FEATURE 330

TRAFFIC FLOW BREAK STATION

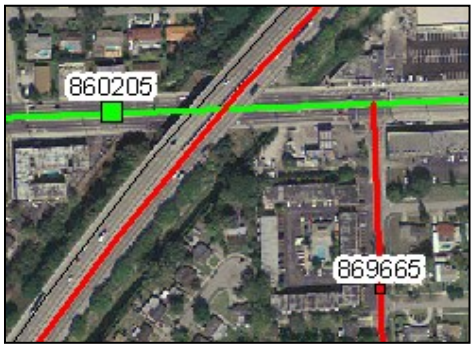
Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	No	No	Length	Yes	Yes
Responsible Party for Data Collection	District Traffic Data Section				

Definition/Background: Describes the limits of a homogeneous traffic segment and the station from which the traffic data is obtained.

FLWBRKID | COUNT STATION ASSIGNED TO BREAK

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

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.



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 site number, which comprise the 6-digit traffic count station number (TRSTATNO) for the traffic count station in this segment. This data is updated annually by TDA during end-of-year processing.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		HPMS, TDA, traffic data collectors, others using traffic data	All state highways, NHS roadways, SIS roadways, all managed lanes, all roadways functionally classed higher than local, and ramps for limited access facilities associated with interchanges. Effective September 2019.	N/A	N/A

Definition/Background: Describes the location of the TMSs in relation to the traffic flow break limits from which traffic data is obtained.

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 TDA during end-of-year processing.

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.

Any interim updates should be performed by District Traffic Section.

Codes	Descriptions
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