside Ditch Cleaning	421
Crossovers	257	Roadside Ditches	245
Delineators	443	Roadside Mowing	411
Facility Classification	122	Roadway Realignment	138
Federal System	112	School Zones	323
Fencing	272	Section Status Exception	140
Florida Intrastate Highway System*	144	Service Plazas	361
Freight Networks	116	Sidewalks	217
Functional Classification	121	Signals	322
Guardrail	271	Speed Limits	311
Highway Maintenance Classification	481	Special Designations	115
Highway Signs	480	State Road System	111
Horizontal Curve	221	Stationing Exceptions	141
HPMS	118	Stop Bars	454
HPMS Universe	119	Storm Sewers	242
Inside Shoulders	219	Strategic Intermodal System	147
Interchanges	252	Striping	451
Intersection	251	Structures	258
Landscape Area	413	Surface Description	230
Level of Service Input Data*	145	Surface Layers	232
Lighting System	341	Symbols and Messages	452
Local System	114	Thru Lanes	212
Maintenance Area Boundary	137	Toll Plazas	360
Managed Lanes	142	Traffic Flow Break Station	330
Median	215	Traffic Flow Breaks	331
Median Ditch Cleaning	422	Traffic Monitoring Sites	326
Mile Marker Signs	320	Trails	801
Miscellaneous Concrete Structures	275	Turning Restrictions	312
Motorist Aid System*	351	Turnouts	256
New Alignment	139	Typeroad	120
Non Curve Intersection Point	220	Urban Classification	124
Off Roadway Areas	243	Weed Control	412
Outfall Ditches	248		

85 Total Features

*Features which are obsolete/inactive

7. Characteristics Listing - Alphabetical (340 total characteristics)

Characteristic	Feature	Description	Page
1SL	456	Skipped Line 1	198
2SL	456	Skipped Line 2	198
3SL	456	Skipped Line 3	198
4SL	456	Skipped Line 4	198
5SL	456	Skipped Line 5	198
AADTDATE	331	AADT Date	167
AADTTYPE	331	AADT Type	167
ACMANCLS	146	Access Management Classification	81
ATCONDNTN	460	Attenuator Condition	201
ATGROTHR	118	Other or No Control At-Grade Intersections	20
ATGRSIG	118	Signals At-Grade Intersections	22
ATGRSTOP	118	Stop Signs At-Grade Intersections	23
ATGRTYPE	118	At-Grade Type – First or Last	24
ATINSPEC	460	Attenuator Inspection Date	201
ATREPAIR	460	Attenuator Repair Date	201
ATRMRSK1	460	Attenuator Remarks - 1	201
ATRMRSK2	460	Attenuator Remarks - 2	201
ATTLOCCD	460	Attenuator Location	202
ATTMODEL	460	Attenuator Model Number	202
ATTYPECD	460	Attenuator Type	202
ATTYPINS	460	Attenuator Inspection Type	193
AUXLNTYP	213	Auxiliary Lane Type	88
AUXLNUM	213	Number of Auxiliary Lanes	91
AUXLNWTH	213	Average Auxiliary Lane Width	91
AVGDFACT	331	Roadway Section Average D Factor	168
AVGKFACT	331	K Factor	168
AVGTFACT	331	Section Average T Factor	169
BARRWALL	271	Barrier Wall Length	151
BASETHIK	119	HPMS Base Course Thickness	38
BASETHK	233	Roadway Base Thickness	124
BASETYPE	119	HPMS Base Type	38
BEARING	221	Compass Bearing	116
BEGSECNM	251	Begin Roadway Section MP Description	125
BEGSECPT	141	Begin Section MP of Exception Field	68
BEGSECPT	143	Begin Section MP of Exception Field	78
BIKELNCD	216	Bicycle Lane	106
BIKSLTCD	216	Bicycle Slot	107
BOLDLAND	413	Bold Landscaping	180
BORRPITS	243	Number of Borrow Pits	129
BOXCULHT	241	Box Culvert Height	125
BOXCULLT	241	Box Culvert Width	125
BOXCULNO	258	Box Culvert Number	146
BRDELIN	443	Number of Bridge End Delineators	186
BRIDGENO	258	Bridge Number	147

Characteristic	Feature	Description	Page
BXCULGTH	241	Box Culvert Length	126
CABLRTY	273	Cable Barrier Type	155
CABLWIRE	273	Number of Cable Wires.....	155
CANTSTR	480	Number of Cantilever Structures	204
CCNUMBER	137	Cost Center Number	61
CHKDIGIT	253	Check Digit	142
CHNLKFCF	272	Number of Chain Link Fences	153
CL	456	Center Line	198
CLMTRL	457	CL Striping Material	199
CMLBMP	142	Composite Managed Lane Begin MP	69
CMLEMP	142	Composite Managed Lane End MP	69
CMLRDWY	142	Composite Managed Lane Roadway ID	69
CNPANG30	480	Number of Construct Panels Overhead and Ground Greater Than 30 Square Feet	205
CROSRDNM	252	Crossing Roadway Name	139
CROVERLG	257	Length of Crossover	145
CRSDRLGH	241	Length of Crossdrain Pipes	126
CRSHATCH	452	Crosshatching Area	190
CRWALK24	453	Number of 24 Foot Crosswalks	193
CRWALK36	453	Number of 36 Foot Crosswalks	193
CRWALK48	453	Number of 48 Foot Crosswalks	194
CRWALK60	453	Number of 60 Foot Crosswalks	194
CRWALK72	453	Number of 72 Foot Crosswalks	194
CURBMARK	452	Curb Marking Area	190
CURCLASx	118	Curves by Class (x=A-F)	25
DBLELINE	451	Number of Stripes - Double White or Yellow	188
DBLGRAIL	271	Double Face Guardrail Length	151
DELINEAT	443	Number of Guide Posts/Hazard Marker Delineators	187
DIRCTION	457	Direction	199
DTEPKAPP	313	Date Parking Approved	160
DTEPKIMP	313	Date Parking Restriction Implemented	160
DTESZAPP	311	Date Speed Zone Approved	158
DTESZIMP	311	Date Speed Zone Implemented	158
DTETMAPP	312	Date Turning Movement Approved	159
DTETMIMP	312	Date Turning Movement Implemented	159
EL	456	Edge Line	198
ELMTRL	457	EL Striping Material	199
ENDSECNM	251	End Roadway Section MP Description	135
ENDSECPT	141	End Section MP of Exception Field	68
ENDSECPT	143	End Section MP of Exception Field	78
EXITNO	252	Interchange/Exit Number	139
FACCROSS	258	Facility Crossed	148
FAHWYSYS	112	Federal Highway System Code	8
FIHSCHDT	144	Date of Last Change.....	79
FIHSCODE	144	On FIHS	79
FIHSLRAT	144	Federal Highway System Code	79
FINPROJ	457	Long-Range Access Type	199

Characteristic	Feature	Description	Page
FLEXTHIK	119	HPMS Thickness of Flexible Pavements	39
FLWBRKID	330	Count Station Assigned to Break	166
FRDRNLEN	245	French Drain Roadside Ditch Length	131
FRICTCSE	232	Friction Course	122
FUNCLASS	121	Functional Classification	51
GRACLASX	118	Grades by Class (x=A-F)	26
GRPSTG30	480	Number of Ground Sign Posts Greater Than 30 Square Feet	205
GRPSTL30	480	Number of Ground Sign Posts Less Than 30 Square Feet	205
HANDCUT	412	Hand Cut Area	177
HIWMNCLS	481	Highway Maintenance Classification	207
HORALADQ	118	Horizontal Alignment Adequacy	27
HOVNUMLN	119	High Occupancy Vehicle Lanes	39
HOVTYPE	119	High Occupancy Vehicle Type	40
HPMSIDNO	118	HPMS Sample ID Number	27
HRZCANGL	221	Horizontal Curve Central Angle	117
HRZDGRV	221	Horizontal Degree of Curve	118
HRZPTINT	221	Horizontal Point of Intersection	119
HWYLOCAL	124	Highway Location Code	54
INIT	457	Tester Initials	199
INLETS	242	Number of Curb Inlets	128
INMACHMW	411	Intermediate Machine Mowing	175
INTERCHG	252	Type of Interchange	140
INTSDIRx	251	Intersection Direction (x=1-9)	135
INTSRTPx	251	Intersection Surface Type (x=1-9)	138
IRIDATE	119	International Roughness Index Collection Date	40
ISLDTYPE	219	Inside Shoulder Type	113
ISLDTYPx	219	Inside Shoulder Type (x=2,3)	113
ISLDWIDTH	219	Inside Shoulder Width	114
ISLDWTHx	219	Inside Shoulder Width (x=2,3)	114
LANDSCPE	413	Landscape Area	180
LANDUSE	125	Prevailing Type of Land Use	60
LMLBMP	142	Left Managed Lane Begin MP	70
LMLEMP	142	Left Managed Lane End MP	70
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340 Characteristics total

9. Glossary

Administrative Features

Aspects or traits of each roadway in the State belonging to one of the following classes: roadway systems, functional classification, political and/or departmental boundaries and stationing identification, such as urban boundary, on or off the state highway system (SHS), national highway system (NHS), route numbers, and local name.

Alignment

The original construction configuration of a roadway.

Average Annual Daily Traffic (AADT)

The total volume of traffic on a highway segment for one-year, divided by the number of days in the year. This volume is usually calculated by adjusting a short-term traffic count with seasonal weekly factors obtained from continuous monitoring sites. AADT is measured at continuous monitoring sites.

City Street System

Roads and streets owned by the cities and municipalities.

Continuous Monitoring Site

Traffic counters that are permanently placed at specific locations throughout the state to record the distribution and variation of traffic flow by hour of the day, day of the week, and month of the year from year to year and transmit the data to the TranStat via telephone lines. These sites record traffic volumes 24 hours a day, seven days a week.

County Highway System

Roads owned by the counties, including some roads that pass through urban areas.

County Section Number Key Sheet (Key Sheet)

The key sheet serves as a referenced index for roadway IDs of roads on the SHS, located within a particular county.

Data Sponsorship

This concept allows a clear definition of RCI data expectations and management responsibilities. The following three offices: Office of Maintenance, Traffic Engineering & Operations Office, and TranStat sponsor the RCI data, which are unique to its area of responsibility. TranStat has the overall responsibility for maintaining the RCI database application, coordinating the Districts' general interest roadway data collection efforts, database storage, associated reporting activities, and to provide procedures, definitions of data expectations, and management responsibilities

District

Organizational subdivision of the State of Florida Department of Transportation, referred to as the Department that is the responsible office for collecting and storing roadway data in coordination with the Central Transportation Statistics Office. There are two forms of districts, a managing district and a geographic district. "District" means "managing district."

Edge of Pavement

Where the travel way or paved shoulder meets the curb or unpaved shoulder.

Federal Highway Administration (FHWA)

The Federal agency that oversees federal highways and Federal Aid transportation projects.

Florida Department of Transportation (FDOT)

The Florida Department of Transportation is responsible for providing a safe transportation system that ensures the mobility of people and goods enhances economic prosperity and preserves the quality of our environment and communities

Florida Intrastate Highway System (FIHS)

A system of existing and future limited-access and controlled-access facilities that have the capacity to provide high-speed and high-volume traffic movements in an efficient and safe manner. Adopted by the Legislature, the system delineates an interconnected statewide highway system of limited access facilities and controlled access facilities developed and managed by FDOT to meet certain criteria and standards in a 20-year time period. The system is part of the total state highway system and is developed and managed by FDOT for high-speed and high-volume traffic movements.

Functional Classification (FunClass)

The assignment of roads into a system of categories according to the character of service they provide in relation to the total road network. A two-digit number represents each category.

General Interest Roadway Data (GIRD)

Descriptive roadway data of general interest including data needed by Planning Offices to produce legislatively and federally mandated reports, maintain the computer database, and to support the Strategic Intermodal System (SIS), preparation of Straight-line Diagrams (SLDs) and the Department's Geographic Information System (GIS) basemap.

Geographic District

One of the seven Districts assigned to the 67 counties within the state. Used for reporting purposes, but does not imply management responsibility for the roads located therein. (See Managing District.)

Geographic Information System (GIS)

A computer system capable of assembling, storing, manipulating and displaying geographically referenced information, i.e., data identified according to their locations. Practitioners also regard GIS as including operating personnel and the data that go into the system.

Geographic Information System (GIS) Basemap

The Department's official digital GIS route system that geographically represents the roadways maintained in RCI, which includes Florida's SHS and major public roads off the SHS.

Handbooks

The Transportation Statistics RCI Planning Data Handbook and RCI Features & Characteristics Handbook, which describe the collection, verification, and database entry requirements of features and characteristics sponsored by TranStat.

Highway Performance Monitoring System (HPMS)

A data collection system that has been developed for reporting traffic data to the FHWA. The HPMS has evolved into a combination of a universal count program that includes all NHS roadways (on-system and off-system), all principal arterials (State roadways), and a statistical sample for the remaining highway systems (off-system); all of which must be counted at least once every three years. In Florida, the principal arterials are counted every year. Volume data for off-system roads is very important to the local governments because it is used to apportion Federal-Aid funds.

Intermodal

Relating to the connection between any two or more modes of transportation.

Inventory

The process involving accurate verification of field and office data attributes, including updating and editing data in the RCI database. Various methods may be employed to maintain an up-to-date inventory that accurately reflects field conditions.

Jurisdiction

Authority and control over the operation of a road. Jurisdiction is generally the same as ownership.

Level of Service (LOS)

Indicates the capacity per unit of demand for each public facility. A qualitative assessment of each roadway's operating conditions and the average typical driver's perceptions on the quality of traffic flow are represented by the letters A thru F, with A describing the highest quality and representing the freest flow while F would be describing the lowest quantity and representing the least free flow. Planners and engineers electronically approximate the qualitative flow of traffic representations quantitatively using computerized programmed equations. Quantitative criteria for the different LOS is published in the Highway Capacity Manual as provided by the Transportation Research Board, National Research Council, Washington, D.C., and Rule 14-94 Florida Administrative Code, Level of Service Standards.

Linear Referencing System (LRS)

As defined by FHWA, the total set of procedures used for determining and retaining a record of specific points along a highway. Typical systems used are milepoint, such as RCI, reference point and link-node. The Department includes RCI, the GIS basemap, and the SLD as parts of our LRS for transportation related purposes.

Local Government

A city, county, or other non-State entity empowered by Florida Statutes (such as a Community Development District) to own and operate public roads.

Managing District

One of the eight entities that manage the state highways. Districts, one through seven, manage non-turnpike roads in their respective geographical areas. Florida's Turnpike Enterprise (FTE) manages certain toll facilities by agreement within the other districts' geographical areas. (See Geographic District.)

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Milepoint (MP)

Any point on a road segment, given a unique eight-digit roadway ID, identified by its distance in miles from the beginning point of the road segment. Milepoints increase in the direction of inventory and used to designate or record the position or location of features along that road segment or roadway ID. The milepoint recorded in the RCI database as a number to the third significant decimal places to the thousandth of a mile.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Public Law No. 112-141 that was signed on July 6, 2012, which authorizes a long-term highway authorization for funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. This law adds and clarifies federal highway system definitions and expands the National Highway System (NHS). MAP-21 also requires states and Metropolitan Planning Organizations (MPO) to report on the performance of the federal system.

National Highway System (NHS)

Approximately 160,000 miles of public roadway, which Congress or the FHWA as nationally important to the nation's economy, defense, and mobility has designated. In Florida, the NHS includes interstate highways and other major state highway system roadways, the Department of Defense's (DOD) Strategic Highway Network (STRAHNET), and major connectors to military installations and intermodal facilities. Connectors to defense installations or intermodal transportation facilities may be located on county highway system or city street system. NHS roadways are eligible for priority Federal Aid Funding under ISTEA.

Non-Motorized

Modes of transportation that does not include any vehicles or other motorized equipment capable of traveling over 20 mph.

Operational Features

Features that include restrictions, guidelines and informational messages imposed to more effectively manage, control and move traffic along the roadways in the state, such as speed limits, parking restrictions etc.

Physical Features

Physical traits of the roadway primarily grouped into the following classes: geometrics, roadway alignment, composition, structures with 20 feet or greater opening, and crossings, such as lane widths, bridges and bike lanes.

Quality Assurance Review (QAR)

A well-defined periodic (usually biennial) activity implemented by TranStat to evaluate District processes by which products are produced as defined by procedures, directives, guidelines, standards, and policies established at federal, state and/or Department levels.

Quality Assurance (QA) Monitoring Plan

A written plan documenting the method and processes of monitoring reasonable District conformance and consistency with established requirements and compliance indicators. Plans address schedules, notification, content, documentation, reporting, and follow-up of the QA program to share best practices with other districts and any needed recommendations for improvements.

Quality Control (QC) Monitoring Plan

A District plan for a comprehensive, well-defined, written set of procedures and activities designed to produce services and products at an established quality level. It identifies an organization and provides a specific approach to quality control as well as providing for accountability.

Rail Line

A system of connected railroad tracks owned and operated by various companies that transport goods, food, agricultural products, and people.

RCI Characteristic

A property, specific element, or component of a feature. For example, the characteristics of Feature 212 through lanes would be the number of lanes and the surface width.

RCI Database

This is the Department's primary database used to store the inventory of roadway data.

RCI Feature

An instance of an object inventoried along a roadway. There are six types of features: 1) Administrative, 2) Maintenance, 3) Operational, 4) Physical, 5) Rail Line, and 6) Non-Motorized. A feature may be a designation, such as federal functional classification, i.e., Feature 121, or it may be a physical object, such as highway median, i.e., Feature 215.

Re-alignment

A roadway constructed on a new alignment different from the original (old) alignment.

Re-construction

A new construction of the same road alignment with added and/or new features such as increase number of thru lanes, added turn lanes, modified median, etc., but the function and traffic movement of the road remains the same.

Road

Public way open to vehicular traffic, including ramps, frontage roads, and related bridges and toll facilities, when applicable.

Roadway ID

A unique eight-digit identification number either assigned to a roadway or segment of a road, on or off the SHS maintained in the Department's RCI database. This includes facilities classified as Active Exclusive, such as ramps or frontage roads. The first two digits represent the county code, the middle three digits represent the section number, and the last three digits represent the sub section number.

Roadway Characteristics Inventory (RCI)

FDOT's central database that includes an inventory of many types of roadway data.

Roadway Inventory Tracking Application (RITA)

This application allows District Offices to manage, document, and plan their inventory cycles.

State Highway System (SHS)

A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike Enterprise and other toll facilities operated by transportation authorities and arterial highways.

Straight-line Diagram (SLD)

Linear graphic representation of select physical and descriptive roadway characteristics along the travel way of a road.

Strategic Intermodal System (SIS)

A transportation system comprised of facilities and services of statewide and interregional significance, including appropriate components of all modes. The highway component includes all designated SIS Highway Corridors, Emerging SIS Highway Corridors, SIS Intermodal Connectors, and Emerging SIS Highway Intermodal Connectors.

Strategic Highway Network (STRAHNET)

A network of highways which are important to U.S. strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.

Trails

A non-motorized system of paved paths for pedestrian and bicycle usage connecting to major cities along open natural space corridors such as railroads right of way converted to recreation use, scenic roads, other greenbelts, parks, nature reserves, historic sites, riverfronts, stream valleys, canals, etc.

TranStat

The Transportation Statistics Office in the FDOT Central Office in Tallahassee.

View/Update/Delete (V/U/D) Screen

A critical RCI roadway ID screen that provides a comprehensive summary of administrative data for the selected roadway, such as the RCI section established date, status, overall description, beginning and ending milepoints, net length, general compass direction, and date last updated.



**Florida Department of Transportation
Transportation Statistics Office
605 Suwannee Street, Mail Station 27
Tallahassee, Florida 32399-0450
Phone: (850) 414-4848
Fax: (850) 414-4878
email to: CO_RCI_Planning@dot.state.fl.us**