CHAPTER 7

RCI FEATURES & CHARACTERISTICS

FDOT

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CHAPTER 7. RCI FEATURES & CHARACTERISTICS

7

This chapter identifies and defines the data found in the Roadway Characteristics Inventory (RCI). This chapter 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 (FDOT).

LOG OF CHANGES

Item	Date	Page(s)	Feature	Description
1	June 2021	7-14	112	Updated—FAHWYSYS—Description for code 6 changed from “STP” to “Surface Transportation Block Grant Program (STBG)”
2	June 2021	7-32	116	Removed the Feature in September 2019 and added back in June 2021
3	June 2021	7-35	117	Added new Feature
4	June 2021	7-41	118	Removed—obsolete characteristic—ATGRTYPE
5	June 2021	7-41	118	Removed—obsolete characteristic—HORALADQ
6	June 2021	7-41	118	Removed—obsolete characteristic—VRTALADQ
7	June 2021	7-41	118	Removed—obsolete characteristic—WIDEFEAS
8	June 2021	7-74	119	Updated code descriptions for TOLLTYPE
9	June 2021	7-89	120	Added new characteristic—DDIXOVR—Required for crossover area at diverging diamond interchanges
10	June 2021	7-91	121	Moved—PROFUNCL added under Feature 123
11	June 2021	7-94	122	Added new OWNAUTH codes—LYNX, NEFRTC, SFRTA, TBARTA. Obsoleted OCX. Removed NTA and BCEA.
12	June 2021	7-98	123	Added—PROFUNCL
13	June 2021	7-113	125	Removed—obsolete characteristic—LANDUSE
14	June 2021	7-149	212	Added definition—Through Lane Drop Off
15	June 2021	7-150	212	Added example—Through Lane Drop Off and T-Intersection
16	June 2021	7-154	213	Added reference—Feature 212 for Through Lane Drop Off
17	June 2021	7-155	213	Updated—AUXLNTYP—Specify beginning location for code 6 and code 7—Merging
18	June 2021	7-164	213	Added example—Auxiliary lanes at a diverging diamond interchange.
19	June 2021	7-167	214	Added example—Outside Shoulders at a diverging diamond interchange
20	June 2021	7-167	214	Added clarification that Paved and Paved with Warning Device are to be coded separately
21	June 2021	7-189	216	Updated—SIDWLKWD ¬—guidance for offset value for a meandering sidewalk; added example
22	June 2021	7-199	220	Updated—NCPTINT—How to Gather
23	June 2021	7-237	251	Added example—INTSDIRx at diverging diamond crossover intersections

Item	Date	Page(s)	Feature	Description
24	June 2021	7-241	252	Added new code—INTERCHG—code 10—Diverging Diamond
25	June 2021	7-249	257	Added clarification—CROVERLG—Items in crossover inventory are not limited to intersections
26	June 2021	7-281	326	Updated "Required for"—TRFSTANO and TRSTATYP
27	June 2021	7-334; 7-338	460	Updated—ATINSPEC and ATREPAIR—How to Gather. Added new codes—ATTYPECD—code 21—QuadGuard M10 and code 22—TAU-M.
28	June 2021	7-356	901	Removed—obsolete characteristic—RSISFIDx
29	June 2021		902	Removed—obsolete feature
30	June 2021		903	Removed—obsolete feature
31	Sept 2019	7-14	Feature Descriptions	Updated—Feature 112—to include NHS Date
32	Sept 2019	7-114	Feature Descriptions	Added—Feature 126—Context Classification
33	Sept 2019	7-16	112	Added—Feature 112—NHSDATE—NHS Approved Date
34	Sept 2019	7-30	115	Updated—SCENEDTE and SCENEEXT—How to gather and Special Situations
35	Sept 2019	7-43; 7-48; 7-51	118	Updated—ATGROTHR, ATGRSIG, & ATGRSTOP—How to gather, Special Situations, and Examples
36	Sept 2019	7-56	118	Updated—TURNLANL—Added example on U-Turn only turn bay
37	Sept 2019	7-61	118	Updated—SIT1500—Definition, How to gather, Special Situations, and Examples
38	Sept 2019	7-63	118	Updated—PEAKLANE—How to gather and codes
39	Sept 2019	7-65	118	Updated—WIDOBST_—Who uses, How to gather, Special Situations
40	Sept 2019	7-67	118	Updated—WIDPOTNL—How to gather, Special Situations, and Examples
41	Sept 2019		118	Obsoleted—ATGRTYPE
42	Sept 2019		118	Obsoleted—HORALADQ
43	Sept 2019		118	Obsoleted—VRTALADQ
44	Sept 2019		118	Obsoleted—WIDEFEAS
45	Sept 2019	7-73	119	Updated—RAMPFC—Added code 0—N/A for use on ramps that will not have a Federal category
46	Sept 2019	7-74	119	Updated—TOLLNAME—Added new codes and moved to Feature 122 from Feature 119
47	Sept 2019	7-74	119	Updated—TOLLCHGS—Added new code

Item	Date	Page(s)	Feature	Description
48	Sept 2019	7-74	119	Updated—TOLLTYPE—Added new code
49	Sept 2019	7-75	119	Updated—HOVNUMLN—Renamed to Number of Associated Managed Lanes and Updated Definition
50	Sept 2019	7-76	119	Updated—HOVTYPE—Renamed to Type of Associated Managed Lanes Operation and Updated Definition
51	Sept 2019	7-81	119	Updated—RIGDTHIK—How to gather in field, Corrected correlating SURFTYPE reference
52	Sept 2019	7-82	119	Updated—SURFACTP—Required for and Special Situations
53	Sept 2019	7-83; 7-84	119	Updated—YRIMPT and YRCONST—How to gather, Required for
54	Sept 2019		120	Removed—ROTARY—Roundabouts & Traffic Circles—Obsolete
55	Sept 2019	7-94	122	Updated—OWNAUTH—Contact, Definition and Added codes
56	Sept 2019	7-95	122	Updated—TOLLNAME—Added new codes and Moved to Feature 122 from Feature 119
57	Sept 2019	7-100	124	Updated—Feature 124—to include MPO Area
58	Sept 2019	7-104	124	Updated—PLACECD—0830-Hastings (dissolved), 0997-Islandia (dissolved), 0975-Indian Town (incorporated)
59	Sept 2019	7-114	126	Added—Preliminary Context Classification Feature and Characteristics
60	Sept 2019		144	Removed—FIHS removed obsolete code
61	Sept 2019		145	Removed—LOSSTDK removed obsolete code
62	Sept 2019	7-146	147	Updated—SISFCTPx codes and descriptions
63	Sept 2019	7-171	215	Updated—MDBARTYP updated imagery code descriptions
64	Sept 2019	7-174	215	Updated—RDMEDIAN—new code 35—Two-way Turn Median
65	Sept 2019	7-174	215	Removed—RDMEDIAN obsolete codes
66	Sept 2019	7-185	216	Updated—BIKSLTCD—Renamed to Bicycle Keyhole Lanes
67	Sept 2019	7-205	230	Updated—PAVECOND—Required for
68	Sept 2019	7-210	232	Updated—SURFLAYx—Added new codes
69	Sept 2019	7-213	233	Updated TYPEBASE—Added new codes
70	Sept 2019	7-218	241	Updated—PIPETYPE—Added code for PVC pipe
71	Sept 2019	7-268	311	Updated—MAXSPEED—Required for
72	Sept 2019	7-282	326	Added—TRSTATYP Inactive station type SLD symbol
73	Sept 2019	7-283	330	Updated—Required for all characteristics
74	Sept 2019	7-283	331	Updated—Required for all characteristics

Item	Date	Page(s)	Feature	Description
75	Sept 2019		351	Removed—MOTORAID removed obsolete code
76	Sept 2019	7-317	451	Updated—STRIPING definition/background
77	Sept 2019	7-323	452	Added—Airplane image for RADIUSMK
78	Sept 2019		456	Removed—Retroreflectivity Measurement removed obsolete codes
79	Sept 2019		457	Removed—Retroreflectivity Parameters removed obsolete codes
80	Sept 2019	7-338	460	Updated—ATTYPECD—Added new codes
81	Sept 2019	7-349	801	Updated code descriptions and Corridor Names
82	Aug 2017	7-42	118	Updated—LOADTDEV—HPMS Sample Type—Required for, How to gather, and Special Situations

Introduction

Data in RCI is organized by features and characteristics. The data is recorded as it exists along a travelway.

Travelways consist of three types of modes currently in RCI: roadways, rails, or trails.

Features are a collection of related characteristics. An example is within Feature 215 Median; there are three characteristics: MDBARTYP, MEDWIDTH, and RDMEDIAN. Features assign unique aspects to their characteristic(s). For instance, Feature 215's type is length, therefore all of its characteristics are length. Similarly, features pass on other attributes like administrative type, classification, owning office, roadside, 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 also are minimum and maximum values that must be met in order to code the data into RCI. Other attributes include roadway side, 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 sponsoring offices. Each owning office manages and is responsible for their feature(s). These are the owning offices:

Office Name	Also Known As	Formerly Called
Office of Maintenance	Maintenance	N/A
Freight and Multimodal Operations Office	FMO	Rail and Motor Carrier Operations Office (Rail)
Traffic Engineering and Operations Office	Traffic Operations	N/A
Transportation Data and Analytics Office	TDA	Transportation Statistics Office (TranStat) or Planning
Systems Implementation Office	SIO	Systems Planning Office (Systems Planning)
Roadway Design Office	Design	N/A

Feature Descriptions (By Sponsoring Office)

As mentioned before there are sponsoring offices. However, that does not preclude data collection being carried out by a different office within the Districts or Central Office.

Office of Maintenance

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

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

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 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 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 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 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 marker delineators.

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

Feature 452 Symbols & Messages—Records the 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 460 Attenuators—Records the attenuator condition, inspection date, repair date, remarks, location, model number, attenuator 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.

Traffic Engineering and Operations (Traffic Operations)

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 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.

Transportation Data and Analytics Office (TDA)

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, Date added to NHS, 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 U.S. route number, secondary U.S. route number and interstate route on the roadway.

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

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

Feature 117 FIPS Designated Boundaries – Records the limits of the FIPS place code and urban area code.

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 Type of Road—Records the limits of the route signing along the roadway and if the roadway is divided, undivided, or one-way.

Feature 121 Functional Classification—Records the limits of designation of the functional classification.

Feature 123 Proposed Designations—Records the limits of designation of the proposed functional classification awaiting approval.

Feature 122 Facility Classification—Records the limits of the owning authority, access control type, whether a toll exists and the name of the toll facility.

Feature 124 Urban Classification—Records the limits of the highway location code, census place code, urban area number, urban size, and the Metropolitan Planning Organization (MPO) area.

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

Feature 126 Context Classification—Records the prevailing limits of context classification along the roadway, the date of the preliminary current and future context classification assigned.

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 and the associated mainline. There also is 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 212 Through 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 also is an explanation about how to collect roundabout as a wide median. Also includes Two Way Turns as of 09/2019).

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

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 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 TCI application, identifies the annual average daily traffic (AADT) date, type and section, average D factor, K factor, T factor.

Feature 360 Toll Plazas—Records the toll plaza name.

Feature 361 Service Plazas—Records the service plaza name.

Freight and Multimodal Operations Office (FMO)

Feature 116 Freight Network—Records the National Highway Freight Network (NHFN) and National Highway Freight Network Connector (NHFNCON).

Feature 901 Rail Line Facility—Records the limits of the railroad company name, rail line type, route 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.

Systems Implementation Office (SIO)

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

Administrative Features

These features represent administrative information (such as designations for funding) along the travelway.

FEATURE 111

STATE ROAD SYSTEM

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes
Responsible Party for Data Collection	Non-listed SR Numbers—Populated by TDA All listed or posted SR & CR Numbers—District Planning				

Definition/Background: Florida Department of Transportation (FDOT) roadways are categorized as Interstates, U.S. 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 U.S. Route Number and State Road Number, though only one number may be posted. Refer to the Transportation System Jurisdiction and Numbering Procedure, Topic No. 525-020-010.

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.

State Road Numbers are assigned by the Multimodal Data System Coordinator (TDA) 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 re-sequenced manually in RCI.

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

STROADNO | STATE ROAD NUMBER
STRDNUM2 | SECONDARY STATE ROAD NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
17, 18, 20		Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Public	All roadways functionally classified as local and above; including Managed Lanes.	N/A	N/A

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 as STROADNO. The next lowest number is coded STRDNUM2 and so on until all numbers have been recorded.

How to Gather this Data: Code designation for the entire length of the roadway ID. Code for multiple designations. Record the beginning and ending milepoints at the intersections. 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 Multimodal Data System Coordinator (TDA). When at a junction, also record the intersecting road's milepoint. The roadway ID should not change between intersecting roadways. Realignments should be carefully coded to ensure roadway ID continuity. There should be no gaps. For one-way road segments, data in 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.

FEATURE 112

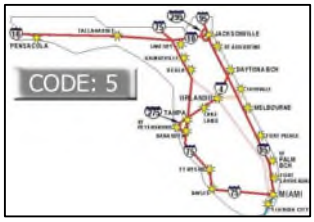
FEDERAL SYSTEM

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	Yes	Length	No	Yes
Responsible Party for Data Collection	TDA Multimodal Data System Coordinator				

Definition/Background: This feature is used to identify funding sources from the Federal Highway Administration (FHWA).

FAHWYSYS | FEDERAL HIGHWAY SYSTEM CODE

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
64	N/A	Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Systems Implementation	All roadways functionally classified as local and above; including Managed Lanes.	N/A	N/A



Definition/Background: Shows federal-aid funding eligibility of public roadways. It also designates roadways as on or off the National Highway System (NHS). NHS is assigned by TDA and approved by FHWA. All roadways functionally classified as major collector and above and not as NHS are eligible for the Surface Transportation Block Grant Program (STBG). In general, STBG projects may not be on local or rural minor collectors, unless the roadway was on the Federal-aid Secondary System (FASS), as designated on January 1, 1991. For additional federal STBG funding eligibility, please see the eligibility requirements defined by 23 U.S. Code § 133: https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d.

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

Cross-Reference/Tolerance: STBG (formerly STP) and FA None should match Feature 121; NHS should match Feature 251 and intermodal facility locations.

How to Gather this Data: The data is provided by the District to the Multimodal Data System Coordinator (TDA), who coordinates the changes with FHWA for approval. See the Urban Boundary and Functional Classification Handbook for NHS guidance (page 23): https://www.fdot.gov/statistics/hwysys/default.shtm.

Codes	Descriptions
5	National Highway System (NHS)
6	Surface Transportation Block Grant (STBG) Program (formerly STP)—Urban Minor Collector or above, Rural Major collector or above and not NHS[1]
9	Federal Aid None (FA None)—Rural minor collectors or locals and not NHS

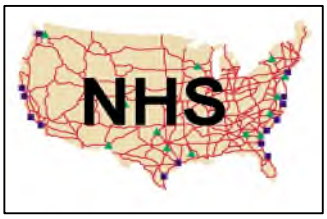
[1] *The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, changing the STP program name to the Surface Transportation Block Grant Program (STBG).*

TRAVLWAY | TRAVEL WAY ALONG ROADWAY

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
64	N/A	Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Systems Implementation	NHS Roadways	N/A	N/A

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

How to Gather this Data: Do not gather. The code is determined by the Multimodal Data System Coordinator (TDA) with the approval of the FHWA.



Codes	Descriptions	Related Characteristic(s)
1	NHS/Interstate	**FUNCLASS**—Functional Classification—Interstate
2	NHS/STRAHNET Route	**STGHWNWK**—Strategic Highway Network
3	NHS/STRAHNET Connector	**STGHWNWK**—Strategic Highway Network
4	NHS/Unbuilt	**STATEXPT**—Pending Status and preapproved by FHWA
5	NHS/Other	**FUNCLASS**—Functional Classification is not Interstate, not STRAHNET, not an Intermodal Connector for a SPECSYS Special System and not established per MAP-21 Legislation
6	NHS/Intermodal Connector	**FUNCLASS**—Functional Classification is not Interstate, not STRAHNET—STRAHNET, has an **NHSCID**—NHS Connector ID and serves a **SPECSYS**—Type of NHS Connector
7	NHS/MAP-21	**FUNCLASS**—Functional Classification is not Interstate, not STRAHNET, not an Intermodal Connector for a SPECSYS Special System, and established per MAP-21 Legislation established as of 9/21/2012

NHSCID | NATIONAL HIGHWAY SYSTEM CONNECTOR

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
N/A		Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Systems Implementation	NHS Connectors	N/A	N/A

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

How to Gather this Data: The code is determined by the District/Multimodal Data System Coordinator (TDA) with the approval of the FHWA.

EXAMPLE NHS CONNECTOR ID:

FL15P

NHSDATE | NATIONAL HIGHWAY SYSTEM DATE

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
64	N/A	Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Systems Implementation	NHS Roadways	N/A	N/A

Definition/Background: Used for NHS roadways to identify the date the facility was approved to be added to the National Highway System by FHWA (effective February 2018).

How to Gather this Data: The date is provided by FHWA and documented on NHS application requests.

EXAMPLE NHS DATE:

9/21/2012

(for NHS added per MAP-21)

SPECSYS | SPECIAL SYSTEMS

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
64	N/A	Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Systems Implementation	NHS Roadways	N/A	N/A

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

How to Gather this Data: The code is determined by the District/Multimodal Data System Coordinator (TDA) with the approval of the FHWA.

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

STGHWNWK | STRATEGIC HIGHWAY NETWORK CODE

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
65	N/A	Work Program, Roadway Design Office, Outdoor Advertising Office, HPMS, Systems Implementation	NHS Roadways	N/A	N/A

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

How to Gather this Data: Do not gather. The code is obtained by Multimodal Data System Coordinator (TDA) from FHWA, who coordinates changes with the DOD.

Codes	Descriptions
1	Yes
2	No

OLDFASYS | OLD FEDERAL HIGHWAY SYSTEM

HISTORICAL PURPOSE—REQUIRED TO BE MAINTAINED FOR DESIGNATED LIMITS

HPMS	MIRE	Who/What Uses This Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Outdoor Advertising Office	Roadways formerly on the Federal Aid System prior to NHS establishment by Congress.	N/A	N/A

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., U.S. routes. The Federal Aid Urban code was used only for routes in urban areas. These codes are still used by outdoor advertising regulations.

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

Codes	Descriptions
1	Federal Aid Interstate
2	Federal Aid Primary
3	Federal Aid Urban
4	Federal Aid Secondary
9	Federal Aid None

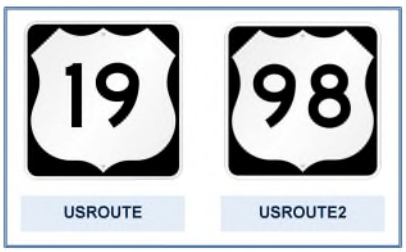
FEATURE 113

AASHTO ROUTE SYSTEM

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

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

Interstate Route 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.



U.S. 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 U.S. routes for the public traveling purposes.

USROUTE | U.S. ROUTE NUMBER
USROUTE2 | SECONDARY U.S. ROUTE NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
17, 18, 20	N/A	FHWA, TDA, Traffic Engineering and Operations Office, District Office of Maintenance, Public	Roadways functionally classified that have U.S. route designations, and all Active Exclusive roads that are associated with Interstate and the U.S. route.	N/A	N/A

Important When Gathering: No additions, deletions, or changes can take place without AASHTO's approval. Any changes to this feature require a Linear Referencing System (LRS) package.

How to Gather this Data: In office—Add the interstate and U.S. route number to a roadway exactly as it appears on the Interstate and U.S. Route Number Listing. In the photo example, code USROUTE = I-95, USROUTE2 = U.S. 19 and USROUTE2 = U.S. 98.

When two or more U.S. 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.

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

A sequence number will automatically be assigned in the master U.S. route listing file. This sequence number is used to store segments of the U.S. routes 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 re-sequenced manually in RCI.

Special Situations: If the U.S. route number is not in the Master Listing, then it needs to be added to the system, contact the State Multimodal Data System Coordinator in TDA. Interstate routes are coded under the characteristic USROUTE. For one-way roadway segments, data in Features 111 and 113 must break at the same points as the one-way points.

Value for U.S. Route/Interstate: Choose from the drop-down menu.

FEATURE 114

LOCAL SYSTEM

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

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 the 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 Florida Traffic Online.

LOCALNAM | LOCAL NAME OF FACILITY

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	TDA, Traffic Engineering and Operations Office, District Office of Maintenance, Public	All roadways, including Active Exclusives.	N/A	N/A

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

How to Gather this Data: Capture 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.

A local name most commonly occurs within city limits. When outside of city limits the U.S. 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.

DO NOT START LOCAL NAME WITH THESE SYMBOLS

Symbol	Description	Substitution
@	At	AT
#	Pound or Hashtag	NUMBER or NO
%	Percent	PCT
&	Ampersand	AND
,	Comma	Omit
‘ or “	Single or Double Quote	Omit
: or ;	Colon or Semi-colon	Omit

Typical Street Signage

A local name most commonly occurs within city limits. Roadways within city limits can have more than one local name and usually begin and/or end at an intersection and county lines.

No Signage

Research other sources such as city maps, local Government, geographic information system (GIS) products, or other resources 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***.”

Route Signage

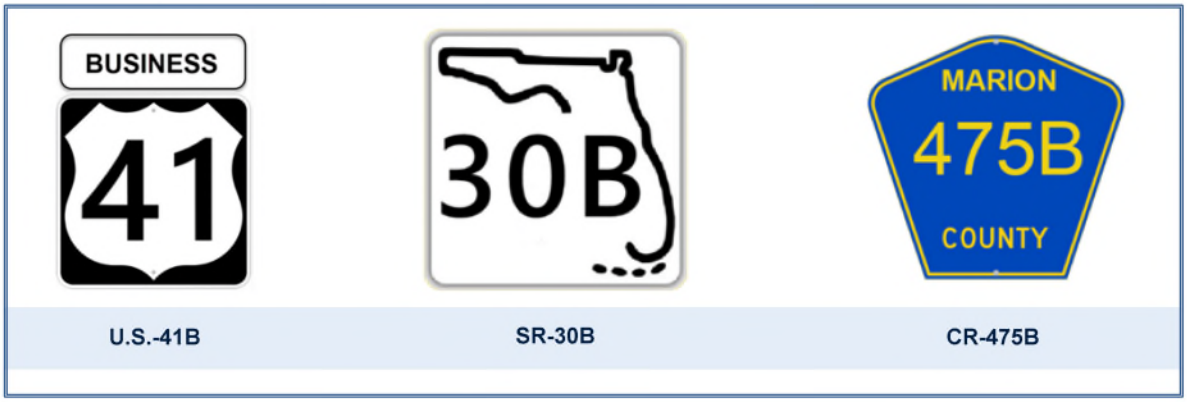
Interstate (e.g., I-95), Expressway (e.g., Dolphins Expressway), U.S. Route (e.g., U.S.-441), State Roads (e.g., SR-20), and County Road (e.g., CR-248) signs often contain direction of travel information. However, directional information is not recorded for routes or the associated ramps. *The hyphens are used for reporting purposes to keep the name together and for consistency.*

Alternate and Business Route Signage

These are recorded with an “A” for Alternate and “B” for Business as postfixes to the route number.

Code Alternate Routes as:

Code Business Routes as:



Cardinal Direction

Signage within a city may include the quadrant of the city in which the roadway exists. Additionally, for address purposes, a street name with a cardinal direction is distinctly different than one without or with another cardinal direction. Streets with cardinal directions (e.g., N, SW) may be included on ground mounted street name signs and/or overhead street name signs; when omitted for simplicity from the overhead sign then defer to the ground mounted sign. There is not a standard on signage for location of various elements of the street name, therefore the Cardinal Direction may be signed at the beginning or ending of the street name—record it where it is located. Use the following abbreviations:

Code	Definition
N	North
S	South
E	East
W	West
NE	Northeast
NW	Northwest
SE	Southeast
SW	Southwest

Suffix

Use the Official USPS standard street suffix abbreviations (See *Appendix K* for full list). This improves consistency throughout the State. Do not add the period after the abbreviation. Below are only a few of the suffixes as examples:

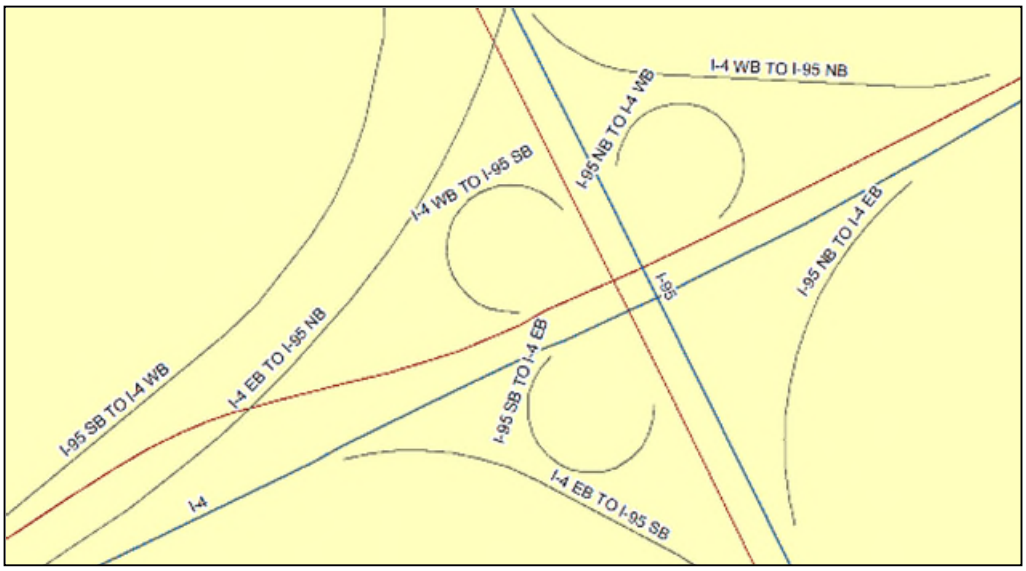
Code	Definition
ST	Street
BLVD	Boulevard
TRL	Trail
LN	Lane
AVE	Avenue
PKWY	Parkway
CT	Court

Ramps

Typically, ramps are named by referencing the mainline roadway for which access is provided. A ramp providing access for an interstate and another roadway will be named after the interstate. However, further guidance is used when two limited access roads connect to ensure the ramp is referenced correctly. FDOT uses the first 5 digits of a mainline to identify the ramps and frontage roads associated with it. The preferred method is to include the direction of the facilities being connected when there are multiple ramps.

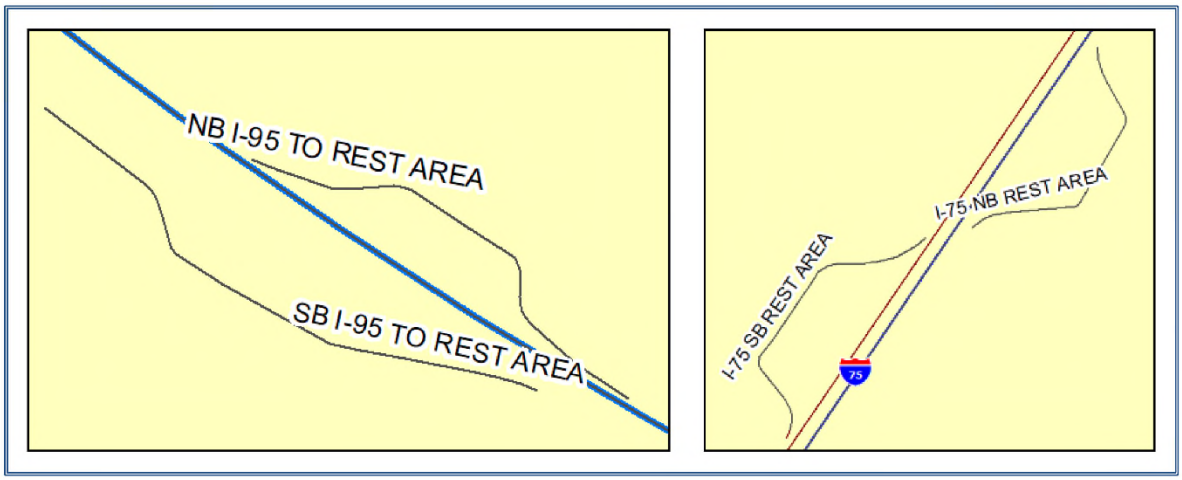
Interchange Ramp Names

Interchange ramps use the directionality when it is from one direction to only one direction.



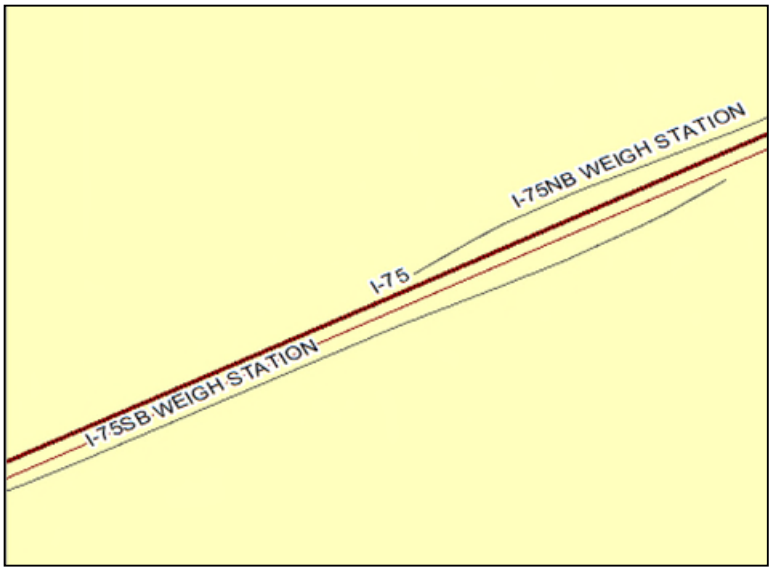
Rest Area Ramp Names

A Ramp to a Rest Area also uses the direction of the mainline.



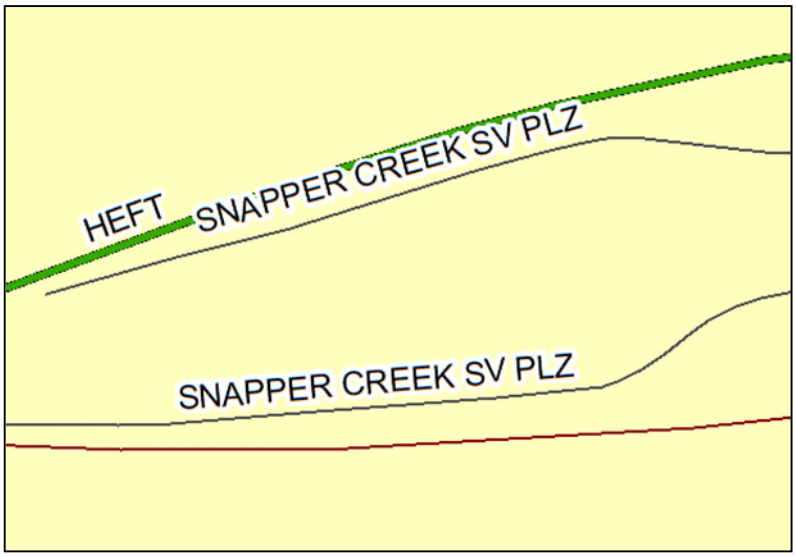
Weigh Station Ramp Names

A Ramp to a Weigh Station also uses the direction of the mainline.



Toll and Service Plaza Ramp Names

A Ramp to a Service Plaza indicates the name of the plaza since it is more unique than other ramps.



Roadway Naming Signage Type Hierarchy

When multiple signs exist, use the sequence below to help ensure consistency for local names.

1. Ground Mounted Street Name Sign

2. Overhead Street Name Sign

3. Interstate Marker

4. U.S. Route Marker

5. SR Marker

6. CR Marker

7. Memorial Designation Sign

8. Other Roadway Designation Sign

FEATURE 115
SPECIAL DESIGNATION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	Yes	Length	Yes	Yes

Responsible Party for Data Collection	*Central Office Coordination*—The State Scenic Highway Coordinator (Production Support Office) will convey designation information to the Multimodal Data System Coordinator (TDA) who will determine the appropriate roadway IDs, the beginning and ending milepoints for the designated roadways. *District Coordination*—The District Planning data collectors and District Scenic Highway Coordinators will coordinate and advise Central Office on any differences and assist in ensuring the data accuracy.

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, protection and enhancement of the cultural, historical, archeological, recreational, natural and scenic resources of designated Florida highways. For more information about the Florida Scenic Highway Program, please visit the website: https://floridascenichighways.com.

SCENEHWY | SCENIC HIGHWAY DESIGNATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Outdoor Advertising Office, Statewide Scenic Highway Coordinators, Public	All roadways designated as a scenic highway by the Production Support Office.	N/A	N/A

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: Record from the beginning milepoint to the ending milepoint of the designated roadway.

Each Florida scenic highway is accompanied by a Corridor Management Plan (CMP) or Byway Management Plan (BMP) prepared by a byway organization. The byway organization implements the CMP/BMP in partnership with FDOT and local partners. The State Scenic Highway Coordinator transmits a copy of the official letter of designation, which specifies the designated roadways and termini, to the Multimodal Data System Coordinator for scanning and maintaining in the Electronic Documentation Management System (EDMS) for historical purposes. This is applicable to both new designations and extensions of current designations.

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 State Scenic Highway Coordinator.

Special Situations: Some designations may exist on local roads. Designations may extend across multiple roadway IDs. Districts are to field verify the location of the milepoints, prepare and submit an LRS package to TDA to update the milepoints for this characteristic.

Codes	Scenic Highway Names
A1AHB	A1A Scenic & Historic Coastal Byway
BBH	Bradenton Beach Scenic Highway
BBSB	Big Bend Scenic Byway
BCASH	Broward County A1A Scenic Highway
CC	Courtney Campbell Scenic Highway
FBB	Florida Black Bear National Scenic Byway
FKH	Florida Keys Scenic Highway
GMB	Green Mountain Scenic Byway
HCH	Heritage Crossroads: Mile of History
IRL	Indian River Lagoon National Scenic Byway
IRLTC	Indian River Lagoon—Treasure Coast Scenic Highway
JCPMH	JC Penney Memorial Scenic Highway
LBMT	Lemon Bay/Myakka Trail Scenic Highway
MGH	Martin Grade Scenic Highway
OFH	Old Florida Heritage Highway
OIT	Ocean Islands Trail
OLAT	Ormond Scenic Loop & Trail
PBH	Pensacola Scenic Bluffs Highway
PSH	Palma Sola Scenic Highway
ROLHC	River of Lakes Heritage Corridor
SH30A	Scenic Highway 30-A
SSHBC	Scenic Sumter Heritage Byway
SSP	Suncoast Scenic Parkway
TRH	The Ridge Scenic Highway
TTH	Tamiami Trail Highway (*Obsolete*)
TTWGCW	Tamiami Trail—Windows to the Gulf Coast Waters Scenic Highway
WBT	William Bartram Scenic and Historic Highway
HHB	Halifax Heritage Byway

SCENEDTE | SCENIC HIGHWAY DESIGNATION DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Outdoor Advertising Office, Public	All roadways designated as a scenic highway by the Production Management Office.	N/A	N/A

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 date.

Cross-Reference/Tolerance: Review and confirm the date is entered correctly in RCI for specified limits.

How to Gather this Data: The date of the scenic highway designation must come from the official 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 Multimodal Data System Coordinator.

Value for Scenic Highway Designation Date: 8 Bytes: MMDDYYYY Example: 12012017 is December 1, 2017

SCENEEXT | SCENIC HIGHWAY DESIGNATION EXTENSION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Outdoor Advertising Office, Public	All roadways designated as a scenic highway by the Production Management Office.	N/A	N/A

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

Cross-Reference/Tolerance: The designated map and designated limits will be reviewed to ensure they match.

How to Gather this Data: The State Scenic Highway Coordinator will identify which extension, if any, for the scenic highway designation. The designated limits should correspond to the roadway ID milepoint limits. Districts will field verify the milepoints.

Special Situations: Existing scenic highways that do not have a SCENEEXT will only be updated once a signed letter is sent to the Multimodal Data System Coordinator in TDA. Any new Scenic Highway Designation will receive a roadway ID number assignment. The Districts will work in tandem with the Multimodal Data System Coordinator to submit an LRS package to TDA for the roadway ID number assignment and approximate milepoints for the limits of the designation to be entered into RCI.

Codes	Descriptions
00	Original Designation
01	1st Extension
02	2nd Extension
03	3rd Extension
04	4th Extension
05	5th Extension

FEATURE 116
FREIGHT NETWORK

NHFN | NATIONAL HIGHWAY FREIGHT NETWORK

Roadway Side	HPMS	Feature Type	Interlocking
C	4	Length	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 with ***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.

Includes both Primary Highway Freight System (PHFS) and PHFS Intermodal Connectors.

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—FMO and MPOs.

For further assistance, please contact the FMO office at (850) 414-2602.

Required For: Prioritizing projects for NHFP funding.

Who/What uses this Information: FMO, 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 gathered by FMO. The PHFS and non-CRFC and CUFC networks are designated and approved by FHWA. The CUFCs and CRFCs are designated by FMO and MPOs and submitted by FDOT FMO Office for designation approval by FHWA.

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

Codes	Descriptions
1	PHFS (Primary Highway Freight System) Routes
2	Interstate not on the PHFS
3	CRFC (Critical Rural Freight Corridor)
4	CUFC (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:

- Public roads not in an urbanized area.
- Require identification by the State's responsibility.
- Provides access and connection to the PHFS and the interstate.
- May include other important ports, public transportation facilities, or other intermodal freight facilities.
- 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 percent 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.

Is important to the movement of freight within the region, as determined by the MPO or the State.

NHFNCON | NATIONAL HIGHWAY FREIGHT NETWORK CONNECTOR

Roadway Side	HPMS	Feature Type	Interlocking
C	4	Length	Yes

Definition/Background: The National Highway Freight Network (NHFN) Connector, established by Federal Highway Administration (FHWA).

Responsible Party for Data Collection: For PHFS Connector—FHWA—FMO and MPOs.

For further assistance, please contact Central FMO office at (850) 414-2602.

Required For: Prioritizing projects for NHFP funding.

Who/What uses this Information: FMO, 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 Connector provided by FHWA.

How to Gather this Data: The data is gathered by FMO. The PHFS Connectors are designated and approved by FHWA.

Codes	Descriptions
8	PHFS Intermodal Connectors

FEATURE 117

FIPS DESIGNATED BOUNDARIES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes
Responsible Party for Data Collection	TDA Multimodal Data Systems Coordinator				

Definition/Background: Feature 117 identifies the federal FIPS place codes and urban area codes.

FIPSPLCD | FIPS CENSUS PLACE (CITY) CODE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		FHWA, HPMS	All functionally classified roadways inside incorporated cities, ramps with ramp functional classification, and Managed Lanes.	N/A	N/A

Definition/Background: Cities and urban areas in the state are assigned the 5-digit Census FIPS identification number.

How to Gather this Data: Codes are assigned using an automated process completed bi-annually/annually, (depending on Florida Geographic Data Library (FGDL) city boundary data availability using the Florida Department of Revenue (FDOR) parcel data) as provided by Central Office TDA.[1]

FIPS Code	Places
00375	Alachua
00625	Alford
00950	Altamonte Springs
01000	Altha
01475	Anna Maria
01625	Apalachicola
01700	Apopka
01750	Arcadia
01775	Archer

FIPS Code	Places
02250	Astatula
02400	Atlantic Beach
02500	Atlantis
02550	Auburndale
02750	Avon Park
02681	Aventura
03250	Baldwin
03275	Bal Harbour
03675	Bartow

FIPS Code	Places
03725	Bascom
03975	Bay Harbor Islands
04150	Bay Lake
05075	Belleair
05100	Belleair Beach
05125	Belleair Bluffs
05150	Belleair Shore
05200	Belle Glade
05300	Belle Isle

[1] City limit boundaries are updated by FGDL to reflect any parcels that had tax code changes. In some cases, boundaries are checked against pdf maps, web maps, or other spatial datasets that are accessed and downloaded from local city or county webpages. If not already reflected in tax codes, annexations were added based on data obtained from the Bureau of Economic and Business Research (BEBR).

FIPS Code	Places
05375	Belleview
04975	Bell
06100	Beverly Beach
06600	Biscayne Park
06925	Blountstown
07300	Boca Raton
07450	Bonifay
07525	Bonita Springs
07775	Bowling Green
07875	Boynton Beach
07975	Bradenton Beach
07950	Bradenton
08175	Branford
08575	Briny Breezes
08600	Bristol
08700	Bronson
08725	Brooker
08800	Brooksville
09550	Bunnell
09625	Bushnell
09700	Callahan
09725	Callaway
09900	Campbellton
10250	Cape Canaveral
10275	Cape Coral
10725	Carrabelle
10975	Caryville
11050	Casselberry
11225	Cedar Key
11325	Center Hill
11362	Century
11800	Chattahoochee
11925	Chiefland
11975	Chipley

FIPS Code	Places
12325	Cinco Bayou
12875	Clearwater
12925	Clermont
13000	Clewiston
13050	Cloud Lake
13175	Cocoa Beach
13150	Cocoa
13275	Coconut Creek
13400	Coleman
14125	Cooper City
14250	Coral Gables
14400	Coral Springs
14850	Cottondale
15375	Crescent City
15475	Crestview
15575	Cross City
15775	Crystal River
15968	Cutler Bay
16125	Dade City
16335	Dania Beach
16450	Davenport
16475	Davie
16525	Daytona Beach
16550	Daytona Beach Shores
16675	Debary
16725	Deerfield Beach
16800	DeFuniak Springs
16875	Deland
17100	Delray Beach
17200	Deltona
17325	Destin
17935	Doral
18550	Dundee
18575	Dunedin

FIPS Code	Places
18675	Dunnellon
18875	Eagle Lake
19650	Eatonville
19725	Ebro
19825	Edgewater
19900	Edgewood
20650	El Portal
21150	Estero
21250	Esto
21350	Eustis
21425	Everglades City
21850	Fanning Springs
22100	Fellsmere
22175	Fernandina Beach
22550	Flagler Beach
22975	Florida City
24000	Fort Lauderdale
24100	Fort Meade
24150	Fort Myers Beach
24125	Fort Myers
24300	Fort Pierce
24475	Fort Walton Beach
24500	Fort White
24825	Freeport
24900	Frostproof
24975	Fruitland Park
25175	Gainesville
26050	Glen Ridge
26075	Glen Saint Mary
26250	Golden Beach
26550	Golf
27000	Graceville
27175	Grand Ridge
27256	Grant-Valkaria

FIPS Code	Places
27322	Greenacres
27400	Green Cove Springs
27550	Greensboro
27575	Greenville
27600	Greenwood
27650	Gretna
27800	Groveland
28000	Gulf Breeze
28175	Gulfport
28275	Gulf Stream
28400	Haines City
28452	Hallandale Beach
28575	Hampton
29150	Havana
29200	Haverhill
29275	Hawthorne
30000	Hialeah
30025	Hialeah Gardens
30200	Highland Beach
30325	Highland Park
30525	High Springs
30700	Hillcrest Heights
30750	Hilliard
30850	Hillsboro Beach
31350	Holly Hill
32000	Hollywood
32150	Holmes Beach
32275	Homestead
32650	Horseshoe Beach
32775	Howey-In-The-Hills
33150	Hypoluxo
33375	Indialantic

FIPS Code	Places
33425	Indian Creek Village
33450	Indian Harbour Beach
33600	Indian River Shores
33625	Indian Rocks Beach
33675	Indian Shores
33700	Indiantown
33800	Inglis
33900	Interlachen
33950	Inverness
34132	Islamorada, Village Of Islands
35000	Jacksonville
35050	Jacksonville Beach
35200	Jacob City
35375	Jasper
35425	Jay
35525	Jennings
35850	Juno Beach
35900	Jupiter Inlet Colony
35925	Jupiter Island
35875	Jupiter
36175	Kenneth City
36300	Key Biscayne
36325	Key Colony Beach
36475	Keystone Heights
36550	Key West
36950	Kissimmee
37225	Labelle
37300	Lacrosse
37375	Lady Lake
37525	Lake Alfred

FIPS Code	Places
37625	Lake Buena Vista
37650	Lake Butler
37775	Lake City
37800	Lake Clarke Shores
37975	Lake Hamilton
38025	Lake Helen
38250	Lakeland
38425	Lake Mary
38600	Lake Park
38625	Lake Placid
38950	Lake Wales
39075	Lake Worth
39375	Lantana
39425	Largo
39475	Lauderdale-By-The-Sea
39525	Lauderdale Lakes
39550	Lauderhill
39650	Laurel Hill
39700	Lawtey
39725	Layton
39750	Lazy Lake
39850	Lee
39875	Leesburg
40450	Lighthouse Point
40875	Live Oak
41150	Longboat Key
41250	Longwood
41577	Loxahatchee Groves
41825	Lynn Haven
41950	Macclenny
42150	Mcintosh
42400	Madeira Beach
42425	Madison

FIPS Code	Places
42575	Maitland
42625	Malabar
42650	Malone
42700	Manalapan
42900	Mangonia Park
43000	Marathon
43083	Marco Island
43125	Margate
43175	Marianna
43250	Marineland
43375	Mary Esther
43425	Mascotte
43575	Mayo
43900	Medley
44000	Melbourne Beach
43975	Melbourne
44075	Melbourne Village
44300	Mexico Beach
45025	Miami Beach
45000	Miami
45060	Miami Gardens
45100	Miami Lakes
45175	Miami Shores
45200	Miami Springs
45225	Micanopy
45425	Midway
45750	Milton
45900	Minneola
45975	Miramar
46500	Monticello
46525	Montverde
46550	Moore Haven
47050	Mount Dora
47200	Mulberry

FIPS Code	Places
47625	Naples
48100	Neptune Beach
48200	Newberry
48500	New Port Richey
48625	New Smyrna Beach
48750	Niceville
48900	Noma
49225	North Bay Village
49425	North Lauderdale
49475	North Miami Beach
49450	North Miami
49600	North Palm Beach
49675	North Port
49725	North Redington Beach
50450	Oak Hill
50575	Oakland Park
50525	Oakland
50750	Ocala
50900	Ocean Breeze
50950	Ocean Ridge
51075	Ocoee
51200	Okeechobee
51350	Oldsmar
51650	Opa-Locka
51825	Orange City
52125	Orange Park
52175	Orchid
53000	Orlando
53150	Ormond Beach
53500	Otter Creek
53575	Oviedo
53800	Pahokee

FIPS Code	Places
53875	Palatka
54000	Palm Bay
54075	Palm Beach Gardens
54150	Palm Beach Shores
54025	Palm Beach
54200	Palm Coast
54250	Palmetto
54275	Palmetto Bay
54425	Palm Shores
54450	Palm Springs
54725	Panama City Beach
54700	Panama City
55075	Parker
55125	Parkland
55475	Paxton
55750	Pembroke Park
55775	Pembroke Pines
55875	Penney Farms
55925	Pensacola
56150	Perry
56425	Pierson
56625	Pinecrest
56975	Pinellas Park
57425	Plantation
57550	Plant City
57950	Polk City
58025	Pomona Park
58050	Pompano Beach
58175	Ponce De Leon
58200	Ponce Inlet
58575	Port Orange
58600	Port Richey
58675	Port St. Joe
58715	Port St. Lucie

FIPS Code	Places
59200	Punta Gorda
59325	Quincy
59400	Raiford
59675	Reddick
59725	Redington Beach
59750	Redington Shores
60975	Riviera Beach
61500	Rockledge
62100	Royal Palm Beach
62425	Safety Harbor
62525	St. Augustine Beach
62500	St. Augustine
62625	St. Cloud
62775	St. Leo
62800	St. Lucie Village
62825	St. Marks
62885	St. Pete Beach
63000	St. Petersburg
63375	San Antonio
63650	Sanford
63700	Sanibel
64175	Sarasota
64400	Satellite Beach
64725	Sea Ranch Lakes
64825	Sebastian
64875	Sebring
64975	Seminole
65225	Sewall's Point
65425	Shalimar

FIPS Code	Places
66725	Sneads
66925	Sopchoppy
67175	South Bay
67325	South Daytona
67550	South Miami
67650	South Palm Beach
67675	South Pasadena
68135	Southwest Ranches
68275	Springfield
68525	Starke
68875	Stuart
69555	Sunny Isles Beach
69700	Sunrise
70075	Surfside
70345	Sweetwater
70600	Tallahassee
70675	Tamarac
71000	Tampa
71150	Tarpon Springs
71225	Tavares
71400	Temple Terrace
71525	Tequesta
71900	Titusville
72325	Treasure Island
72350	Trenton
73025	Umatilla
73675	Valparaiso
73900	Venice
74125	Vernon
74150	Vero Beach

FIPS Code	Places
74575	Virginia Gardens
74925	Waldo
75375	Wauchula
75450	Wausau
75600	Webster
75625	Weeki Wachee
75812	Wellington
75750	Welaka
76500	West Melbourne
76525	West Miami
76600	West Palm Beach
76658	West Park
76582	Weston
76975	Westville
77100	Wewahitchka
77400	White Springs
77675	Wildwood
77825	Williston
78000	Wilton Manors
78050	Windermere
78250	Winter Garden
78275	Winter Haven
78300	Winter Park
78325	Winter Springs
78775	Worthington Springs
78925	Yankeetown
79225	Zephyrhills
79250	Zolfo Springs
76417	Westlake

FIPSUACD | FHWA URBAN AREA CODE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		FHWA, HPMS	All functionally classified roadways inside incorporated cities, ramps with ramp functional classification, and Managed Lanes.	N/A	N/A

Definition/Background: An urban area is defined as a geographical region comprising, as a minimum, the Census Bureau defined urban boundaries (of population 5,000 and above) and adjusted to encompass the adjacent developed areas as provided for by FHWA regulations, **Sub-section 334.003(27), *F.S.***

How to Gather this Data: Record the FHWA Urban Area code assigned to the urban area from the table provided herein. Urban areas with population equal to or less than 5,000 will be assigned code, '99998'. All areas outside urban areas are assigned code, '99999'. This code normally changes only once every 10 years, following re-evaluation of the FHWA urban boundaries.

FHWA Code	Name
99998	Arcadia—Southeast Arcadia
99998	Belle Glade
99998	Big Pine Key
8974	Bonita Springs
13510	Cape Coral
99998	Chattahoochee
99998	Clewiston
99998	Crawfordville
99998	Crestview
99998	DeFuniak Springs
23311	Deltona
99998	Fellsmere
99998	Fernandina Beach
99998	Fort Meade
31060	Fort Walton Beach-Navarre-Wright
99998	Four Corners
99998	Frostproof
32167	Gainesville
39758	Homosassa Springs—Beverly Hills—Citrus Springs
99998	Immokalee
99998	Indiantown
99998	Interlachen
42346	Jacksonville
99998	Jasper
99998	Jupiter Farms
99998	Key Largo
99998	Key West

FHWA Code	Name
99998	Keystone Heights
45451	Kissimmee
99998	LaBelle—Port LaBelle
45937	Lady Lake—The Villages
99998	Lake Butler
99998	Lake City
99998	Lake Placid
46828	Lakeland
48799	Leesburg—Eustis—Tavares
99998	Live Oak
99998	Macclenny
99998	Marathon
99998	Marianna
99998	Marion Oaks
56602	Miami
99998	Nassau Village-Ratliff
63838	North Port—Port Charlotte
64567	Ocala
99998	Okeechobee—Taylor Creek
99998	Orangetree
65863	Orlando
99998	Pahokee
99998	Palatka
67105	Palm Bay—Melbourne
67134	Palm Coast—Daytona Beach—Port Orange

FHWA Code	Name
67294	Panama City
99998	Panama City Northeast
68482	Pensacola
99998	Perry
99998	Poinciana
99998	Poinciana Southwest
71479	Port St. Lucie
99998	Quincy
99998	Rainbow Lakes Estates
79606	Sarasota—Bradenton
80400	Sebastian—Vero Beach South—Florida Ridge
80416	Sebring—Avon Park
84024	Spring Hill
77230	St. Augustine
99998	Starke
99998	Sugarmill Woods
86464	Tallahassee
86599	Tampa—St. Petersburg
87787	Titusville
99998	Wauchula
96697	Winter Haven
99998	Woodville
99998	World Golf Village
99998	Yulee
98182	Zephyrhills

FEATURE 118

HPMS

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

Definition/Background: The Highway Performance Monitoring System (HPMS) is submitted to FHWA annually on the status of the public road network. Characteristics within this feature are only used for HPMS Sampling of the network. HPMS Samples are selected based on the strata of Functional Classification, Urban Size, Urban Area, and Traffic Volume Group. The HPMS Sample Panel is statistically representative of the entire network.

HPMS Sample Number and Type

The location and existence of the HPMS Sample is determined by coding the HPMSID Number and the HPMS Sample Type. Samples need to begin and end at physical locations that can be found in the field. The preferred practice is to use intersections or structures. However, there may be a need to use alternative locations on limited access or rural roadways such as changes in the number of lanes. Detailed instructions are included in the Chapter 4: Data Collection Process or contact the TDA HPMS Coordinator for assistance.

HPMSIDNO | HPMS SAMPLE ID NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
Primary Key	N/A	FHWA	All HPMS standard samples and all donut samples.	N/A	N/A

Definition/Background: Denotes the 12-digit number uniquely identifying the sample section. This number cannot be changed once assigned by the HPMS Coordinator (TDA).

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

HPMS ID NUMBER

99-000-010-1275

990900010025

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: XXXXXXXXXXXX—Record the 12-digit HPMS ID number

LOADTDEV | HPMS SAMPLE TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	HPMS Coordinator (TDA)	HPMS samples to address under sampling or samples totally on structures or the sample will remain stationary. Effective August 2017.	N/A	N/A

HPMS Sample Type

Definition/Background: HPMS Sample Type indicates the situation where a sample requires additional review by Central Office when changes are made and is coded by either Central Office or the District.

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. Stationary samples will be coded 3 by TDA when a sample is selected to address a unique sample adequacy issue. Stationary samples can begin or end at an administrative feature, including urban boundaries, traffic flow breaks, and changes in number of lanes.

If any of the sample milepoints are outside of the structure milepoints or the sample is not stationary, do not input a value for HPMS Sample Type.

Special Situations: When roadway changes are made that require sample milepoint adjustments on stationary samples the sample must be checked against the sample adequacy in the FHWA HPMS software.

Codes	Descriptions
2	Sample totally on structure
3	Stationary sample (Effective August 2017)

Intersections

There are three types of At Grade Intersections Other, Stop and Signal.

All examples have been updated to reflect the changes to coding multiple entrances to large facilities. Effective September 2019.

ATGROTHR | OTHER OR NO CONTROL AT-GRADE INTERSECTIONS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
33	N/A	FHWA	HPMS standard samples on partial or no access control.	N/A	N/A

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

Cross-Reference/Tolerance: 1

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

Include the last intersection on a sample and not the first one.

Include all at grade others for facilities with multiple entrances and exits. Effective September 2019.

Include the intersection in your count if:

- It has no controls (i.e., no stop signs or signals that cycles red, yellow and green); “or”
- It ends at the sample intersection centerline; “or”
- It has a local street name 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 or gated; “or”
- It has the capabilities of a full three-cycle light (red, yellow, green) but is predominantly used as a flashing yellow light “or”
- It has a flashing yellow light; “or”
- It is a round-about.

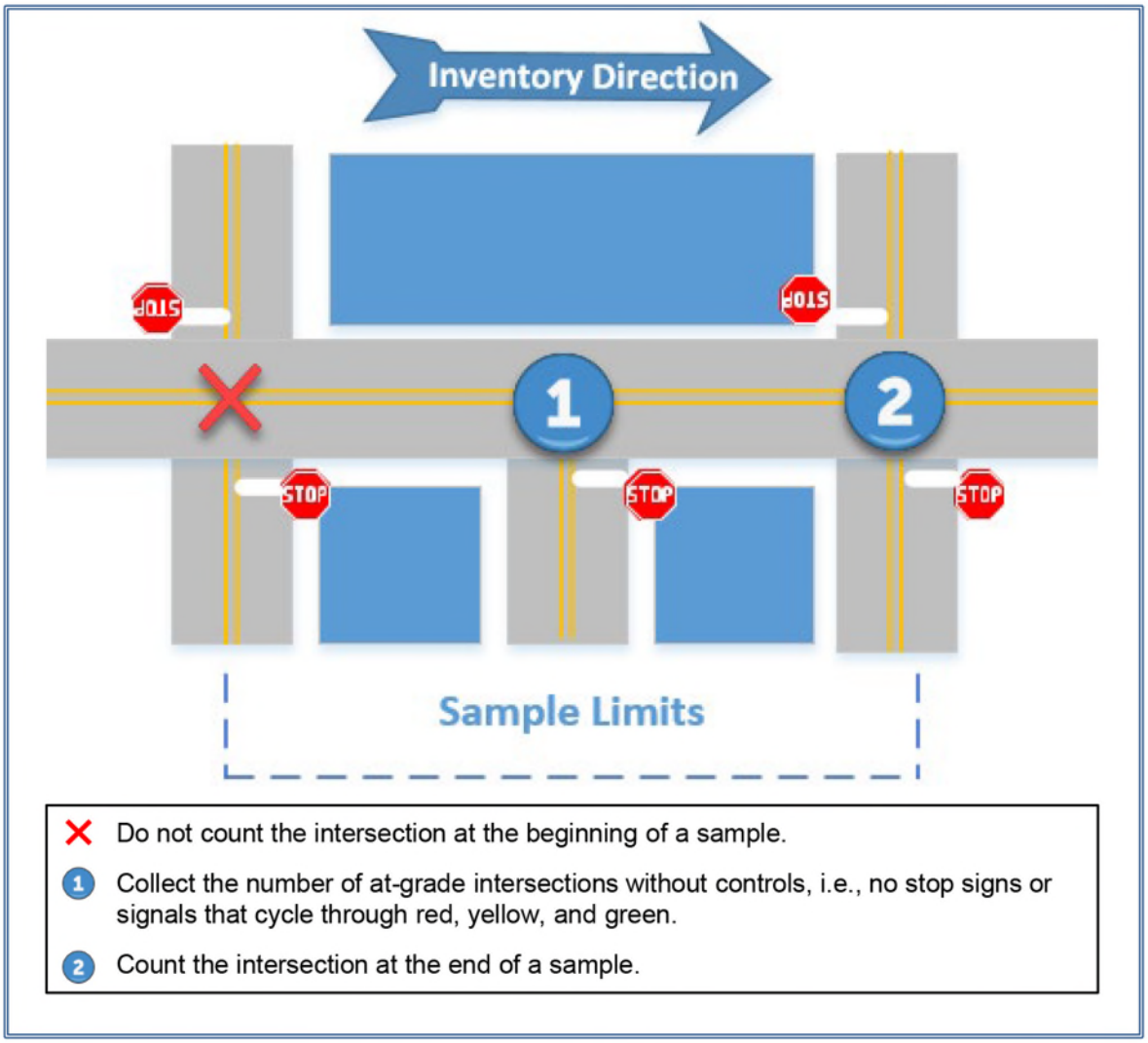
Special Situations: Do not include an intersection in the count under any of the following conditions:

- It is private (e.g., dirt road with no sign).
- It is at the beginning point of a sample.

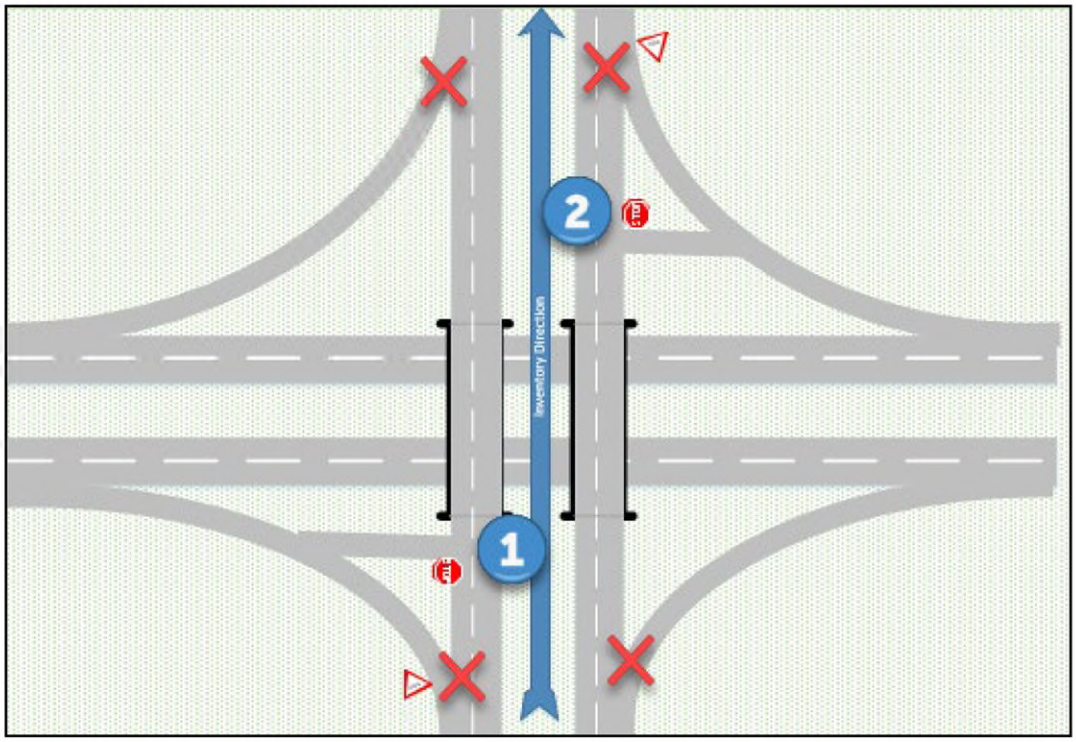
- It is a grade-separated highway (e.g., I-95). Usually the roadway spans over another via bridge and the ramps to the highway intersections are not at-grade.
- It is a yield such as a ramp, exit, or turn bay.
- It is a driveway for one or two businesses or dwellings and has a stop sign.
- It is a mid-block pedestrian crossing.

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

AT-GRADE OTHER INTERSECTIONS (IN GENERAL)



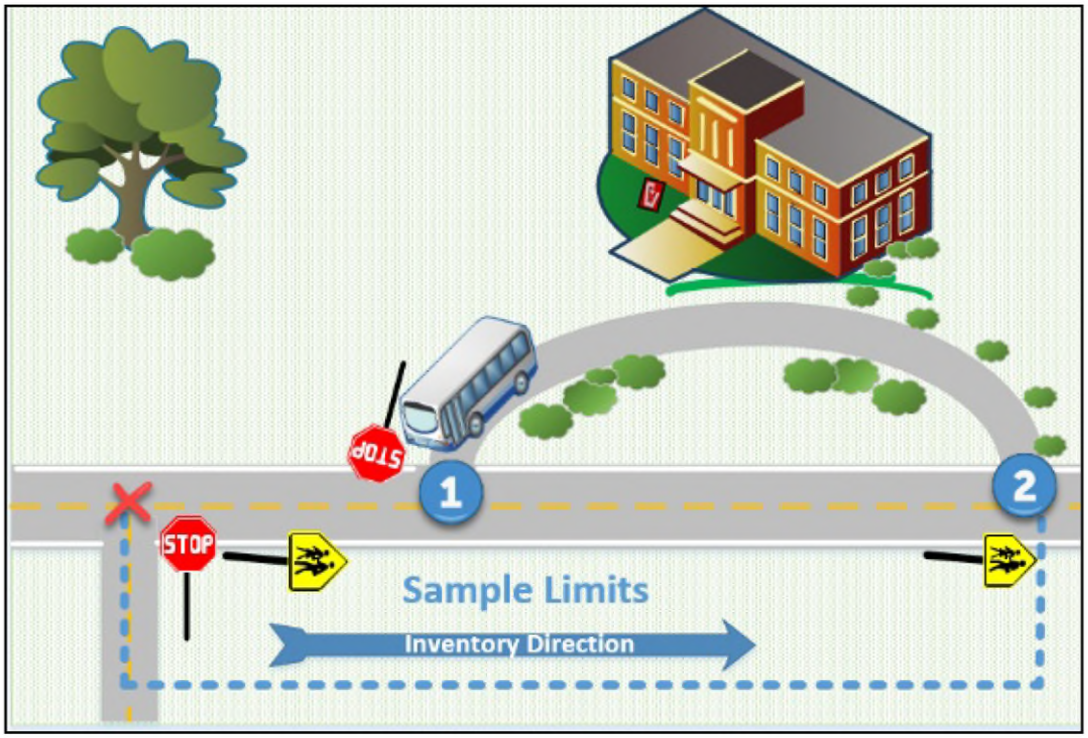
INTERSECTIONS ON ROADWAYS AT INTERCHANGES



✕ Do not count ramps that intersect with yield into a sample as an at-grade intersection.

1 2 These are at-grade other intersections.

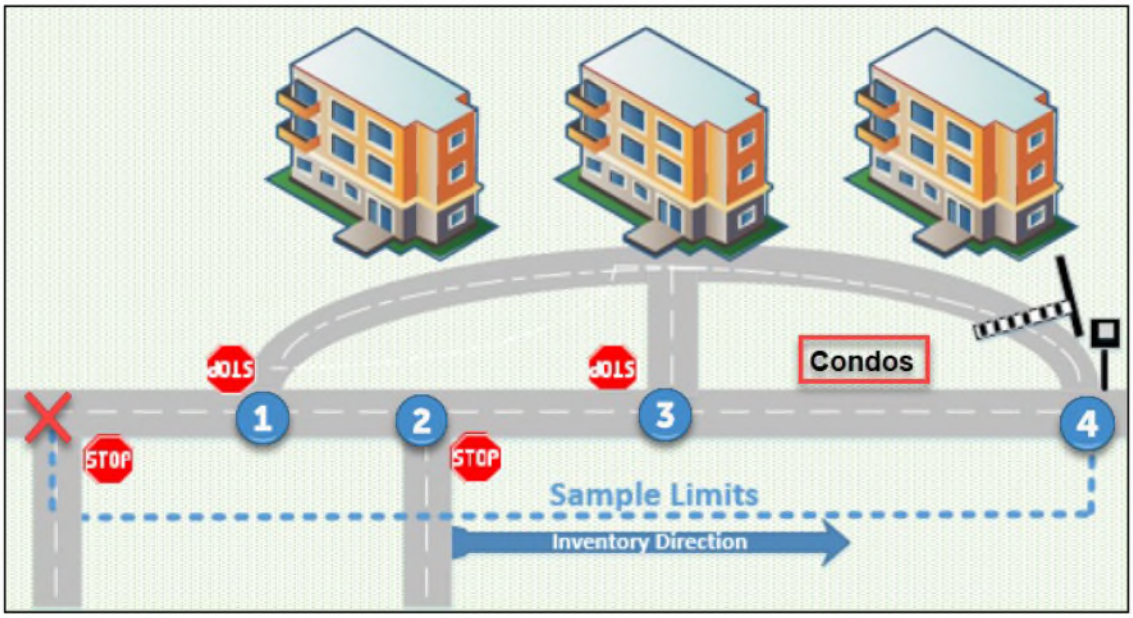
INTERSECTIONS AT SCHOOLS



✕ Do not count the first intersection as an at-grade intersection.

1 2 These are intersections at the school. Both are counted.

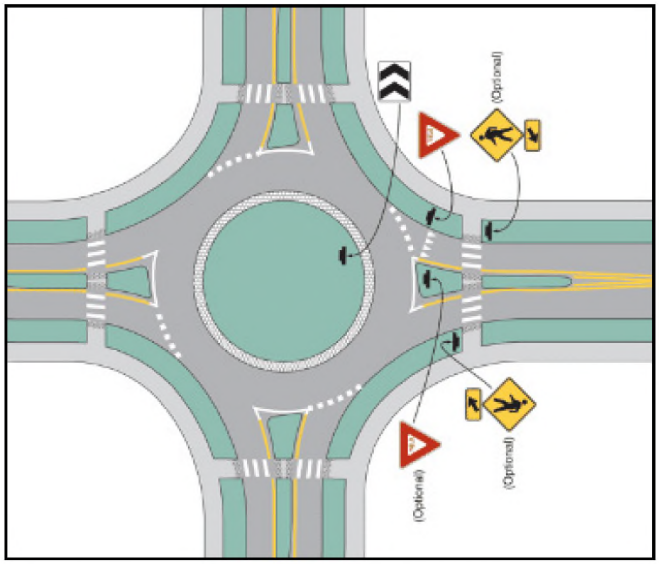
INTERSECTIONS AT APARTMENT COMPLEXES, CONDOS, AND OTHER LIKE SCENARIOS



✕ Do not count the first intersection as an at-grade intersection.

1 2 3 4 These are counted as at-grade other intersections. Collect all intersections at apartment complexes, schools, public buildings, even if there is a gate to restrict access to authorized persons only.

ROUNDABOUT INTERSECTIONS



These are counted as at grade others.

ATGRSIG | SIGNALS AT-GRADE INTERSECTIONS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
31	N/A	FHWA	HPMS standard samples on partial or no access control.	N/A	N/A

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

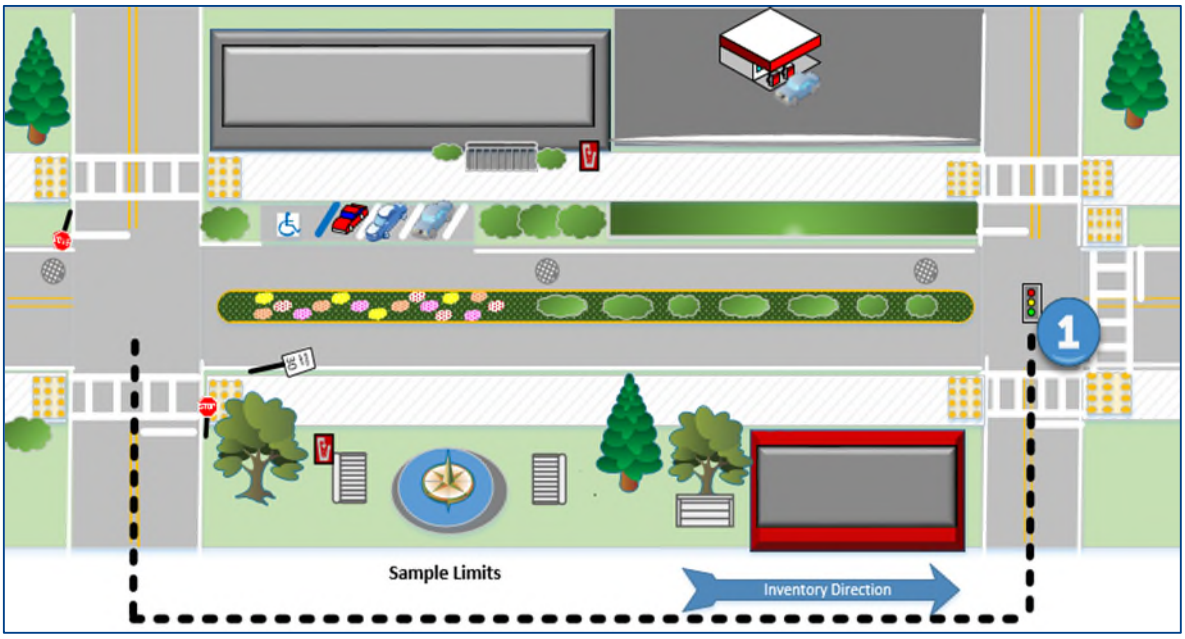
How to Gather this Data: Identify the number of at-grade intersections that have signals must cycle through red, yellow, and green. Code both sides of roadway. Include the last intersection on a sample and not the first one.

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 exists for emergency vehicles (e.g., at fire stations).
- The intersection is at the beginning point of a sample.
- The cross traffic is non-vehicular:
  - Mid-block signals for pedestrian crossings
  - Draw bridge signal for boat crossings

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

EXAMPLE



SIGPREV | PREVAILING TYPE OF SIGNALIZATIONS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
29	N/A	FHWA	HPMS standard samples on urban roadways with signals; optional for rural standard samples.	N/A	N/A

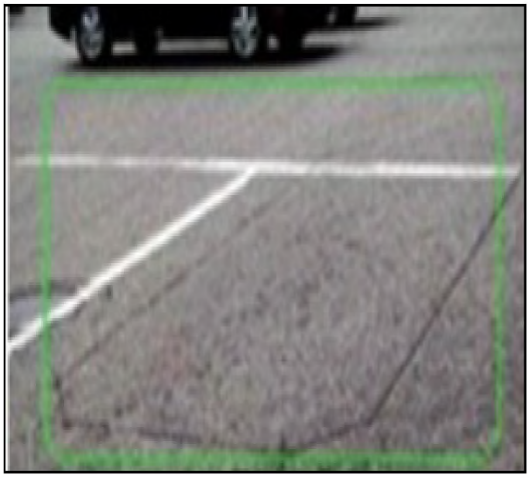
Definition/Background: Denotes how traffic lights are triggered.

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

Codes	Descriptions
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

ATGRSTOP | STOP SIGNS AT-GRADE INTERSECTIONS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
32	N/A	FHWA	HPMS standard samples on partial or no access control.	N/A	N/A

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

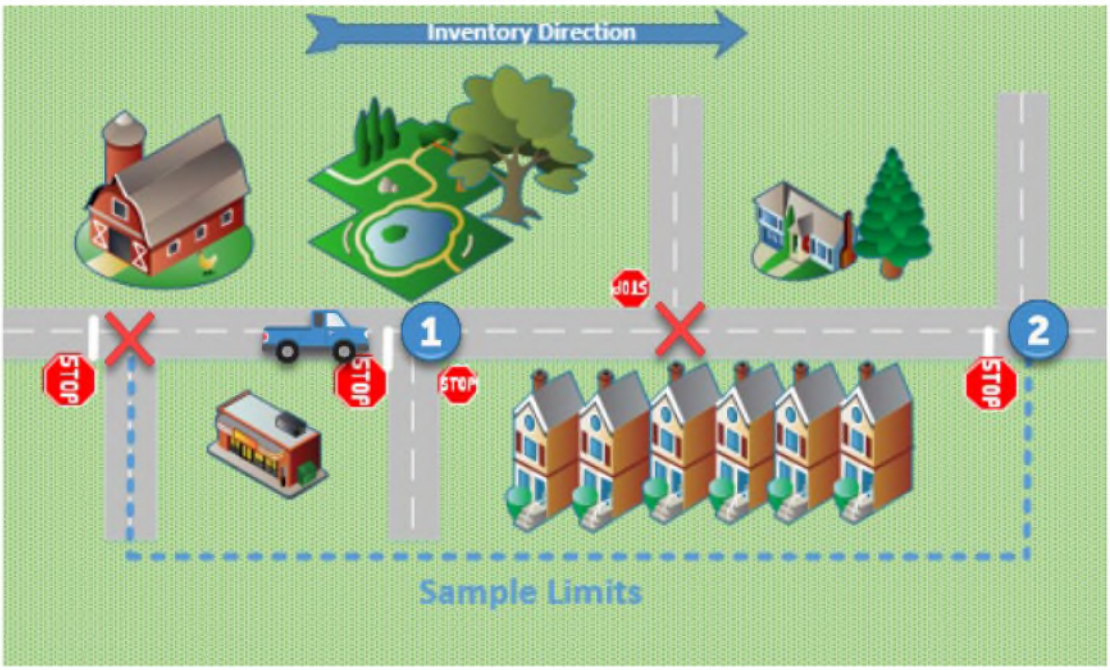
How to Gather this Data: Identify the number of at-grade intersections that have stop signs or flashing red signals controlling the route being inventoried. Include the last intersection on a sample and not the first one.

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.
- It is a mid-block pedestrian crossing.

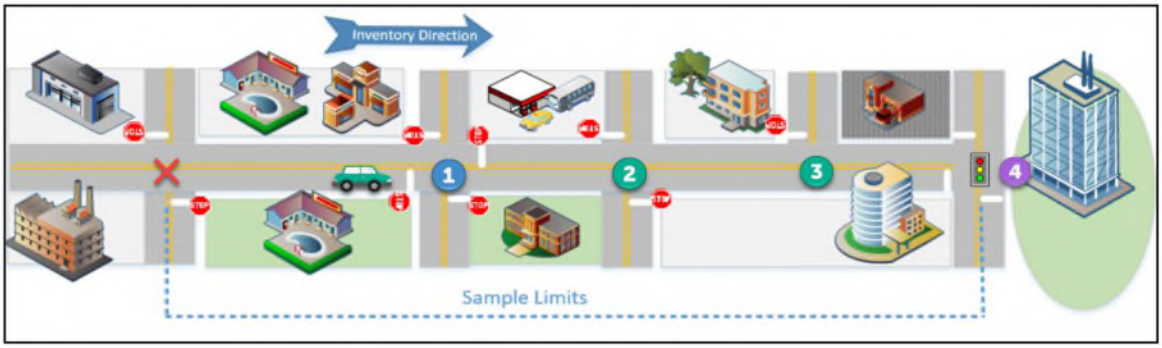
Value for Stop Signs at At-grade Intersections: 2 Bytes: XX—Number of intersections as defined, e.g., 03

AT-GRADE STOP INTERSECTIONS



- ✕ Do not count the first intersection as an at-grade intersection.
- (1) Include an at-grade stop intersection, when the vehicle must come to a stop on the sample.
- ✕ Do not count an intersection as an at-grade stop when the vehicle does not stop on the sample.
- (2) Include the last intersection if it is also an at-grade stop when the vehicle must come to a stop on the sample.

EXAMPLE | ALL AT GRADE INTERSECTION TYPES (SIGNAL, STOP, AND OTHER)



✕ Do not count the first intersection at the beginning of the sample.

1. At-Grade Stop—the intersection has a stop sign and/or flashing red signal. On the Sample, vehicles must stop before continuing through the intersection.
2. At-Grade Other—the intersection does not have stop signs, flashing red signals, nor a signal that cycles through green, yellow, red.
3. At-Grade Other—Another one (same as #2).
4. At-Grade Signal—the intersection has a signal that cycles through green, yellow, red.

Below are some examples that are **NOT** At-Grade Intersections.

Pedestrian Crossings not associated with an intersection, with or without signage or signals to stop vehicles are not At-Grade Intersections.

A signal for a drawbridge that stops through traffic to allow vessels to navigate the channel past the structure is not an At-Grade Intersection.

TURNLANL | TURN LANE LEFT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
13	N/A	FHWA	HPMS standard samples on urban roadways unless there are no intersections coded in ATGRSIG, ATGRSTOP, or ATGROTHR.	N/A	N/A

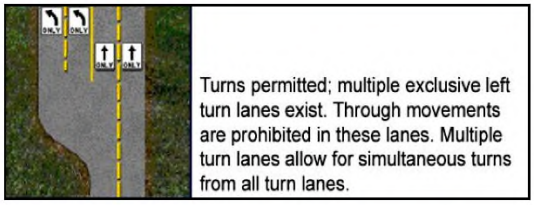
Definition/Background: Denotes type of left turn lane.

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.**

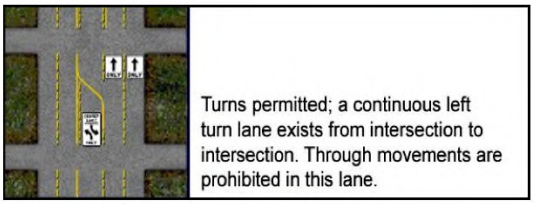
Special Situations: Do not code this characteristic if there are no intersections for the sample.

Codes	Descriptions
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

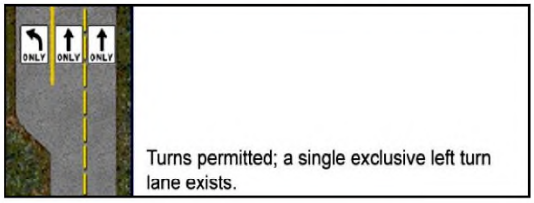
EXAMPLES



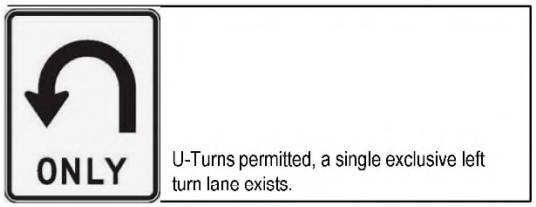
1: Multiple turning lanes/bays exist



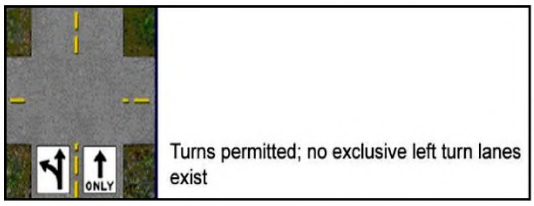
2: Continuous left turn lane



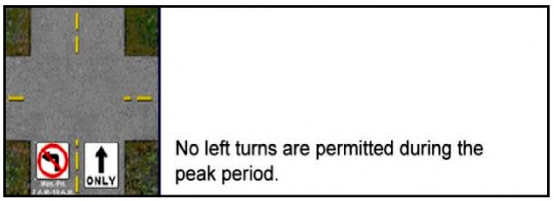
3: Single left turn lane/bay



3: Single left turn lane/bay. Effective September 2019.



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



5: No left turn allowed during peak

TURNLANR | TURN LANE RIGHT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
12	N/A	FHWA	HPMS standard samples on urban roadways unless there are no intersections coded in ATGRSIG, ATGRSTOP, or ATGROTHR.	N/A	N/A

Definition/Background: Denotes type of right turn lane.

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	Descriptions
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

Turns permitted; multiple exclusive right turn lanes exist. Through movements are prohibited in these lanes. Multiple turn lanes allow for simultaneous turns from all turn lanes.

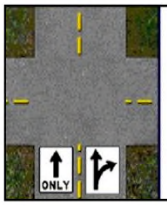
1: Multiple turning lanes/bays exist

Turns permitted; a continuous right turn lane exists from intersection to intersection. Through movements are prohibited in this lane.

2: Continuous right turn lane

Turns permitted; a single exclusive right turn lane exists.

3: Single right turn lane/bay



Turns permitted; no exclusive right turn lanes exist

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

No right turns are permitted during the peak period.

5: No right turn allowed during peak

Curves, Grades, Sight Distance, and Terrain

Curves by Class, Grades by Class, Passing Sight Distance, and Terrain are used to indicate the general roadway alignment.

CURCLASX | CURVES BY CLASS (X=A-F)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
43	N/A	FHWA	HPMS standard samples on paved rural principal and minor arterials and urban principal arterials.	N/A	N/A

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.

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°00' and above

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)

GRACLASX | GRADES BY CLASS (X=A-F)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
45	N/A	FHWA	HPMS standard samples on paved rural principal and minor arterials and urban principal arterials.	N/A	N/A

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

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

How to Gather this Data: Collected from construction plans where possible. If the RCI input screen requires the first two digits to be coded, 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.

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

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)

SIT1500 | % OF PASSING SIGHT DISTANCE >=1500 FEET

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
46	N/A	FHWA	HPMS standard samples on rural, paved two-lane sample sections.	N/A	N/A

Definition/Background: Denotes percent of roadway with adequate sight-distance for passing. Only code for two-lane paved rural roadways in the inventory direction (Dec 2018).

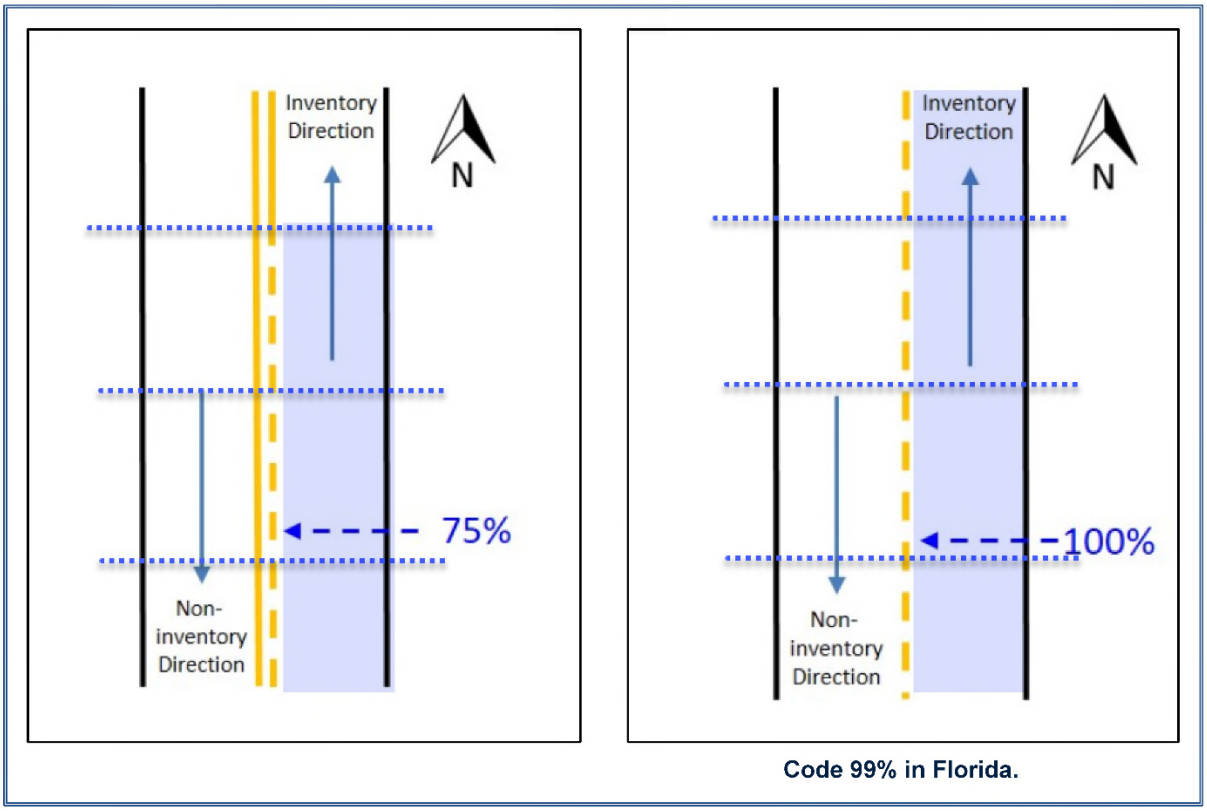
How to Gather this Data: Record the percent of the section length that has a passing sight distance of 1,500 feet or more as indicated by the striping on the roadway in the inventory direction. Use the Distance Measuring Instrument (DMI) or measuring wheel to measure the sight distance. Effective September 2019.

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.

Special Situations: Codes 99 for 100 percent on samples because this is a two-digit field.

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

SIT1500 EXAMPLES



Source: FHWA Office of Operations.

TERRAIN | TYPE OF LAND TERRAIN

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
44	N/A	FHWA	HPMS standard samples on rural roadways.	N/A	N/A

Definition/Background: Denotes whether a roadway segment is rolling or 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.

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.

Mountainous Terrain

Codes	Descriptions
1	Level
2	Rolling

Note: Florida does not have Mountainous Terrain—it is shown to emphasize what that might look like with warning signage.

Peak Lanes, Parking, Widening Obstacles and Widening Potential

PEAKLANE | NUMBER OF LANES IN PEAK DIRECTION IN PEAK HOUR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
10	N/A	FHWA	All HPMS standard samples.	N/A	N/A

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

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 are legally used for through traffic, whether for Single Occupancy Vehicle (SOV) or High Occupancy Vehicle (HOV) operation. This includes the associated managed lanes in the peak direction. Effective September 2019.

- 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	Descriptions
1	One lane
2	Two lanes
3	Three lanes
4	Four lanes
5	Five lanes
6	Six Lanes
7	Seven Lanes
8	Eight Lanes
9	Nine Lanes

TYPEOP | TYPE OF PARKING

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
40	N/A	FHWA	HPMS standard samples on urban roadways that predominantly have parking within the through lanes or on paved shoulders during the peak hour.	N/A	N/A

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.

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.

Do not include parking if parking spaces are used as through lanes or turning lanes during the peak hour.

Do not include parking on limited access facilities, such as interstates, freeways, and expressways.

Codes	Descriptions
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

WIDOBST | WIDENING OBSTACLES

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.

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
41	N/A	FHWA	All HPMS standard samples.	N/A	N/A

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. Effective September 2019.

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. The existence of a structure such as a bridge, tunnel, or underpass impacts the cost to widen the roadway and is an obstacle. Effective September 2019. For example, they may exist for other major transportation facilities (WIDOBSTB); or to cross environmentally sensitive areas (WIDOBSTF) or for terrain restrictions (WIDOBSTD).

Code	Description
1	Yes

WIDOBSTA | WIDENING OBSTACLES | DENSE DEVELOPMENT

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.

WIDOBSTB | WIDENING OBSTACLES | MAJOR TRANSPORTATION FACILITIES

Includes major rail lines, canals, airports, and major natural gas and oil pipelines.

WIDOBSTC | WIDENING OBSTACLES | OTHER PUBLIC FACILITIES

Includes hospitals, museums, major public office buildings, military bases, schools, and universities.

WIDOBSTD | WIDENING OBSTACLES | TERRAIN RESTRICTIONS

Includes geographic features requiring significant excavation, fill, or tunneling.

WIDOBSTE | WIDENING OBSTACLES | HISTORIC OR ARCHAELOGICAL SITES

Includes historic buildings, historic land, large monuments, cemeteries, and other known archeological sites.

WIDOBSTF | WIDENING OBSTACLES | ENVIRONMENTALLY SENSITIVE AREAS

Includes scenic landmarks, wetlands, bodies of water, canals, areas with protected species, and designated scenic routes and byways.

WIDOBSTG | WIDENING OBSTACLES | PARKLAND

Includes National, State, and local parks.

WIDOBSTX | WIDENING OBSTACLES | NONE (ROAD CAN BE WIDENED)

No obstacles present.

WIDPOTNL | WIDENING POTENTIAL LANES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
42	N/A	FHWA	All HPMS standard samples.	N/A	N/A

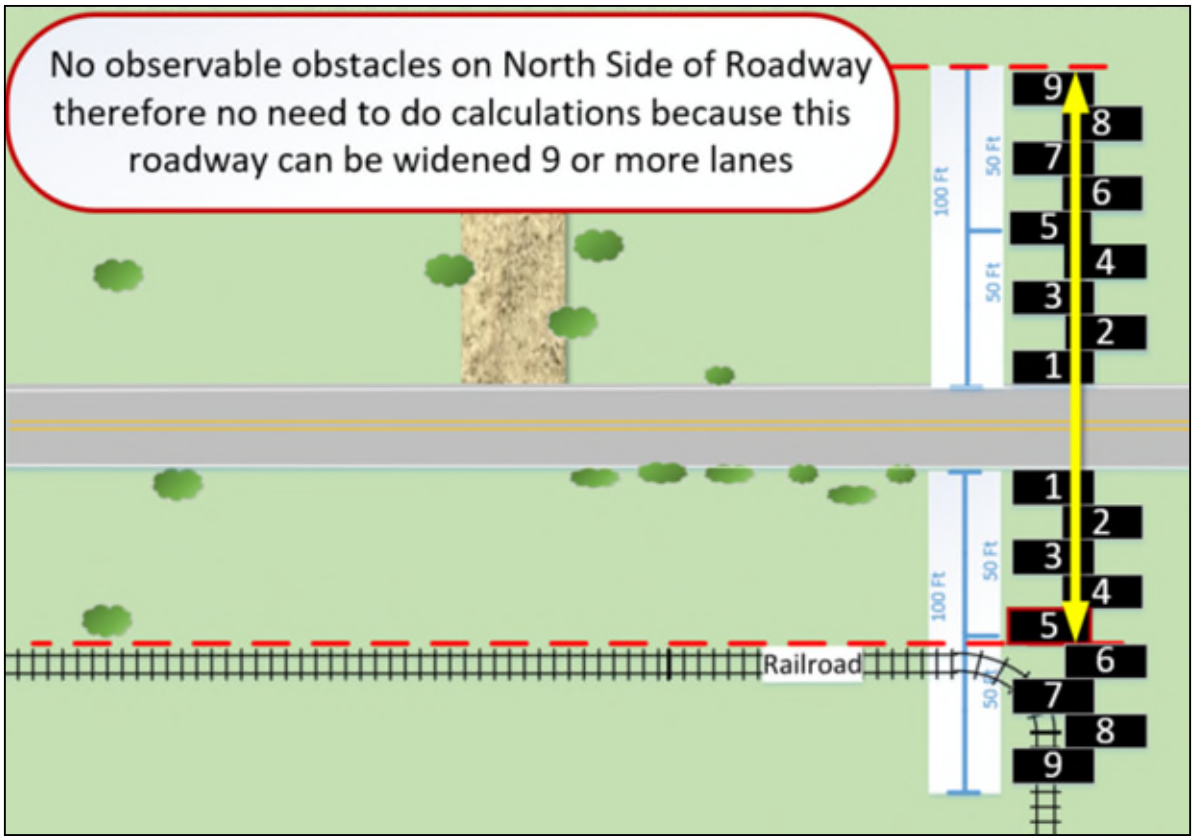
Definition/Background: The number of through lanes that potentially could be added. This is based on how feasible it is to widen the existing roadway based on the presence of obstacles to widening identified in WIDOBST_ (A-G and X) and the proximity of the obstacle to the roadway. Consider medians, areas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

How to Gather this Data: The widening potential for a sample is at the most restrictive area within the sample limits on either side of the road. 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 for the widening potential. Effective September 2019.

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. Effective September 2019.

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

EXAMPLE WHERE CALCULATIONS ARE NOT NECESSARY

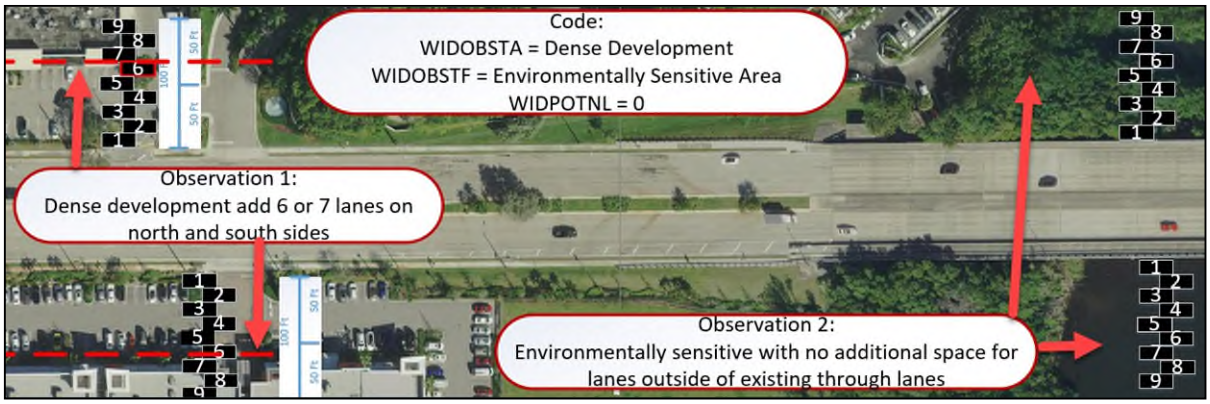


Steps	Descriptions
Identify	No obstacles on one side within 100 feet of outside edge of roadway
Find	The most restrict location on the sample
WIDPOTNL Results	9 Potential Lanes
Widening Obstacles (code only None)	WIDOBSTX (none) WIDOBSTB (transportation)—not coded because 9 or more lanes can be added

Calculation for Lane Estimation

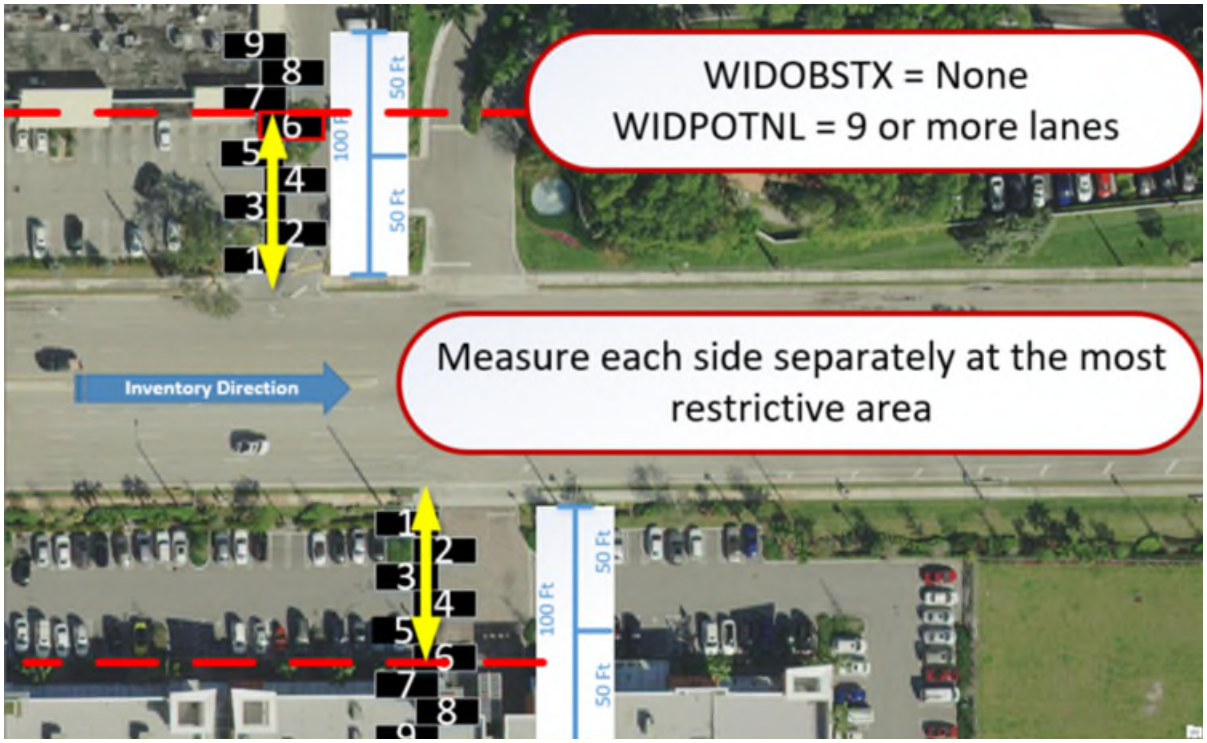
To calculate the number of potential lanes that can be added on the inventory direction of the roadway, measure to the nearest obstacle lateral from the outside through lane, then divide by 11 feet (minimum lane width) and round down. Next, do the same process for the non-inventory direction and sum both potential number of lanes for both directions for the total that is entered as the "Widening Potential." Effective September 2019.

EXAMPLE



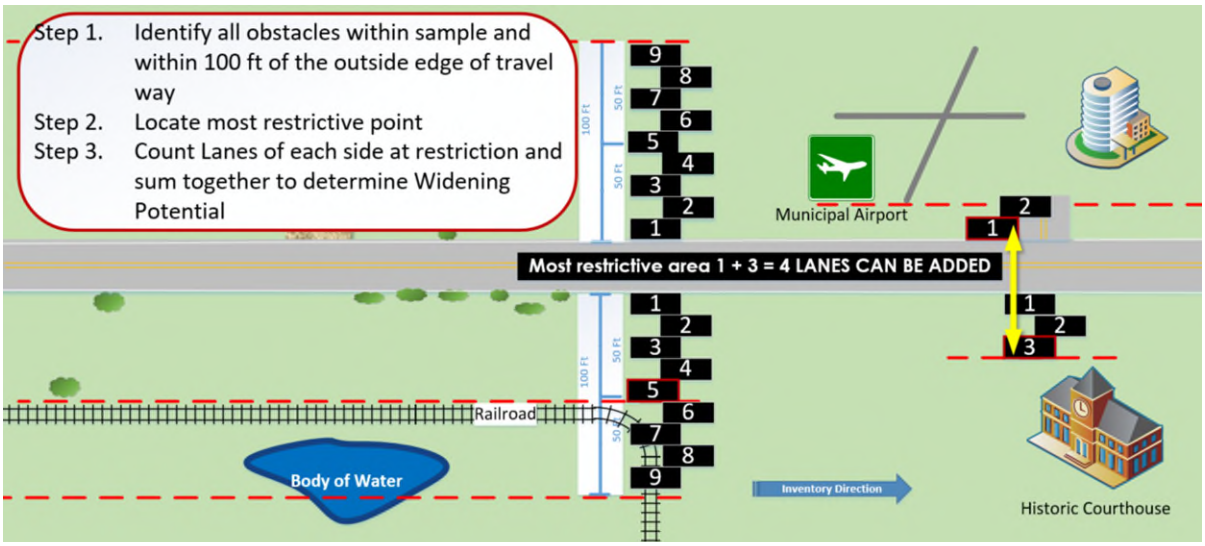
Steps	Descriptions
Identify	All obstacles on both sides within 100 feet of outside edge of roadway.
Find	The most restrict location on the sample (above is at the bridge over the environmentally sensitive area).
Inventory Direction	Measures from the outside through lane on the bridge to the bridge railing. 5 ft./11 ft. = 0.45 (rounded down to **0 potential lanes** on this side)
Opposite Direction	Measures from the outside through lane on the bridge to the bridge railing. 5 ft./11 ft. = 0.45 (rounded down to **0 potential lanes** on this side)
WIDPOTNL Results	**0 Potential Lanes** can be added = 0 on Inventory Direction + 0 on Opposite Direction.
Widening Obstacles (code all present)	WIDOBSTA (business—dense development), WIDOBSTF (body of water), and WIDOBSTF (river/marsh area).

EXAMPLE



Steps	Descriptions
Identify	All obstacles on both sides within 100 feet of outside edge of roadway.
Find	The most restrict location on the sample (above is at the businesses that are dense development in this scenario).
Inventory Direction	Measures 58 feet from the outside through lane to the structures. 58 ft./11 ft. = 5.2 (rounded down to 5 potential lanes on this side)
Opposite Direction	Measure 65 feet from the outside through lane to the structures. If there is not fence or utilities, make a conservative measurement. 65 ft./11 ft. = 5.9 (rounded down to 5 potential lane on this side)
WIDPOTNL Results	10 Potential Lanes can be added = 5 on Inventory Direction + 5 on Opposite Direction Note: 9 is maximum Potential Lanes that can be coded—round down to 9.
Widening Obstacles (code only None)	WIDOBSTX (none). WIDOBSTA (dense development)—not coded because 9 or more lanes can be added.

EXAMPLE



Steps	Descriptions
Identify	All obstacles on both sides within 100 feet of outside edge of roadway.
Find	The most restrict location on the sample (above is at Airport & Historic Courthouse).
Inventory Direction	Measures 36 feet from the outside through lane to the court house/historical structure. 36 ft./11 ft. = 3.3 (rounded down to 3 potential lanes on this side)
Opposite Direction	Measure 20 feet from the outside through lane to the airport. If there is not fence or utilities, make a conservative measurement. 20 ft./11 ft. = 1.8 (rounded down to 1 potential lane on this side)
WIDPOTNL Results	4 Potential Lanes can be added = 3 on Inventory Direction + 1 on Opposite Direction.
Widening Obstacles (code all present)	WIDOBSTB (railroad & airport), WIDOBSTF (body of water), WIDOBSTC (courthouse), WIDOBSTE (historical courthouse).

If you encounter a sample that is difficult to determine the widening potential, contact the HPMS Coordinator for assistance.

FEATURE 119

HPMS UNIVERSE

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	No	Yes
Responsible Party for Data Collection		District Planning and see characteristics for specific instructions.			

Definition/Background: HPMS Universe Data is collected for the purpose of HPMS and extends beyond the HPMS Sample Limits.

The characteristics in this feature are grouped by purpose to improve the usage of the handbook materials.

Ramps

This information is coded on Ramps.

RAMPFC | RAMP FEDERAL CATEGORY

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
1		FHWA, HPMS	All **interchange** ramps, whether directly or indirectly connected to the mainline facilities with codes 1–7. All other ramps required code 0 for N/A. Effective September 2019.	N/A	N/A

Definition/Background: The federal category of the ramp, defined as the functional classification of the mainline roadway which it serves. It must be part of an interchange.

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: Ramps that connect a mainline to a rest area, service plaza, tollbooth, or weigh station should be coded with 0 for N/A.

Codes	Descriptions
0	N/A (code N/A if this is not a grade separated ramp)
1	Interstate
2	Principal Arterial—Other Freeways and Expressways
3	Principal Arterial—Other
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local

Every Active/Exclusive ramp requires a code. By coding N/A for when not applicable it indicates the district has reviewed the ramp for accuracy.

Toll Roads

These are toll characteristic used only for HPMS. Where managed lanes exist, code TOLLTYPE, TOLLCHGS, HOVTYPE, and HOVNUMLN on the associated mainline roadway ID. The milepoint limits for these characteristics should exactly match the milepoints coded for the begin/end point of the managed lane. For more information on Toll Roads, see Feature 122.

TOLLCHGS | TOLL CHARGES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
15	FDE	FHWA, HPMS	All functionally classified roadways.	N/A	N/A

Definition/Background: Identifies where a toll is charged in one direction, both directions, or none on a toll facility.

How to Gather this Data: On segments where the begin/end points of a tolled facility are offset from one another, use code 1 to indicate that a toll is paid in one direction only. Code 2 is only valid for the limits where a toll is paid on both the left and right sides of the facility. Identify the type of toll charges that apply to each contiguous segment along a tolled facility. The entire facility must have this characteristic for the entire length.

Contact the local Government traffic operations department for locations.

Codes	Toll Charges	Descriptions
1	Toll paid in one direction only.	Identify the segment that is a contiguous facility that is tolled in one direction only.
2	Toll paid in both directions.	Identify the segment that is a contiguous facility that is tolled in both directions.
3	No Toll charged (Effective Sept 2019).	Identify the segment that allows entry and exit from the main through route without paying a toll.

TOLLNAME | NAME OF TOLL FACILITY (SEE FEATURE 122 | FACILITY CLASSIFICATION)

This characteristic moved to Feature 122. Effective September 2019.

TOLLTYPE | TOLL TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
16		FHWA, HPMS	All functionally classified roadways.	N/A	N/A

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.

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	Descriptions
1	Toll lanes exist – not special
2	HOT lanes exist
3	Other special tolls exist

Managed Lanes

These are coded for the **mainline roadway** that has managed lanes attached to it. The beginning and ending milepoints for each of these characteristics must exactly match the milepoints where the managed lane starts/stops along the mainline roadway ID.

HOVNUMLN | NUMBER OF ASSOCIATED MANAGED LANES (TOTAL SUMMED FOR BOTH DIRECTIONS)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
9	N/A	FHWA, HPMS	All functionally classified roadways. Effective September 2019.	N/A	N/A

Definition/Background: A Managed lane with a barrier-separated facility is divided from the general-purpose traffic lanes by a physical 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 managed 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) also may be used as exclusive managed lanes during pre-specified times. The requirements for managed lanes 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 managed lanes are available to all other passenger vehicles at all other times.

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

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

HOVTYPE | ASSOCIATED MANAGED LANES OPERATION TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
8	N/A	FHWA, HPMS	All functionally classified roadways. Effective September 2019.	N/A	N/A

Definition/Background: Type of Managed Lanes in operation, if any. This information may be available from either Managed Lane signing or presence of a large diamond shape pavement marker, such as diamond symbol. They may be toll facilities with various pricing strategies to improve the overall flow of traffic along the facility. Effective September 2019.

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

Special Situations: Managed lanes may be available for use by all vehicle types or may be exclusive to particular vehicle types (such as "bus only" or "truck only"). Effective September 2019.

Codes	Descriptions
1	Full-time, exclusive managed lane(s)
2	Part-time, through lanes used as managed lane(s) during specified time periods
3	Part-time, non-through lanes (shoulder, parking, or dedicated managed lanes) exclusive use during specified time periods

Roadway Composition Material (Base and Surface Layers)

We recommend coding data beyond HPMS Samples for all roadway composition characteristics.

BASETHIK | HPMS BASE COURSE THICKNESS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
60	N/A	FHWA, HPMS	All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits.	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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

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.

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

Special Situations: We recommend coding this characteristic for the entire length of the 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.

BASETYPE | HPMS BASE TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
59		FHWA, HPMS	All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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.

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.

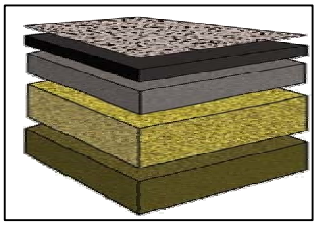
Special Situations: We recommend coding this characteristic for the entire length of the roadway. If there are several types of base under a roadway, code the type that best describes the layer immediately below the surface layer. Leave blank if no data available.

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

FLEXTHIK | HPMS THICKNESS OF FLEXIBLE PAVEMENTS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
58		FHWA, HPMS	All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits.	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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



How to Gather this Data (Effective September 2019): In office—Information can be extracted from construction plans or core sample data supplied by District Soil Lab. This also can be obtained from the City/County Pavement Office. Enter the flexible pavement thickness to the nearest inch for the roadway. If SURFTYPE codes are 02, 06, 07 or 08 then code flexible thickness. Collect in the outside lane of the inventory direction.

Special Situations: We recommend coding this characteristic for the entire length of the roadway. Leave blank if no data available. On mill and resurface projects the surface thickness can have an increase or no change to depth contingent on the amount of material removed and added in the process.

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

OVRYTHIK | HPMS LAST OVERLAY THICKNESS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
56		FHWA, HPMS, Performance Management Office, MPOs	All HPMS samples, but this characteristic may be coded where known to exist beyond the sample limits.	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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

How to Gather this Data (Effective September 2019):

- **On-system roadways**—Extract from construction plans or core sample data supplied by District Soil Lab.
- **Off-system roadways**—Obtain 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: We recommend coding this characteristic for the entire length of the roadway. Leave blank if no data available.

Value for HPMS Last Overlay Thickness: 2 Bytes: XX—Record a number from 00 to 30 rounded to the nearest inch

RIGDTHIK | THICKNESS OF RIGID PAVEMENT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
47	N/A	FHWA, HPMS, Performance Management Office, MPOs	All HPMS samples, coded where known to exist beyond the sample limits.	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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.

How to Gather this Data: Effective September 2019.

Out in the field—Collect in the outside lane of the inventory direction.

- **On-system roadways**—Extract from construction plans or core sample data supplied by District Soil Lab.
- **Off-system roadways**—Obtain from a city or county pavement office.

Enter the rigid pavement thickness to the nearest inch for the roadway. If SURFACTP codes are 03, 04, 05, 08, 09, or 10 then code rigid thickness.

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

Special Situations: We recommend coding this characteristic for the entire length of the roadway. Leave blank if no data available.

SURFACTP | SURFACE TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
49	FDE	FHWA, HPMS, Performance Management Office, MPOs	All interstate routes, all NHS routes, and all HPMS samples (this characteristic may be coded where known to exist beyond the sample limits).	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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

How to Gather this Data: Effective September 2019

- **On-system roadways**—Extract from construction plans or core sample data supplied by District Soil Lab.
- **Off-system roadways**—Obtain from a city or county pavement office.

Enter the surface type for the roadway.

Special Situations: We recommend coding this characteristic for the entire length of the roadway, which may extend beyond the sample limits.

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

YRCONST | YEAR OF LAST CONSTRUCTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
55	FDE	FHWA, HPMS, Performance Management Office, MPOs	All interstate routes, all NHS routes, and all HPMS samples (this characteristic may be coded where known to exist beyond the sample limits).	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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. Adding additional through lane(s) is considered new construction. Effective September 2019.

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 concrete was rubblized 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
54	FDE	FHWA, HPMS, Performance Management Office, MPOs	All interstate routes, all NHS routes, and all HPMS samples (this characteristic may be coded where known to exist beyond the sample limits).	N/A	N/A
Responsible Party for Data Collection (Effective September 2019)	On-system roadways—Populated by TDA Off-system roadways—District Planning				

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

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 TDA; however, off-system new construction data is the responsibility of the District. This data also may 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).

When a through lane is added for increasing capacity, this is considered construction and <u>not</u> simply an improvement. Therefore, remove from YRIMPT and code under YRCONST. Effective September 2019.

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

IRIDATE | INTERNATIONAL ROUGHNESS INDEX COLLECTION DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
47		FHWA, HPMS	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.	N/A	N/A
Responsible Party for Data Collection	State Materials Offices provides IRI file to TDA, including IRI date.				

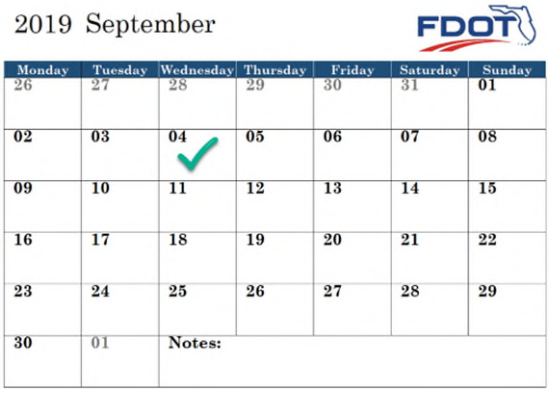
Definition/Background: The month and the year that International Roughness Index (IRI) data being reported was collected.

How to Gather this Data: Value is put into RCI by TDA.

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

Leading zeroes must be retained but slashes are optional.

Example: September 04, 2019, may be coded as 09/04/2019 or 09042019



FEATURE 120

TYPE OF ROAD

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

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."

RTESGNCD | ROUTE SIGNING

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
19		FHWA, HPMS	All principal arterial system and rural minor arterial roadways On or Off the SHS, and all NHS routes/connectors.	N/A	N/A

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	Terms	Descriptions
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.

Codes	Terms	Descriptions
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.

EXAMPLES

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
3		FHWA, HPMS	All functionally classified roadways On or Off the SHS and Active Exclusive roadways.	N/A	N/A

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

How to Gather this Data: Review the design and function of the roadway from beginning to end; record the milepoints where there are changes in value. 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	Descriptions
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)

DDIXOVR | DDI CROSSOVER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, Traffic Ops, Safety, TDA, Design	All functionally classified roadways On or Off the SHS.	N/A	N/A

Definition/Background: Indicates the travel length of the non-limited access facility between crossover intersections at a diverging diamond interchange (DDI).

Within the crossover area, non-composite characteristics will be inventoried for the left and right sides of the roadway as they appear with respect to the inventory direction.

How to Gather: Code from BMP to EMP in the inventory direction on the non-limited access roadway. BMP and EMP shall be coded at the center of each intersection where the lanes of opposing directions cross each other. Code the name of the interchange in the value field. If the interchange does not have a name, input the names of the intersecting roadways at the interchange.

EXAMPLES

In this example, the inventory direction is from west to east. The BMP for DDIXOVR is coded at the center of the intersection on Fiske Blvd on the west side of the crossover area. The EMP for DDIXOVR is coded at the center of the intersection on the east side of the crossover area.

FEATURE 121
FUNCTIONAL CLASSIFICATION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes
Responsible Party for Data Collection	TDA and District Planning with MPO and/or local Government coordination and FHWA approval				

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. It is independent of ownership since the role the facility plays in comparison to other facilities and connectivity is the primary factor in the process of determining the road's function. 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.

Roadways on the National Highway System are federal aid funded. Federal funding eligibility for all other roadways is determined by FUNCLASS. FEMA provides emergency funds for roadways that are not on the Federal-Aid Highway System.

FUNCLASS | FUNCTIONAL CLASSIFICATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
1	19	FHWA, HPMS, FDOT, MPOs	All functionally classified roadways On or Off the SHS and Active Exclusive.	N/A	N/A

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's Highway Functional Classification, Concepts, Criteria and Procedures or the FDOT's Urban Boundary and Functional Classification of Roadways Procedure and Handbook. FUNCLASS should have a logical place to begin and end like an intersection, a particular traffic generator facility, or at an urban boundary.

Special Situations: When there is a realignment or deletion, make sure the FUNCLASS also is changed accordingly. FUNCLASS also may be affected by a change in the usage or configuration of the roadway. This process is covered in the FHWA Urban Boundary and Federal Functional Classification Procedure.

Rural Codes	Urban Codes	Functional Classification Descriptions
01	**11**	Principal Arterial—Interstate
02	**12**	Principal Arterial—Freeways & Expressways
04	**14**	Principal Arterial—Other
06	**16**	Minor Arterial
07	**17**	Major Collector
08	**18**	Minor Collector
09	**19**	Local

PROFUNCL | PROPOSED FUNCTIONAL CLASSIFICATION

See Feature 123 | Proposed Designations.

FEATURE 122
FACILITY CLASSIFICATION

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

Definition/Background: Records the limits of the owning authority, access control type, and if there is a user toll and the associated toll road name.

RDACCESS | ACCESS CONTROL TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
5		FHWA, HPMS, Planning	All roadways functionally classified On or Off the SHS, frontage roads, and Managed Lanes.	N/A	N/A

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

How to Gather this Data: Record 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.

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

No Access Control—Include all roadway IDs that do not meet the criteria above.

Codes	Descriptions
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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
16		FHWA, HPMS, Planning	All roadways functionally classified On or Off the SHS and Managed Lanes.	N/A	N/A

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

How to Gather this Data: Record the beginning and ending milepoint of the tolled part of the roadway. Any segment of roadway that requires a toll payment to drive on is considered toll road.

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.

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 (ORT) or SunPass.

Codes	Descriptions
0	Free
1	Toll

Toll Road Names and Owners

Roadways that are limited access and tolled require the Owning Authority to be identified and the Name of the Toll Facility.

OWNAUTH | OWNING AUTHORITY

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Work Program	All expressways, mainlines, and active exclusives managed by an owning authority, including Managed Lanes.	N/A	N/A

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.

For more information about Florida toll system and the Central Florida Expressway Authority (CFX) please go to the following websites:

- https://www.cfxway.com/.
- https://www.cfxway.com/agency-information/agency-overview/about-cfx/.

How to Gather this Data: Identify the owning authority (see codes), determine the exact limits, and record the beginning and ending milepoints. Office of Work Program and Budget works with District staff in identifying limits maintained by an owning authority. The Multimodal Data System Coordinator in TDA will code and enter this information into RCI.

Status	Codes	Owning Authority
Existing	**N/A**	FDOT—Florida Department of Transportation
Existing	**N/A**	FDOT (Turnpike)
Existing	**N/A**	Pensacola County
Existing	**CFX**	Central Florida Expressway Authority (Replaces OOCEA—Effective December 2017)
Existing	**JTA**	Jacksonville Transportation Authority
Existing	**LYNX**	Central Florida Regional Transportation Authority
Existing	**MBBA**	Mid-Bay Bridge Authority
Existing	**MDX**	Miami-Dade Expressway

Status	Codes	Owning Authority
Existing	**NEFRTC**	Northeast Florida Regional Transportation Commission
Existing	**PTA**	Private Toll Authority (Active Off the SHS such as Orchard Pond Parkway) (Effective December 2017)
Existing	**SFRTA**	South Florida Regional Transportation Authority
Existing	**SRBBA**	Santa Rosa Bay Bridge Authority
Existing	**TBARTA**	Tampa Bay Area Regional Transit Authority
Existing	**THCEA**	Tampa-Hillsborough Expressway Authority
Planned	**NWFTCA**	Northwest Florida Transportation Corridor Authority
Obsolete	**OOCEA**	Orlando Orange County Expressway Authority (Obsolete—Effective December 2017)
Obsolete	**OCX**	Osceola County Expressway Authority
Obsolete	**SCEA**	Seminole County Expressway Authority (Obsolete—Effective December 2017)
Obsolete	**SWFEA**	Southwest Florida Expressway Authority (Obsolete—Effective December 2017)

TOLLNAME | NAME OF TOLL FACILITY (FORMERLY IN FEATURE 119-HPMS UNIVERSE)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
15	N/A	FHWA, HPMS	All functionally classified roadways.	N/A	N/A

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

How to Gather this Data: Match the name of the facility to the code provided by FHWA. See below. Code for the entire toll facility regardless of the type of tolls charged/not charged—the entire facility has a Toll Name.

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

Code	Toll Facility Name	Ownership
000	TOLL ID UNASSIGNED	N/A
044	ALLIGATOR ALLEY (I-75)	FDOT
047	BEACH LINE EAST (SR-528)	FDOT (Turnpike)
048	BEACH LINE EXPRESSWAY (SR-528)	CFX
049	BEACH LINE WEST (SR-528)	FDOT (Turnpike)
036	BROAD CAUSEWAY	Bay Harbor Islands (City)
041	CAPE CORAL BRIDGE	Lee County
031	CARD SOUND BRIDGE	Monroe County
058	CENTRAL FL GREENWAY (SR-417)	CFX
039	CLEARWATER PASS SAND KEY BRIDGE	
045	EAST-WEST (DOLPHIN) EXPRESSWAY	MDX
390	FIRST COAST EXPY (SR-23)	FDOT (Turnpike)
046	FLORIDA TURNPIKE—MAINLINE (SR-91)	FDOT (Turnpike)
043	GARCON POINT BRIDGE	Santa Rosa Bay Bridge Authority
318	GASPARILLA BRIDGE	Gasparilla Island Bridge Authority
395	GATEWAY EXPRESSWAY	FDOT
301	GOLDENROD ROAD	CFX Orlando
062	GRATIGNY PARKWAY	MDX
300	HAMMOCK DUNES PARKWAY	Dunes Development District
053	HOLLAND EAST-WEST EXPRESSWAY (SR-408)	CFX
050	HOMESTEAD EXT OF FL TPK—HEFT (SR-821)	FDOT (Turnpike)
388	I-275 (MANAGED LANES)	FDOT
389	I-295 EXPRESS	FDOT
386	I-4 EXPRESS	FDOT
339	I-4/SELMON CONNECTOR	FDOT (Turnpike)
340	I-595 EXPRESS	FDOT
387	I-75 EXPRESS	FDOT
302	I-95 HOT LANES (NORTH/SOUTH EXPY)	FDOT
303	JOHN LAND-APOPKA EXPY (SR-414)	CFX
052	LEE ROY SELMON CROSSTOWN EXPY	Tampa Hillsborough Exp Authority
052	LEE ROY SELMON CROSSTOWN EXPY Ext	FDOT
055	MIAMI AIRPORT EXPRESSWAY	MDX
032	MID-BAY BRIDGE/SPENCE PARKWAY	Mid-Bay Bridge Authority
042	MIDPOINT MEMORIAL BRIDGE	Lee County
362	ORCHARD POND PARKWAY	Orchard Pond Greenway, LLC

Code	Toll Facility Name	Ownership
394	OSCEOLA BELTWAY SR-538	FDOT
060	OSCEOLA PARKWAY	CFX/Osceola Exp Authority
393	PALMETTO EXPRESS (SR-826)	FDOT
034	PENSACOLA BEACH/BOB SYKES BRIDGE	Escambia County
033	PINELLAS BAYWAY SYSTEM BRIDGE	FDOT
363	POINCIANA PARKWAY	CFX
064	POLK PARKWAY (SR-570)	FDOT (Turnpike)
037	RICKENBACKER CAUSEWAY	Miami-Dade County
040	SANIBEL CAUSEWAY	Lee County
054	SAWGRASS EXPRESSWAY (SR-869)	FDOT (Turnpike)
057	SEMINOLE EXPRESSWAY (SR-417)	FDOT (Turnpike)
315	SNAPPER CREEK EXPRESSWAY	MDX
051	SOUTH DADE (DON SHULA) EXPY	Miami-Dade MDX
061	SOUTHERN CONNECTOR EXTENSION (SR-417)	FDOT (Turnpike)
063	SUNCOAST PARKWAY (SR-589)	FDOT (Turnpike)
030	SUNSHINE SKYWAY BRIDGE (I-275)	FDOT
065	SW 10TH ST SAWGRASS EXTENSION	
035	TREASURE ISLAND CAUSEWAY	Treasure Island (City)
314	VENETIAN CAUSEWAY	Miami-Dade County
056	VETERANS EXPRESSWAY (SR-589)	FDOT (Turnpike)
361	WEKIVA PARKWAY (SR-429)	FDOT/CFX
361	WEKIVA PARKWAY (SR-453) SECTION 2B/2C	CFX
391	WESTERN BELTWAY (SR-451)	CFX
059	WESTERN BELTWAY PART C (SR-429)	FDOT (Turnpike)

FEATURE 123

PROPOSED DESIGNATIONS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes
Responsible Party for Data Collection	District Planning with MPO and/or local Government coordination and FHWA approval				

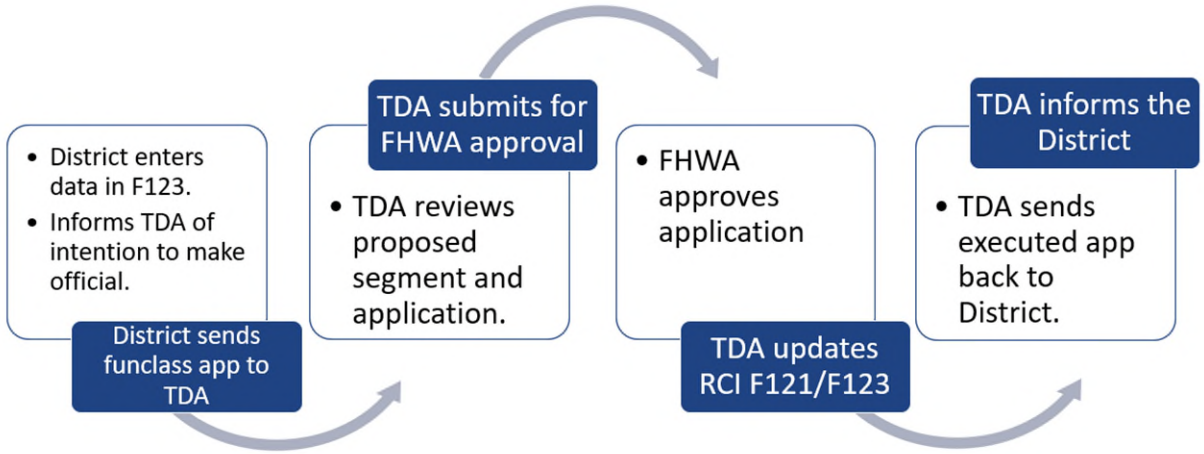
Definition/Background: Proposed Designations that are awaiting approval. Once approved, the proposed designation is updated in the official feature and characteristic, and the proposed information is removed from this feature.

PROFUNCL | PROPOSED FUNCTIONAL CLASSIFICATION (FORMERLY IN FEATURE 121-FUNCTIONAL CLASSIFICATION)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
1	19	FHWA, HPMS, FDOT, MPOs	All functionally classified roadways above rural/urban local, that are On or Off the SHS and Active Exclusive.	N/A	N/A

Proposed Functional Classification (PROFUNCL) is used as a way to track interim changes to functional classifications on roadways that are intended to be added or changed, but ***that are not yet approved by FHWA***. There are scenarios where the local Government or field personnel would like to re-assess the functional classification of certain sections. This proposed functionality allows the districts to map the proposed changes in coordination with roadway ID sectioning and the LRS to make sure there are no gaps, to ensure connectivity with the system, and to see if it meets the criteria. Since this characteristic is not required by procedure or an official signature, it is a great place for the districts to propose these requests, to then submit the official paperwork to TDA to update the "official" functional classification with FHWA's approval.

How to Gather this Data: Refer to instructions for coding Feature 121—Functional Classification.



Special Situations: Every ten years, each roadway's functional classification 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 published in the official FUNCLASS in Feature 121. This process is covered in FDOT's Urban Boundary and Functional Classification of Roadways Handbook: https://www.fdot.gov/statistics/hwysys/default.shtm.

Rural Codes	Urban Codes	Proposed Functional Classification Descriptions
01	**11**	Principal Arterial—Interstate
02	**12**	Principal Arterial—Freeways & Expressways
04	**14**	Principal Arterial—Other
06	**16**	Minor Arterial
07	**17**	Major Collector
08	**18**	Minor Collector
09	**19**	Local

FEATURE 124

URBAN CLASSIFICATION

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

Definition/Background: Feature 124 identifies the Rural/Urban Boundaries, Incorporated City Boundaries, Metropolitan Planning Area (MPO) Boundaries.

HWYLOCAL | HIGHWAY LOCATION CODE

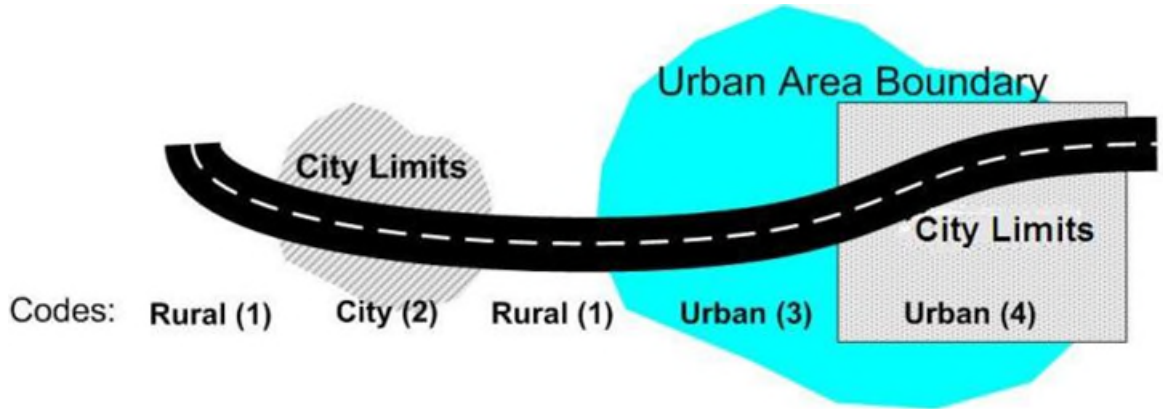
HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
2	N/A	FHWA, HPMS, Outdoor Advertising, Planning	All roadways functionally classified On or Off the SHS and Managed Lanes.	N/A	N/A

Definition/Background: Denotes if a 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.

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. TDA GIS Section can provide that information.

Codes	Descriptions
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)

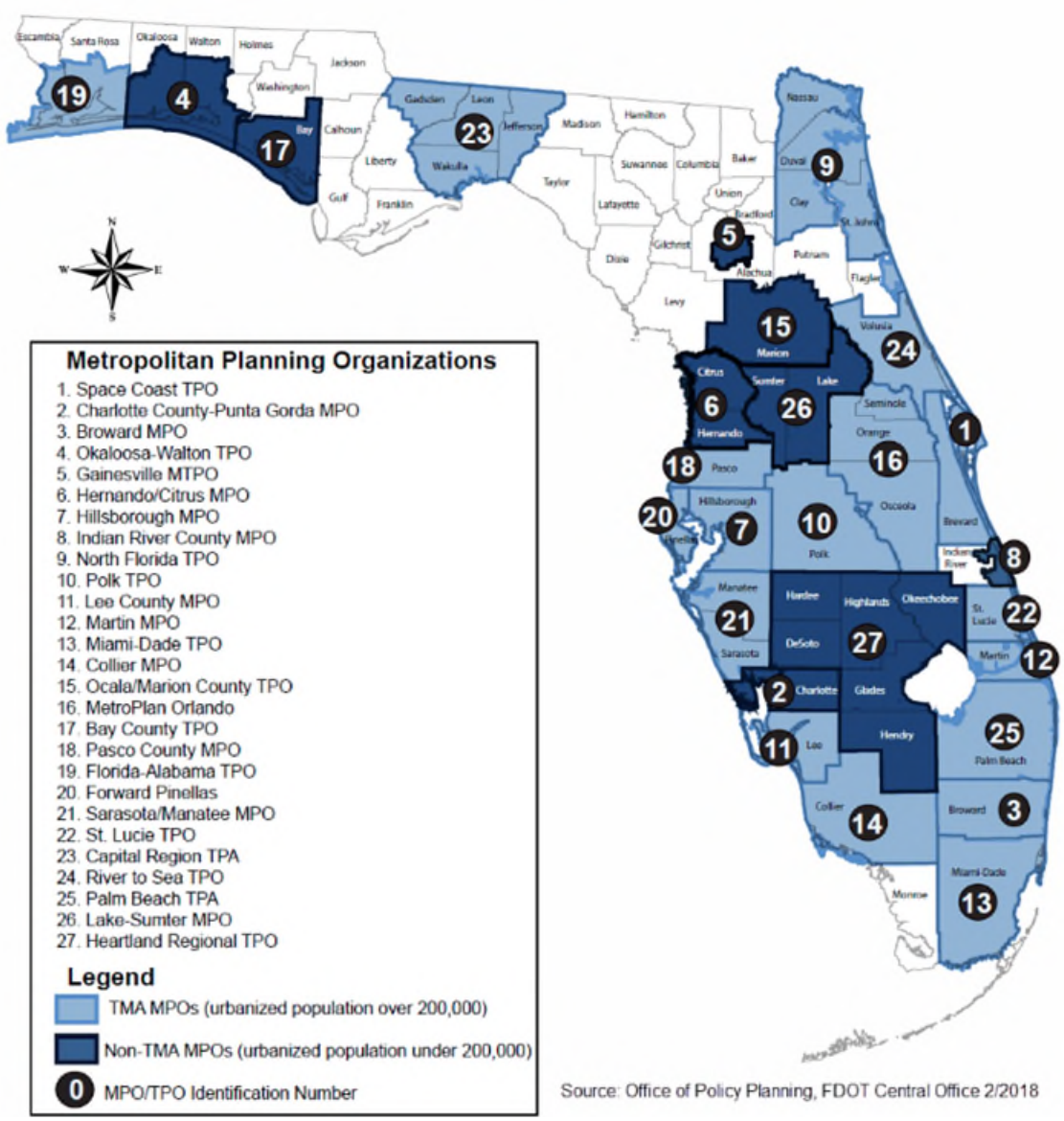
EXAMPLE



MPOAREA | METROPOLITAN PLANNING ORGANIZATION (MPO) AREA

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		FHWA, HPMS, Performance Management Office, Planning, Maintenance, MPOs	All roadways functionally classified roads On or Off the SHS, including Active Exclusive Roadways.	N/A	N/A

Definition/Background: MPOs are federally mandated transportation planning organizations (TPO) comprised of representatives from local governments and transportation authorities. The MPO's role is to develop and maintain the required transportation plans for a metropolitan area boundary to ensure that federal funds support local priorities. For more information on MPOs, see the MPO Program Management Handbook.



http://www.fdot.gov/planning/policy/metrosupport/FDOT%202017%20MPO%20Handbook.pdf)—Effective December 2017.

How to Gather this Data: Record the MPO area number assigned to the MPO area in the table provided herein.

Any changes to the location along the roadway should be confirmed by a comparison of the MPO area the best recommended method is to use ArcMap.

Using iView or ArcGIS, utilize the MPO planning boundary shapefile and most up to date linear referencing system shapefile, code the estimated GIS mileage to obtain the BMP and EMP of inventoried roadways that fall within MPO boundary.

Special Situations: MPO Areas with partial coverage are indicated by an asterisk (*). Code 00-None is coded only for counties having partial coverage by an MPO. For counties without an MPO, no code is required.

Code	MPO Area Name	Counties for MPO Area
00	None (Outside of MPO Area Boundary and Within County of an MPO Area)	Alachua, Escambia, Flagler, Indian River, Okaloosa, Santa Rosa, and Walton
01	Space Coast TPO	Brevard
02	Charlotte County-Punta Gorda MPO	Charlotte and DeSoto
03	Broward MPO	Broward
***04**	Okaloosa-Walton TPO	*Okaloosa and *Walton
***05**	Gainesville MTPO	*Alachua
06	Hernando/Citrus MPO	Citrus and Hernando
07	Hillsborough MPO	Hillsborough
***08**	Indian River County MPO	*Indian River
09	North Florida TPO	Clay, Duval, Nassau, and St. Johns
10	Polk TPO	Polk
11	Lee County MPO	Lee
12	Martin MPO	Martin
13	Miami-Dade TPO	Miami-Dade
14	Collier MPO	Collier
15	Ocala/Marion County TPO	Marion
16	MetroPlan Orlando	Orange, Osceola, and Seminole
17	Bay County TPO	Bay
18	Pasco County MPO	Pasco
***19**	Florida-Alabama TPO	*Escambia and *Santa Rosa
20	Forward Pinellas	Pinellas
21	Sarasota/Manatee MPO	Manatee and Sarasota
22	St. Lucie TPO	St. Lucie
23	Capital Region TPA	Gadsden, Jefferson, Leon, and Wakulla
***24**	River to Sea TPO	*Flagler and Volusia
25	Palm Beach TPA	Palm Beach
26	Lake-Sumter MPO	Lake and Sumter
27	Heartland Regional TPO	DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee
N/A	Entire Counties outside of MPO Areas	Baker, Bradford, Calhoun, Columbia, Dixie, Franklin, Gilchrist, Gulf, Hamilton, Holmes, Jackson, Lafayette, Levy, Liberty, Madison, Monroe, Putnam, Suwannee, Taylor, Union, and Washington

PLACECD | CENSUS PLACE (CITY) CODE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		FHWA, HPMS	All functionally classified roadways inside incorporated cities, ramps with ramp functional classification, and Managed Lanes.	N/A	N/A

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

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	Places
0005	Alachua
0010	Alford
0015	Altamonte Springs
0020	Altha
0025	Anna Maria
0030	Apalachicola
0035	Apopka
0040	Arcadia
0045	Archer
0050	Astatula
0055	Atlantic Beach
0060	Atlantis

Codes	Places
0065	Auburndale
0070	Aventura
0067	Avon Park
0080	Bal Harbour Village
0075	Baldwin
0085	Bartow
0087	Bascom
0090	Bay Harbor Islands
0092	Bay Lake
0115	Belleair
0120	Belleair Beach

Codes	Places
0122	Belleair Bluffs
0125	Belleair Shore
0130	Belle Glade
0140	Belle Isle
0145	Belleview
0150	Bell
0160	Beverly Beach
0165	Biscayne Park
0175	Blountstown
0180	Boca Raton
0185	Bonifay
0187	Bonita Springs

Codes	Places
0195	Bowling Green
0200	Boynton Beach
0210	Bradenton Beach
0215	Bradenton
0675	Fort White
0678	Freeport
0680	Frostproof
0685	Fruitland Park
0695	Gainesville
0740	Glen Ridge
0742	Glen St Mary
0744	Golden Beach
0751	Golf
0755	Graceville
0760	Grand Ridge
0763	Grant-Valkaria
0770	Green Cove Springs
0765	Greenacres
0775	Greensboro
0780	Greenville
0783	Greenwood
0785	Gretna
0790	Groveland
0792	Gulf Breeze
0795	Gulfport
0800	Gulf Stream
0810	Haines City
0815	Hallandale Beach
0820	Hampton
0835	Havana
0840	Haverhill
0845	Hawthorn
0860	Hialeah

Codes	Places
0865	Hialeah Gardens
0870	Highland Beach
0880	Highland Park
0885	High Springs
0890	Hillcrest Heights
0895	Hilliard
0900	Hillsboro Beach
0910	Holly Hill
0915	Hollywood
0925	Holmes Beach
1325	Mascotte
1330	Mayo
1265	McIntosh
1335	Medley
1345	Melbourne Beach
1350	Melbourne
1355	Melbourne Village
1367	Mexico Beach
1369	Miami Beach
1370	Miami
1376	Miami Gardens
1378	Miami Lakes
1380	Miami Shores
1385	Miami Springs
1390	Micanopy
1395	Midway
1400	Milton
1410	Minneola
1420	Miramar
1425	Monticello
1430	Montverde
1435	Moore Haven
1440	Mount Dora

Codes	Places
1445	Mulberry
1455	Naples
1467	Neptune Beach
1470	Newberry
1475	New Port Richey
1480	New Smyrna Beach
1485	Niceville
1488	Noma
1490	North Bay Village
1494	North Lauderdale
1500	North Miami Beach
1502	North Miami
1510	North Palm Beach
1520	North Port
1525	North Redington Beach
1940	Sea Ranch Lakes
1945	Sebastian
1950	Sebring
1955	Seminole
1960	Sewall's Point
1965	Shalimar
1970	Sneads
1980	Sopchoppy
1990	South Bay
1995	South Daytona
2005	South Miami
2010	South Palm Beach
2015	South Pasadena
2023	Southwest Ranches
2025	Springfield
2030	Starke
2035	Stuart

Codes	Places
2043	Sunny Isles Beach
2045	Sun 'N Lake
2047	Sunrise
2050	Surfside
2055	Sweetwater
2070	Tallahassee
2072	Tamarac
0230	Branford
0237	Briny Breezes
0240	Bristol
0245	Bronson
0250	Brooker
0255	Brooksville
0265	Bunnell
0270	Bushnell
0275	Callahan
0277	Callaway
0280	Campbellton
0292	Cape Canaveral
0293	Cape Coral
0300	Carrabelle
0305	Caryville
0310	Casselberry
0325	Cedar Key
0330	Center Hill
0335	Century
0345	Chattahoochee
0350	Chiefland
0355	Chipley
0370	Cinco Bayou
0375	Clearwater
0380	Clermont
0385	Clewiston
0390	Cloud Lake

Codes	Places
0393	Cocoa Beach
0395	Cocoa
0407	Coconut Creek
0410	Coleman
0420	Cooper City
0425	Coral Gables
0427	Coral Springs
0430	Cottondale
0435	Crescent City
0440	Crestview
0445	Cross City
0450	Crystal River
0930	Homestead
0932	Horseshoe Beach
0935	Howey-In-The-Hills
0940	Hypoluxo
0950	Indialantic
0955	Indian Creek, Village of
0957	Indian Harbour Beach
0960	Indian River Shores
0965	Indian Rocks Beach
0970	Indian Shores
0975	Indian Town
0980	Inglis
0985	Interlachen
0990	Inverness
0995	Islamorada
1000	Jacksonville
1001	Jacksonville Beach
1004	Jacob City

Codes	Places
1010	Jasper
1015	Jay
1020	Jennings
1030	Juno Beach
1040	Jupiter Inlet Colony
1045	Jupiter Island
1046	Jupiter
1050	Kenneth City
1058	Key Biscayne, Village of
1060	Key Colony Beach
1065	Keystone Heights
1070	Key West
1075	Kissimmee
1080	Labelle
1090	Lacrosse
1095	Lady Lake
1100	Lake Alfred
1101	Lake Buena Vista
1105	Lake Butler
1110	Lake City
1115	Lake Clarke Shores
1530	Oak Hill
1540	Oakland Park
1541	Oakland
1545	Ocala
1548	Ocean Breeze Park
1550	Ocean Ridge
1560	Ocoee
1565	Okeechobee
1570	Oldsmar
1585	Opa-Locka

Codes	Places
1590	Orange City
1595	Orange Park
1597	Orchid
1600	Orlando
1605	Ormond Beach
1612	Otter Creek
1615	Oviedo
1625	Pahokee
1630	Palatka
1640	Palm Bay
1650	Palm Beach Gardens
1655	Palm Beach Shores
1656	Palm Beach
1658	Palm Coast
1660	Palmetto
1661	Palmetto Bay, Village of
1667	Palm Shores
1670	Palm Springs
1674	Panama City Beach
1675	Panama City
1685	Parker
1686	Parkland
1690	Paxton
1695	Pembroke Park
1700	Pembroke Pines
1703	Penney Farms
1715	Pensacola
1725	Perry
2075	Tampa
2080	Tarpon Springs
2085	Tavares
2090	Temple Terrace

Codes	Places
2095	Tequesta
2105	Titusville
2115	Treasure Island
2120	Trenton
2125	Umatilla
2135	Valparaiso
2140	Venice
2145	Vernon
2150	Vero Beach
2155	Virginia Gardens
2165	Waldo
2185	Wauchula
2187	Wausau
2195	Webster
2196	Weeki Wachee
2197	Wellington
2200	Welaka
2206	West Melbourne
2210	West Miami
2215	West Palm Beach
0454	Cutler Bay
0465	Dade City
0470	Dania Beach
0475	Davenport
0477	Davie
0485	Daytona Beach
0486	Daytona Beach Shores
0490	DeBary
0495	Deerfield Beach
0500	DeFuniak Springs
0505	Deland
0510	Delray Beach
0512	Deltona

Codes	Places
0517	Destin
0522	Doral
0525	Dundee
0530	Dunedin
0535	Dunnellon
0540	Eagle Lake
0555	Eatonville
0562	Ebro
0565	Edgewater
0571	Edgewood
0585	El Portal
0595	Estero, Villages of
0600	Esto
0605	Eustis
0610	Everglades City
0613	Fanning Springs
0615	Fellsmere
0620	Fernandina Beach
0630	Flagler Beach
0640	Florida City
0645	Fort Lauderdale
0650	Fort Meade
0654	Fort Myers Beach
0655	Fort Myers
0665	Fort Pierce
0670	Fort Walton Beach
1125	Lake Hamilton
1130	Lake Helen
1140	Lakeland
1144	Lake Mary
1145	Lake Park
1150	Lake Placid
1160	Lake Wales

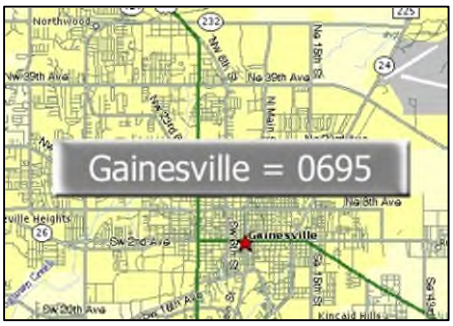
Codes	Places
1165	Lake Worth
1170	Lantana
1175	Largo
1180	Lauderdale by the Sea
1183	Lauderdale Lakes
1185	Lauderhill
1195	Laurel Hill
1200	Lawtey
1203	Layton
1205	Lazy Lake Village
1210	Lee
1215	Leesburg
1225	Lighthouse Point
1230	Live Oak
1245	Longboat Key
1250	Longwood
1253	Loxahatchee Groves
1255	Lynn Haven
1260	Macclenny
1270	Madeira Beach
1275	Madison
1280	Maitland
1283	Malabar
1285	Malone
1290	Manalapan
1295	Mangonia Park
1298	Marathon
1299	Marco Island
1300	Margate

Codes	Places
1305	Marianna
1315	Marineland
1320	Mary Esther
1735	Pierson
1745	Pinecrest
1750	Pinellas Park
1755	Plantation
1760	Plant City
1770	Polk City
1775	Pomona Park
1780	Pompano Beach
1783	Ponce De Leon
1784	Ponce Inlet
1795	Port Orange
1800	Port Richey
1805	Port St Joe
1807	Port St Lucie
1820	Punta Gorda
1825	Quincy
1827	Raiford
1830	Reddick
1835	Redington Beach
1840	Redington Shores
1842	Reedy Creek
1855	Riviera Beach
1860	Rockledge
1870	Royal Palm Beach
1880	Safety Harbor
1885	Saint Augustine
1884	Saint Augustine Beach

Codes	Places
1890	Saint Cloud
1895	Saint Leo
1897	Saint Lucie, Village of
1898	Saint Marks
1899	Saint Petersburg Beach
1900	Saint Petersburg
1915	San Antonio
1920	Sanford
1922	Sanibel
1930	Sarasota
1935	Satellite Beach
2218	West Park
2229	Weston
2232	Westville
2235	Wewahitchka
2245	White Springs
2250	Wildwood
2255	Williston
2260	Wilton Manors
2270	Windermere
2280	Winter Garden
2285	Winter Haven
2290	Winter Park
2291	Winter Springs
2293	Worthington Springs
2295	Yankeetown
2300	Zephyrhills
2305	Zolfo Springs

URBAREA | URBAN AREA NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
2		FHWA, HPMS, Work Program	All functionally classified roadways On or Off the SHS, ramps with ramp functional classification, and Managed Lanes.	N/A	N/A



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.***

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 also may be helpful.

SMALL URBAN AREA (POPULATION 5,000–49,999)—URBSIZE = 2

Codes	Names
0040	Arcadia-SE Arcadia
0130	Belle Glade
0164	Big Pine Key
0345	Chattahoochee
0385	Clewiston
9902	Crawfordville
0440	Crestview
0500	DeFuniak Springs
0615	Fellsmere
0620	Fernandina Beach
0650	Fort Meade
9904	Four Corners
0680	Frostproof
0945	Immokalee
0975	Indian Town
0985	Interlachen

Codes	Names
1010	Jasper
9903	Jupiter Farms
1063	Key Largo
1070	Key West
1065	Keystone Heights
1080	Labelle-Port LaBelle
1105	Lake Butler
1110	Lake City
9950	Lake Placid
1230	Live Oak
1260	Macclenny
1298	Marathon
1305	Marianna
9900	Marion Oaks
9905	Nassau Village-Ratliff
1565	Okeechobee-Taylor Creek
9906	Orangetree
1625	Pahokee
1630	Palatka
9907	Panama City NE
1725	Perry
9910	Poinciana
9911	Poinciana SW
1825	Quincy
9918	Rainbow Lakes Estates
2030	Starke
9923	Sugarmill Woods
2185	Wauchula
2292	Woodville
9940	World Golf Village
2296	Yulee

SMALL URBANIZED AREA (POPULATION 50,000–199,999)—URBSIZE = 3

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

LARGE URBANIZED AREAS (POPULATION 200,000–499,999)—URBSIZE = 4

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

METROPOLITAN AREAS (POPULATION 500,000 OR MORE)—URBSIZE = 5

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

URBSIZE | URBAN SIZE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
2		FHWA, HPMS, Work Program	All functionally classified roadways On or Off the SHS, ramps with ramp functional classification, and Managed Lanes.	N/A	N/A

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

Cross-Reference/Tolerance: Milepoints must be consistent with HWYLOCAL and 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	Descriptions
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)

FEATURE 125

ADJACENT LAND CLASSIFICATION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes
Responsible Party for Data Collection	See each characteristic				

Definition/Background: Records the limits of the prevailing type of land use and the pavement roughness index.

ROUGHIND | PAVEMENT ROUGHNESS INDEX

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
47		FHWA, HPMS, Performance Management Office, Pavement Office, Work Program, MPOs	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.	N/A	N/A
Responsible Party for Data Collection	State Materials Office; updated by TDA				

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

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

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

FEATURE 126

PRELIMINARY CONTEXT CLASSIFICATION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	The District Complete Streets Coordinator will determine the current and future context classification designation, along with the dates, and coordinate with the District RCI staff to get this information into the RCI database.				

Definition/Background: Denotes the preliminary Context Classification assigned by the district to each roadway segment. For final context classification to be used at the project level, contact the District Complete Streets Coordinator. The Preliminary Context Classification contained in RCI is sufficient for research and general information purposes. The context classification denotes the criteria for roadway design elements for safer streets that promote safety, economic development, and quality of life. All non-limited access state highways will be evaluated and assigned a preliminary current context classification. For growth development and design purposes, a future context classification also will be assigned.

CCTXTCLS | PRELIMINARY CURRENT CONTEXT CLASSIFICATION
FCTXTCLS | FUTURE CONTEXT CLASSIFICATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
2	N/A	Roadway Design, Transportation Development, Program Management, Traffic Operations	All roadways on the SHS.	N/A	N/A

Cross-Reference/Tolerance: Verify the roadway ID and milepoint limits in the RCI database are consistent with the limits of the context classification.

How to Gather this Data: Code the highest context classification for the composite limits of the roadway. All non-limited access state highways are evaluated using the FDOT Context Classification August 2017 document as a guide (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2). Limited access facilities are assigned only one code—LA—Limited Access. Any questions regarding this information should be directed to the State Complete Streets Program Manager.

Codes	Descriptions	Additional Information
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands, may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.
C5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the civic or economic center of a community, town, or city.
C6	Urban Core	Areas with the highest densities and building heights and within FDOT classified Large Urbanized Areas (population> 1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadways, and are within a well-connected roadway network.
LA	Limited Access	This code (and only this code) is used for roadways with grade separation and limited access such as Interstates and Expressways.

Special District codes are for areas that due to their unique characteristics and function, do not adhere to standard measures identified in the Context Classification Matrix. The codes for Special Districts are:

Codes	Descriptions
SDC1	Special District/Natural
SDC2	Special District/Rural
SDC2T	Special District/Rural Town
SDC3R	Special District/Suburban Residential
SDC3C	Special District/Suburban Commercial
SDC4	Special District/Urban General
SDC5	Special District/Urban Center
SDC6	Special District/Urban Core

CCTXTDTE | PRELIMINARY CURRENT CONTEXT CLASSIFICATION DATE
FCTXTDTE | FUTURE CONTEXT CLASSIFICATION DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Roadway Design, Transportation Development, Program Management, Traffic Operations	All roadways on the SHS.	N/A	N/A

Definition/Background: The date the preliminary current and future context classification were assigned.

Responsible Party for Data Collection: The District Complete Streets Coordinator will assign the preliminary current and future context classification designation date and coordinate with the District RCI staff to populate this information into the RCI database.

How to Gather this Data: Code the date for the preliminary current and future context classification.

Cross-Reference/Tolerance: Verify the format of the date was entered correctly.

Date Assigned: MM/DD/YYYY

Example: December 1, 2017 = 12/01/2017

FEATURE 137

MAINTENANCE AREA BOUNDARY

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

Checks are continuously required to ensure 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.

CCNUMBER | COST CENTER NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Roadway Design, Transportation Development, Program Management, Traffic Operations	All roadways functionally classified On the SHS, Active Exclusive (ramps, frontage roads, managed lanes).	N/A	N/A

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.

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

FEATURE 138

ROADWAY REALIGNMENT

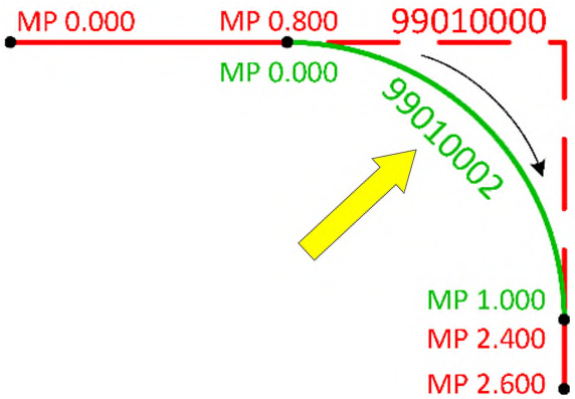
Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	No	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: The purpose of coding Feature 138 & 139 is to provide information when a route has a change in the alignment. For more examples, there are several typical realignment scenarios shown in Chapter 5 of this handbook. This feature records the limits of the new alignment of a roadway with the completion date.

NALIGNID | SECTION/SUB-SECTION OF NEW ALIGNMENT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning	All roadways functionally classified On the SHS.	N/A	N/A

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



Important When Gathering: Use the correct number.

How to Gather this Data: Record the roadway ID number of the new alignment beginning at the junction of the old and 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 retained and automatically uploaded to the new roadway ID record 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.

In this example, roadway ID 99010000 was deleted (physically removed) from milepoint 0.800 to milepoint 2.400 and replaced with roadway ID 99010002. Code the required information for Feature 138 under roadway ID 99010000. Feature 139 will be automatically populated on 99010002 since this is the new alignment roadway ID.

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

NALIGNDT | NEW ALIGNMENT DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning	All roadways functionally classified On the SHS.	N/A	N/A

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

Important When Gathering: Ensure the date is accurate.

Date of Realignment in "MMDDYYYY"

e.g., 01311997

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.

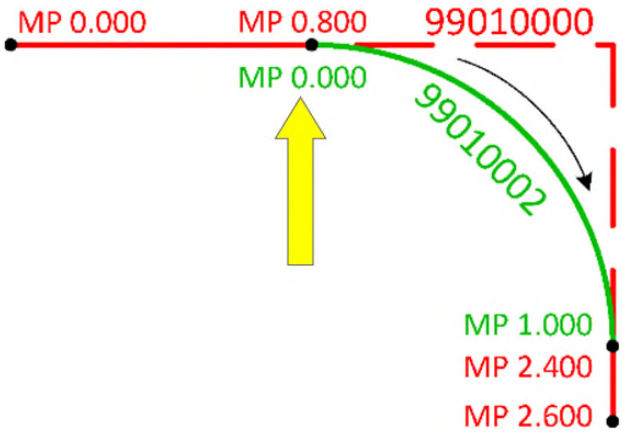
Special Situations: Not all roadway reconstruction is considered a realignment. A roadway is considered a realignment if it replaces the function of an existing alignment, when the existing alignment is changed from on SHS to off SHS, or is physically removed. Otherwise, the roadway is simply a new roadway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

Value for New Alignment Date: 8 Bytes: MMDDYYYY—Date realignment officially added to the SHS (the effective date on the signed SHS paperwork). Example: 01311997 is January 31, 1997

NALNBGPT | NEW ALIGNMENT BEGIN MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning	All roadways functionally classified On the SHS.	N/A	N/A

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



How to Gather this Data: Record 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.

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 and automatically uploaded to the new roadway ID record in RCI. The data from the old alignment should be retained

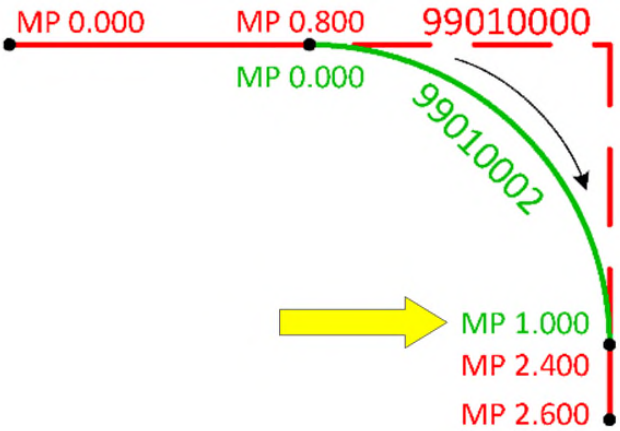
for a minimum of one year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion, the data may be removed from RCI.

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

NALNENPT | NEW ALIGNMENT END MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning	All roadways functionally classified On the SHS.	N/A	N/A

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



How to Gather this Data: Record 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.

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 and automatically uploaded to the new roadway ID record 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

FEATURE 139

NEW REALIGNMENT

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	No	No	Length	Yes	Yes
Responsible Party for Data Collection	Automatically generated from Feature 138				

In this example, Feature 139 automatically records under roadway ID 99010002 from milepoint 0.000 to 1.000 with a value of roadway ID 99010000.

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

Do not delete Feature 139 or any of its characteristics.

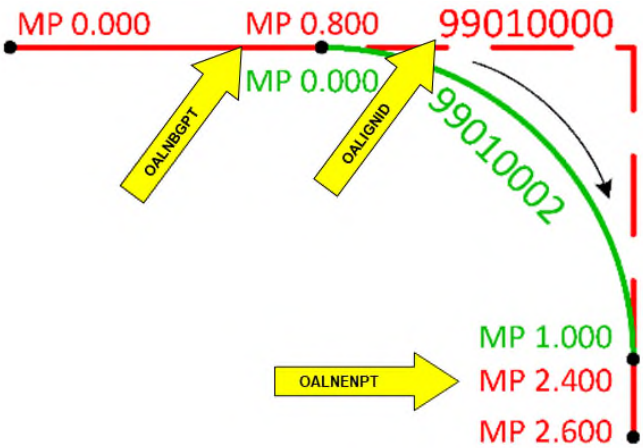
OALIGNID | SECTION/SUB-SECTION OF OLD ALIGNMENT
OALNBGPT | OLD ALIGNMENT BEGIN MILEPOINT
OALNENPT | OLD ALIGNMENT END MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning	Automatically generates when Feature 138 has been coded.	N/A	N/A

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

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

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



The old alignment retains data for historical purposes. The data from the old alignment should be retained 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 also should be changed to Deleted (physically removed) or Inactive (not in use).

FEATURE 140

SECTION STATUS EXCEPTION

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

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.

OSDATE | ON OR OFF-SYSTEM DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Safety (for crash records of SHS roadways after they are removed from the SHS), Central Planning, District Planning	All functionally classified roadways On or Off the SHS.	N/A	N/A

Definition/Background: The date a roadway is added or removed from the State Highway System is important.

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

Date of Revision in "MMDDYYYY"

e.g., 01311997

Value for On/Off-System Date: 8 Bytes: MMDDYYYY—Date roadway was officially added/deleted off the SHS (the effective date on the signed SHS paperwork). Example: 01311997 is January 31, 1997.

STATEXPT | SECTION STATUS (AKA UNDERLYING STATUS)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
6		General info, wide use, Financial Management (FM), Central Planning, District Planning	All roadways, rails, and trails.	N/A	N/A

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.

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.

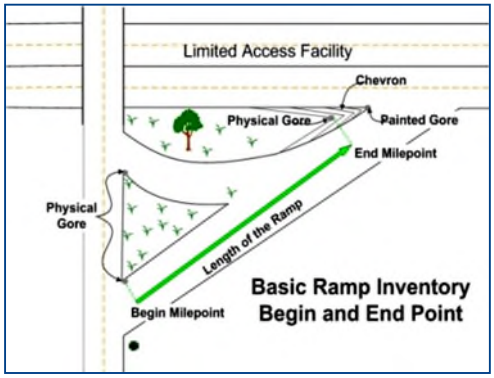
Roadway Codes	Descriptions	Additional Information
01	Pending	May be added to the roadway network.
02	Active On the SHS	Route owned and maintained by FDOT.
04	Inactive	Route must be kept indefinitely, for historic purposes.
05	Deleted	Route has been physically removed, but roadway ID and data must remain for a minimum of one year.
07	Active Exclusive	Ramps owned and maintained by FDOT.
08	Managed Lane	Lanes that are added to increase capacity along a route and have their own alignment that may run concurrent with a mainline route (e.g., I-95 Express).
09	Active Off the SHS	Routes owned by other jurisdictions (or private) and not part of the SHS, not maintained by FDOT.
10	GIS Route	Route used solely for the LRS, 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.
17	Active Off Exclusive	Ramps owned by other jurisdictions (or private) and not maintained by FDOT.

Trail Codes	Descriptions	Additional Information
81	Pending Trails	New construction or anticipated to be added
82	Active Trails	Open for use
84	Inactive Trails	No longer open for use
85	Deleted Trails	Physically removed

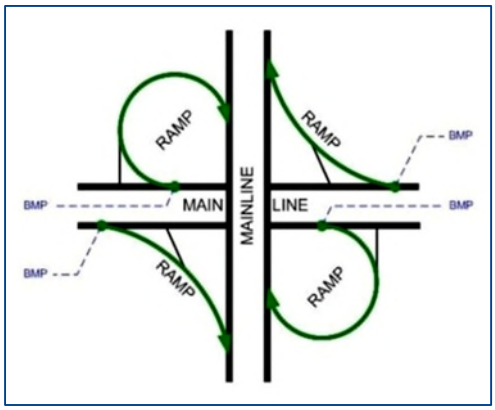
Rail Codes	Descriptions	Additional Information
91	Pending Rail Line	New construction or rail line transfers anticipated to be added
92	Active Rail Line	Rail line that is operational
94	Inactive Rail Line	Rail line that is no longer operational
95	Deleted Rail Line	Physically removed rail line

Special Situations: When it is necessary to have more than one status on a roadway, the overall status in the View/Update/Delete (VUD) 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 140 should be coded Inactive or Deleted for segments of the roadway only. If the entire roadway becomes Inactive or Deleted, do not change Feature 140. Instead, change the overall status in the VUD screen and keep the section status of the roadway ID intact for historical purposes.

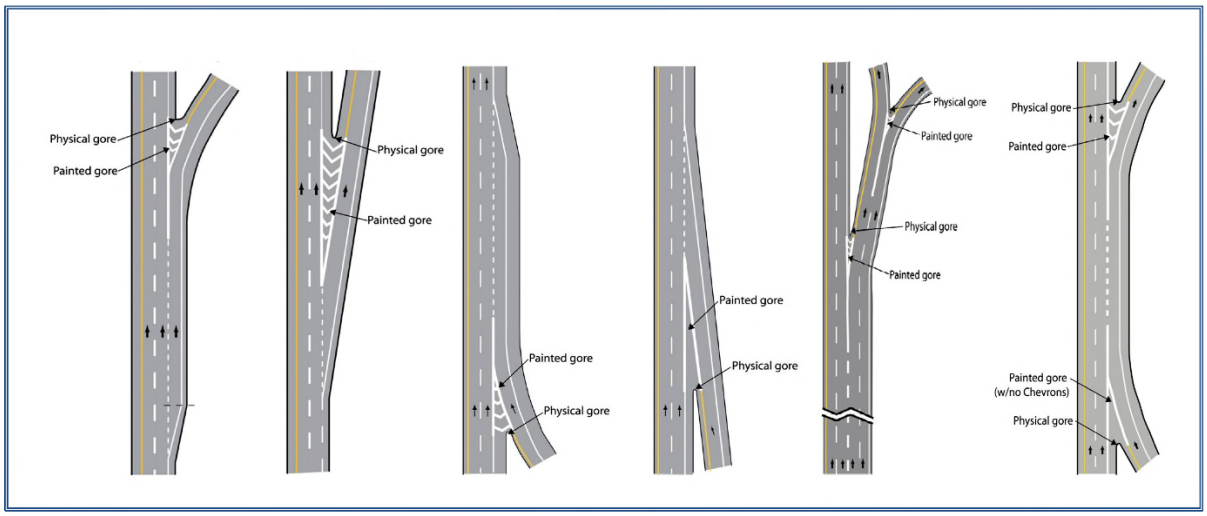


Active Exclusive Roadways: On and off ramps are concerned with documenting the existence and limits, such as the beginning and ending points of the ramp. On full access-controlled facilities, ramps usually abut or connect auxiliary lanes, i.e., acceleration and/or deceleration lanes, before reconnecting 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 an LRS 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.



Special Situations: When it is necessary to have more than one status on a roadway, the overall status in the View/Update/Delete (VUD) 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 VUD screen and keep the section status of the roadway ID intact for historical purposes.

EXAMPLES

01: Pending

02: Active On the SHS

04: Inactive

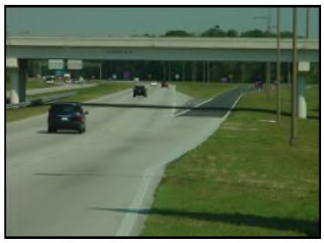
05: Deleted

07: Active Exclusive

08: Managed Lane

09: Active Off the SHS

10: GIS Route



17: Active Off Exclusive

FEATURE 141

STATIONING EXCEPTION

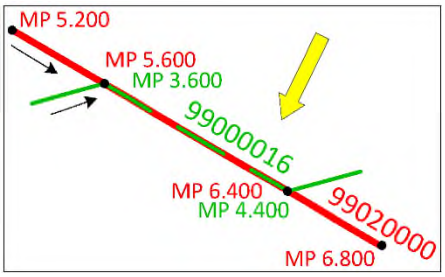
Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	No	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: Stationing exceptions are used to indicate where two Roadway IDs traverse the same segment between two points (usually intersections). Only one of the roadways carries the data and the other roadway points to it. This is to avoid duplication of mileage.

RDWYID | COUNTY, SECTION, SUB-SECTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management	Only when an exception occurs.	N/A	N/A

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



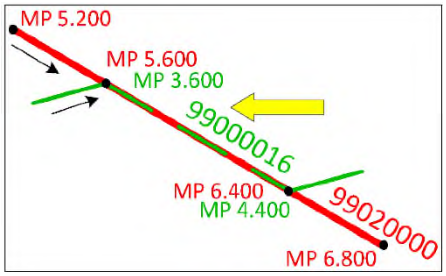
How to Gather this Data: For roadways that are exceptions, enter the roadway ID for that part of the roadway that is an exception. Roadway ID is a composite of the county, section and sub-section numbers for the roadway.

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

BEGSECPT | BEGIN SECTION MP OF EXCEPTION FIELD

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management	Only when an exception occurs.	N/A	N/A

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



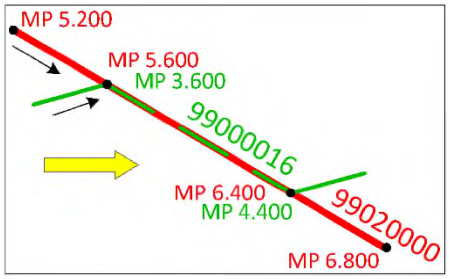
How to Gather this Data: Record the beginning lowest milepoint for the roadway that carries the exception information in the value column. The net length of the two corresponding segments should always equal each other. Always code the lowest milepoint first and the highest milepoint last, regardless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

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

ENDSECPT | END SECTION MP OF EXCEPTION FIELD

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management	Only when an exception occurs.	N/A	N/A

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



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

FEATURE 142

MANAGED LANES

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

Definition/Background: This feature is used to identify on the mainline where there are associated managed lanes. Additionally, it is used to identify the correlating mainline for which the managed lanes are attached.

Code on Managed Lane

This is to create a reference to the Associated Mainline.

MAINRDWY | MAINLINE ROADWAY ID

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	All Managed Lanes.	N/A	N/A

Definition/Background: The mainlines roadway ID. This is coded on each managed lane.

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

Value for Mainline Roadway ID: 8 Bytes: XXXXXXXX

MAINBMP | MAINLINE BEGIN MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	All Managed Lanes.	N/A	N/A

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

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 MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	All Managed Lanes.	N/A	N/A

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

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

Code on the Mainline—Reversible Managed Lane

CMLRDWY | COMPOSITE MANAGED LANE ROADWAY ID

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

Definition/Background: The composite managed lane's roadway ID. This is coded on the mainline. The composite managed lanes are typically reversible.

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

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

CMLBMP | COMPOSITE MANAGED LANE BEGIN MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

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

How to Gather this Data: Travel along the composite managed lane to collect its BMP. If the managed lane begins before the mainline, record the BMP as 0.000 (or the lowest milepoint for the mainline).

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

CMLEMP | COMPOSITE MANAGED LANE END MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

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

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

Code on the Mainline—Left Managed Lane

LMLRDWY | LEFT MANAGED LANE ROADWAY ID

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

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

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

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

LMLBMP | LEFT MANAGED LANE BEGIN MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane	N/A	N/A

Definition/Background: The milepoint where the left managed lane begins, usually at BMP 0.000. This is coded on the mainline. If the managed lane begins before the mainline, record the BMP as 0.000 (or the lowest milepoint for the mainline).

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

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

LMLEMP | LEFT MANAGED LANE END MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

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

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

Code on the Mainline—Right Managed Lane

RMLRDWY | RIGHT MANAGED LANE ROADWAY ID

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

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

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

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

RMLBMP | RIGHT MANAGED LANE BEGIN MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

Definition/Background: The milepoint where the right managed lane begins, usually at BMP 0.000. This is coded on the mainline. If the managed lane begins before the mainline, record the BMP as 0.000 (or the lowest milepoint for the mainline).

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

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

RMLEMP | RIGHT MANAGED LANE END MILEPOINT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Mainline roadways that have an associated Managed Lane.	N/A	N/A

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

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

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. Managed lanes will be inventoried as part of the District's 5-year inventory cycle and will be at the same cycle along with their associated mainline roadway.

For inventory requirements, reference the Managed Lanes RCI Inventory requirements in Chapter 5 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 and maintained in the LRS and RCI. Effective December 2017.

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. Managed lanes will be displayed as mainline facilities on the County Section Number Key Sheets.

Coding Managed Lanes in RCI

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 centerline mileage to the state highway system nor 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. The listed characteristics items “a” through “i” are coded for the mainline roadway. Characteristic items “j” through “l” are coded for the managed lane roadways.

Mainline Roadway (to associate to the appropriate managed lanes)

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

Managed Lane Roadways (to associate to the mainline)

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 **4:** Vegetation

9. Where characteristics under Feature 119 and Feature 212 break in relationship to the beginning/ending location of a managed lane, ensure that the milepoint limits for these characteristics exactly match the BMP/EMP of the managed lane coded under Feature 142.

CASE A | LOCATIONS WHERE THE MANAGED LANES RUN ADJACENT TO THE INTERSTATE LANES

Mainline:

1. There is no median or inside shoulder between the mainline and the managed lane of the same direction. Therefore, code Feature 215—Code 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 roadway ID.

6. Code any tolling data that applies in Feature 122 and Feature 119.

7. Code lanes and surface width under Feature 212. Do not include managed lanes in the count for NOLANES on the mainline roadway ID.

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

Mainline:

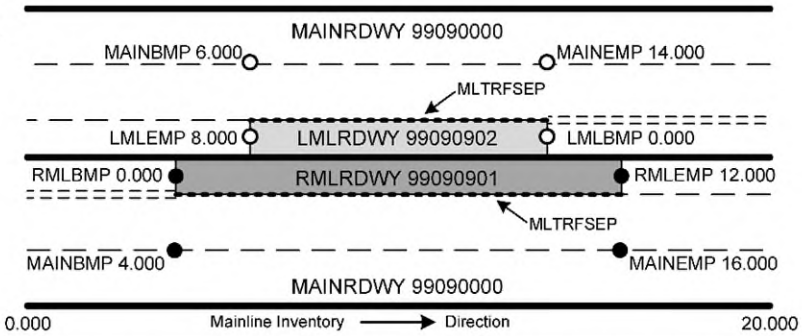
1. Code all associated features as usual.
2. Code Feature 215 RDMEDIAN as code 50.

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

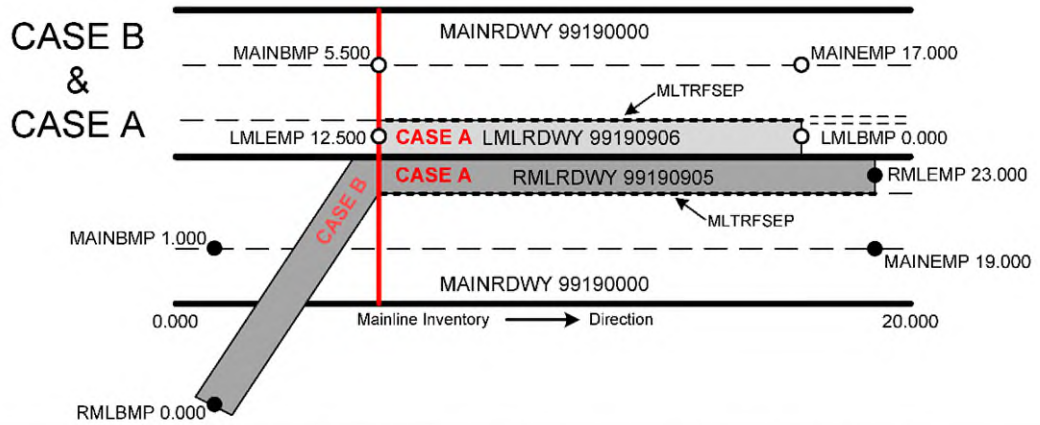
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated
0.000	12.000	MAINLINE ROADWAY ID	99090000	EA	C		USERID 01/01/2013
0.000	12.000	MAINLINE BEGIN MP	4.000	MI	C		USERID 01/01/2013
0.000	12.000	MAINLINE END MP	16.000	MI	C		USERID 01/01/2013

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

Diagram



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:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99190000	99	99	TEST	0.000	20.000	20.000	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:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99190905	99	99	TEST	0.000	23.000	23.000	ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE B & A RIGHT MANAGED						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES — LENGTH/NON-INTERLOCKING

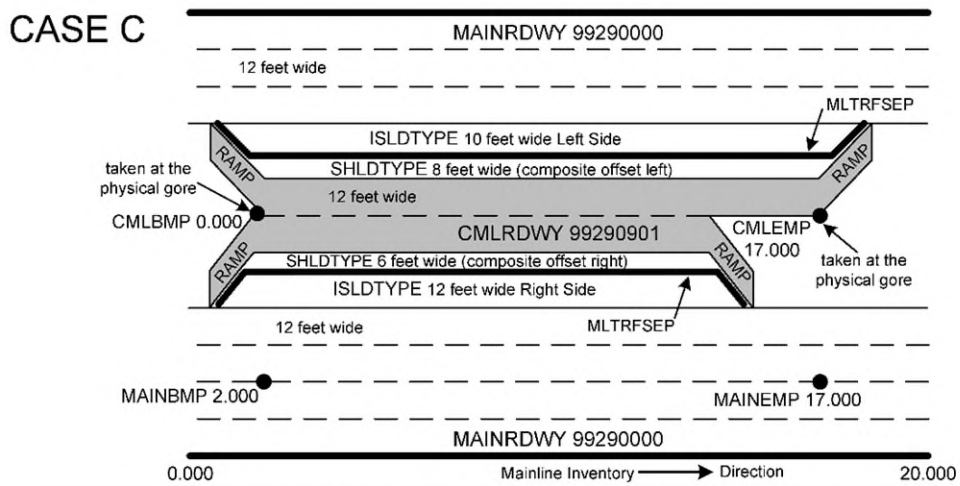
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated
0.000	23.000	MAINLINE ROADWAY ID	99190000	EA	C		USERID 01/01/2013
0.000	23.000	MAINLINE BEGIN MP	1.000	MI	C		USERID 01/01/2013
0.000	23.000	MAINLINE END MP	19.000	MI	C		USERID 01/01/2013

Roadway ID:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99190906	99	99	TEST	0.000	12.000	12.000	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	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

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

RCI Coding Example for Case C

Roadway ID:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99290000	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
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:	Man-Dist:	Geo-Dist:	County:	Beg. MP:	End. MP:	Net Length:	Overall Status:
99290901	99	99	TEST	0.000	17.000	17.000	ACTIVE EXCLUSIVE
Description: MANAGED LANE CASE C COMPOSITE MANAGED LANE						VideoLog	Enterprise GIS

Feature 142 - MANAGED LANES — LENGTH/NON-INTERLOCKING

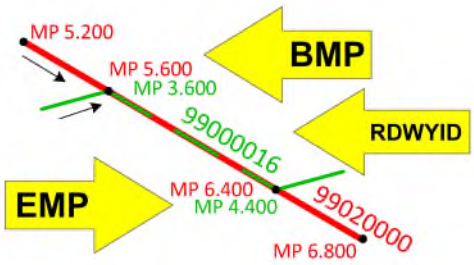
Beg. MP	End. MP	Characteristic	Value	Unit	Side	Offset	Char. Updated
0.000	17.000	MAINLINE ROADWAY ID	99290000	EA	C		USERID 01/01/2013
0.000	17.000	MAINLINE BEGIN MP	2.000	MI	C		USERID 01/01/2013
0.000	17.000	MAINLINE END MP	17.000	MI	C		USERID 01/01/2013

FEATURE 143

ASSOCIATED STATION EXCEPTION

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

Definition/Background: Stationing exceptions are used to indicate where two Roadway IDs traverse the same segment between two points (usually intersections). Only one of the roadways carries the data and the other roadway points to it. This is to avoid duplication of mileage.



How to Gather this Data: These characteristics are **automatically generated** when Feature 141 is coded.

Do not delete Feature 143 or any of its characteristics.

RDWYID | COUNTY, SECTION, SUB-SECTION
BEGSECPT | BEGIN SECTION MILEPOINT OF EXCEPTION
ENDSECPT | END SECTION MILEPOINT OF EXCEPTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	Only when an exception occurs.	N/A	N/A

FEATURE 146
ACCESS MANAGEMENT

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	A representative from each district will gather, update, and input this data into RCI as needed.				

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.

For further reference, please read ***FAC Rule 14-97 Access Management Classification System and Standards***. This can be obtained from the District Systems Implementation Office. For further assistance, please contact Systems Implementation 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:

1. 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.

2. 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.

3. 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.

ACMANCLS | ACCESS MANAGEMENT CLASSIFICATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		District Planning, Central Planning	All Active on System roads.	N/A	N/A

Codes	Descriptions
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, Ingress and egress are only via interchanges.

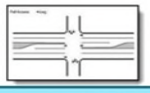
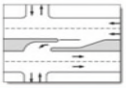
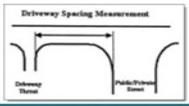
Class 2—Has frontage roads or a system of interconnections making frequent driveways and median openings not needed.

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.

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.*

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) 1,320 (45MPH or Less)	660	440	245
6	Non-Restrictive			440	245
7	Both	660	330	125	125

FIGURE 2

CONTROLLED ACCESS FACILITIES

ACCESS CLASS	FACILITY DESIGN FEATURES (MEDIAN TREATMENT AND ACCESS ROADS)	MINIMUM CONNECTION SPACING (FEET)	MINIMUM MEDIAN OPENING SPACING DIRECTIONAL (FEET)	MINIMUM MEDIAN OPENING SPACING FULL (MILE)	MINIMUM SIGNAL SPACING (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 instrictions for the use of these standards.

14-97.003 Access Management
Classification System
and Standards

Page 10

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.

FEATURE 147

STRATEGIC INTERMODAL SYSTEM

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	Yes	Length	Yes	Yes
Responsible Party for Data Collection	Systems Implementation Office. For further assistance, please contact Systems Implementation Office at 850-414-4913.				

Definition/Background: Identifies highway facilities within the designated Strategic Intermodal System (SIS) corridors, and designated SIS or Strategic Growth roadway connectors. For more information on SIS Designation, including definitions and criteria, please contact the Systems Implementation Office or go to the SIS website at https://www.fdot.gov/planning/sis/.

SISFCTPX | SIS FACILITY TYPE LEVEL (X=1-9)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Intermodal System Development, SIS Committee, sub-committees, and Central Planning, District Planning, Safety, Financial Management, District Office of Maintenance	All designated SIS Highway Corridors and SIS or Strategic Growth roadway connectors On or Off the SHS.	N/A	N/A

How to gather this Data: Enter the code value assigned to the route.

Grouping	Codes	Descriptions
Highway Facilities	**11**	Corridor
Highway Facilities	**13**	Corridor Future
Highway Facilities	**14**	Corridor Planned Drop
Connectors	**21**	Connector
Connectors	**22**	Connector Future
Connectors	**23**	Connector Planned Drop
Military Access	**24**	Military Access
Military Access	**25**	Military Access Future
Military Access	**26**	Military Access Planned Drop
Strategic Growth (SG) Connectors	**27**	SG Connector
Strategic Growth (SG) Connectors	**28**	SG Connector Future
Strategic Growth (SG) Connectors	**29**	SG Connector Planned Drop
Other	**31**	Link
Other	**41**	GIS Route
Other	**51**	Managed/Express/Reversible

SISMPIDX | SIS FACILITY MAP ID LEVEL (X=1-9)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Intermodal System Development, SIS Committee and sub-committees	All designated SIS Highway Corridors and SIS or Strategic Growth roadway connectors On or Off the SHS.	N/A	N/A

Definition/Background: Associates a map ID with a highway facility within the designated SIS.

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

Physical Features

These features are physical elements visible along the travelway.

FEATURE 212
THROUGH LANES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	Yes	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: The total number of through lanes for the roadway side, (C/R/L). A through traffic lane is a lane of roadway intended to facilitate moving vehicles along a corridor.

NOLANES | NUMBER OF ROADWAY LANES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
7		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways On or Off the SHS, and Active Exclusive roadways.	N/A	N/A

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 roadway side and one for the right roadway side. For a composite roadway side, there will be one value.

The following are not considered through lanes:

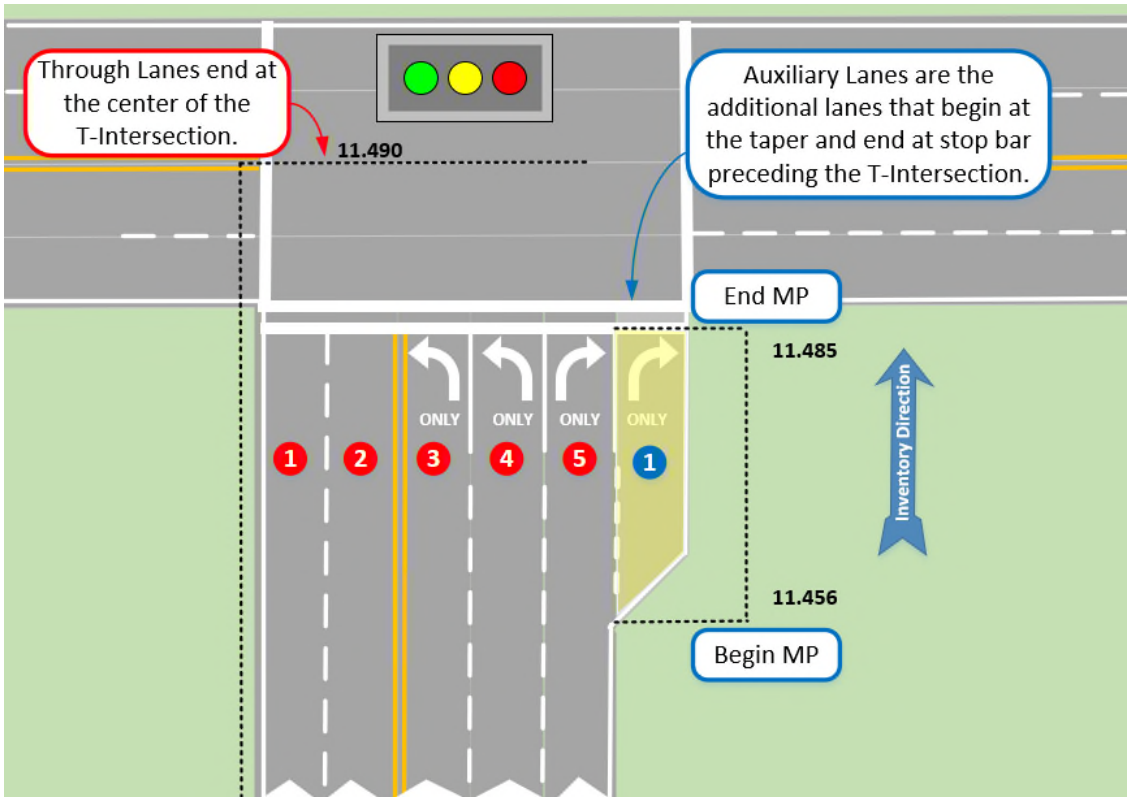
- Parking lanes are coded as a paved shoulder under Feature 214 Outside Shoulders. Parking lane width and type of parking are coded under Feature 313 Parking.
- Bike lanes (excluding Sharrows) and Keyhole Lanes are coded as paved shoulders under Feature 214 Outside Shoulders. All bike lanes and Keyhole Lanes are coded under Feature 216 Bike Lanes/Pedestrian Facilities.

Value for Number of Roadway Lanes: 2 Bytes: XX—Number of through lanes (e.g., 02)

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 lanes not previously counted. Be careful to avoid duplicate or over counting. For more details, reference Feature 213 Special Situations for coding T-Intersections.

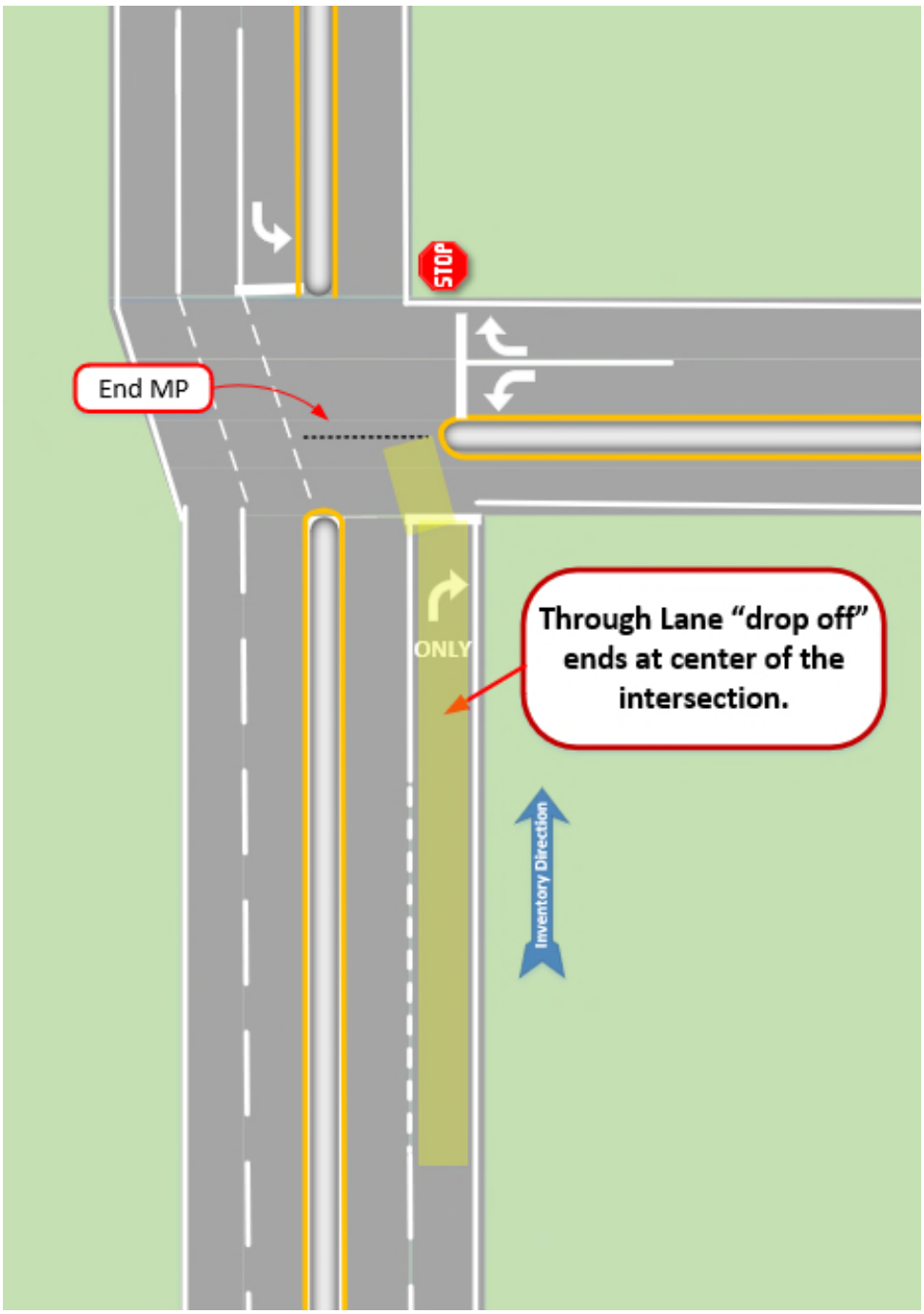
EXAMPLE



Through lanes that terminate at a t-intersection are coded to the center of the intersection. Note that this is a different ending milepoint than that of the auxiliary lane that approaches the intersection.

Through Lane Drop off: This is a through lane that becomes a right turn or left turn only at an intersection. Code a dropped lane as a through lane to the center of the intersection.

EXAMPLE



A Through Lane approaching an intersection that is designated for turning movements only at an intersection is a Through Lane Drop Off. It does not continue beyond the intersection, the lane is considered "dropped" at the center of the intersection.

In comparison, an auxiliary lane at an intersection has three key components: entering taper, deceleration length, and storage length.

SURWIDTH | PAVEMENT SURFACE WIDTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
34		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways On or Off the SHS, and Active Exclusive roadways.	N/A	N/A

Definition/Background: The total width of all through lanes for the roadway side (C/R/L), measured in feet.

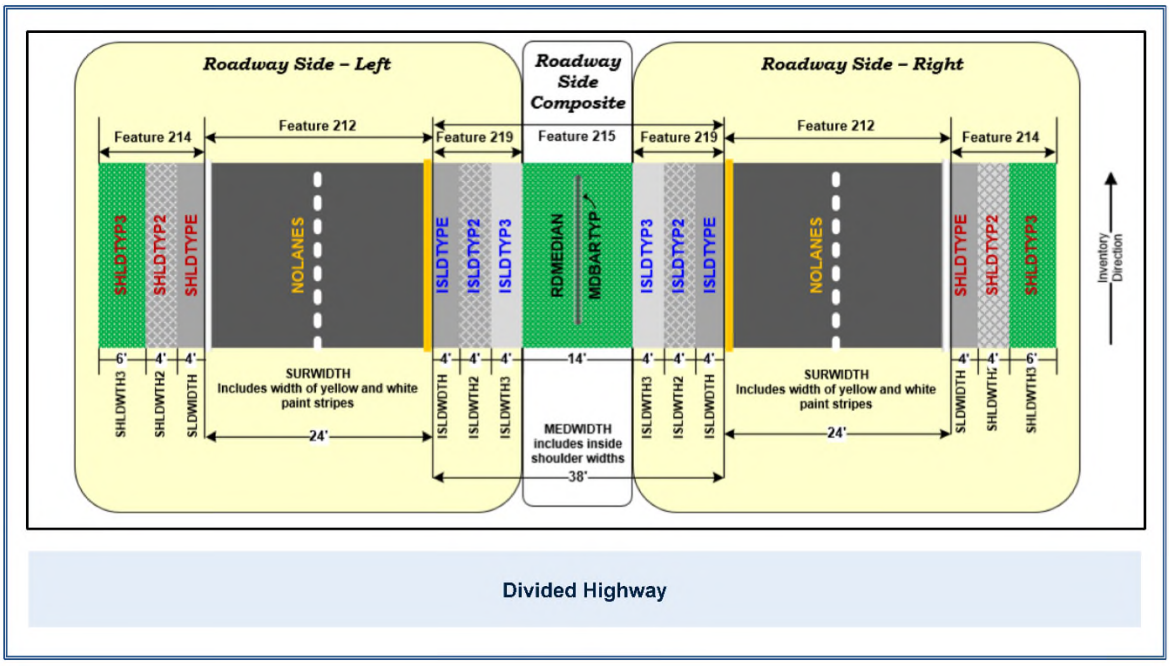
Tolerance: Measured to the nearest foot.

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.

Value for Pavement Surface Width: 3 Bytes: XXX—Surface width in feet

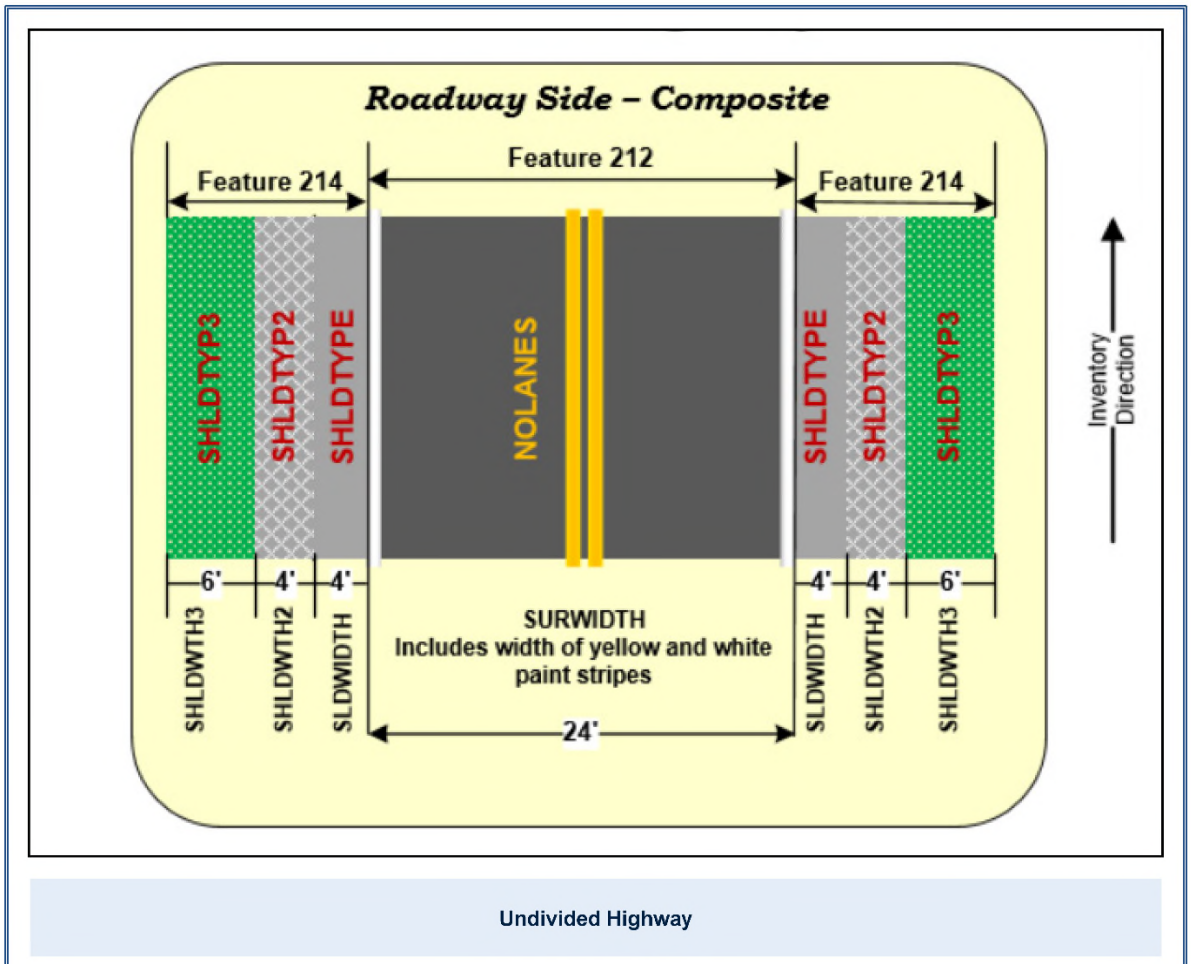
Special Situations: Divided roadway—Take measurement from the outside edge of the yellow stripe to the outside edge of the white stripe. For a divided roadway, there will be two values, one for the left roadway side and one for the right roadway side. These can be up to 24 feet for a single individual through lane.

EXAMPLES

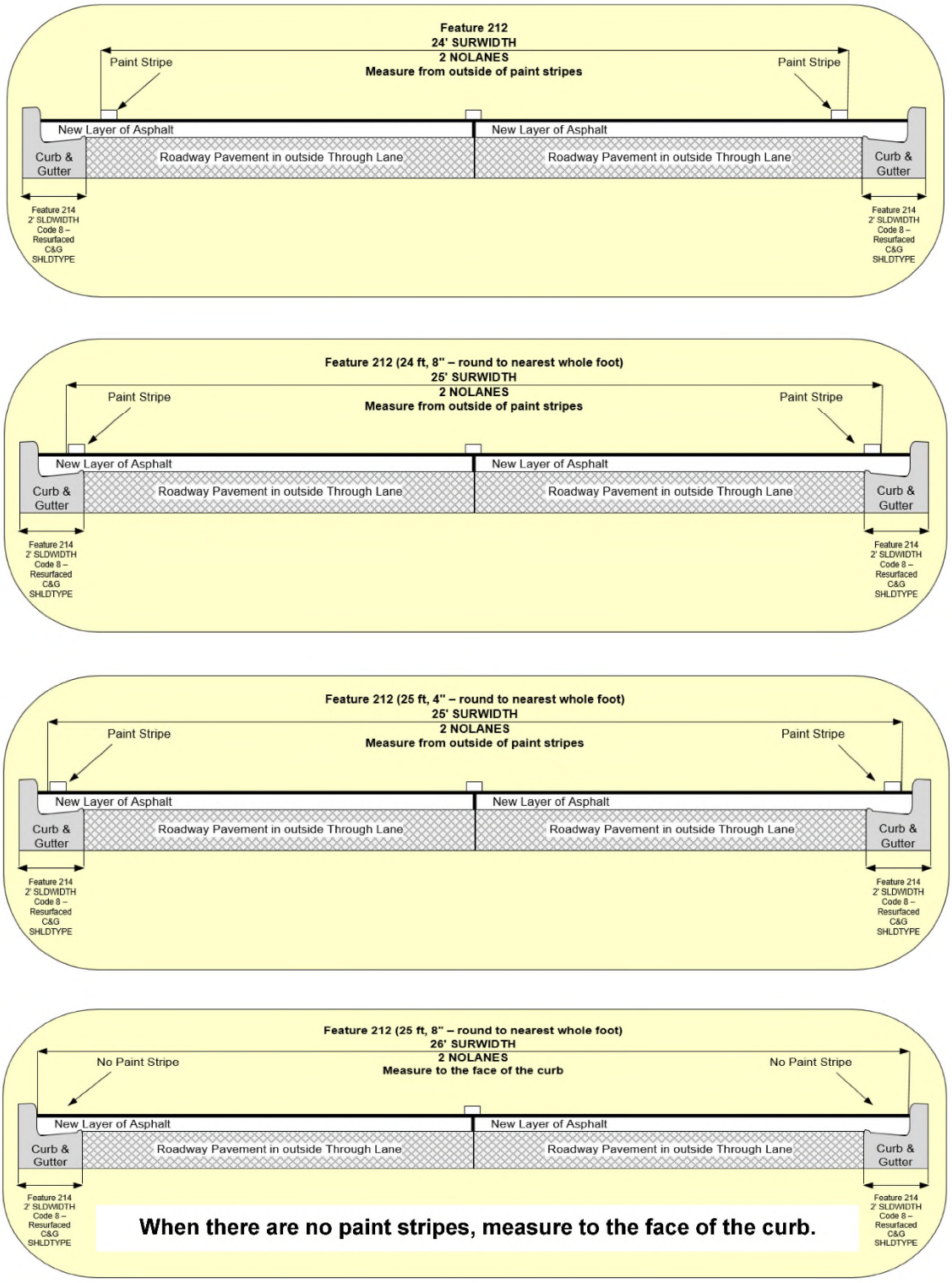


Note: SHLDTYPE, SHLDTYP2 and SHLDTYP3 under Feature 214—Outside shoulders require coding an Offset to indicate Left or Right.

When there are paint stripes present, measure the through lanes from the outside of the paint stripe.



Undivided Highway


Feature 212
24' SURWIDTH
2 NOLANES
Measure from outside of paint stripes
Paint Stripe
Paint Stripe
New Layer of Asphalt
New Layer of Asphalt
Curb & Gutter
Roadway Pavement in outside Through Lane
Roadway Pavement in outside Through Lane
Curb & Gutter
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 212 (24 ft, 8" – round to nearest whole foot)
25' SURWIDTH
2 NOLANES
Measure from outside of paint stripes
Paint Stripe
Paint Stripe
New Layer of Asphalt
New Layer of Asphalt
Curb & Gutter
Roadway Pavement in outside Through Lane
Roadway Pavement in outside Through Lane
Curb & Gutter
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 212 (25 ft, 4" – round to nearest whole foot)
25' SURWIDTH
2 NOLANES
Measure from outside of paint stripes
Paint Stripe
Paint Stripe
New Layer of Asphalt
New Layer of Asphalt
Curb & Gutter
Roadway Pavement in outside Through Lane
Roadway Pavement in outside Through Lane
Curb & Gutter
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 212 (25 ft, 8" – round to nearest whole foot)
26' SURWIDTH
2 NOLANES
Measure to the face of the curb
No Paint Stripe
No Paint Stripe
New Layer of Asphalt
New Layer of Asphalt
Curb & Gutter
Roadway Pavement in outside Through Lane
Roadway Pavement in outside Through Lane
Curb & Gutter
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
Feature 214 2' SLDWIDTH Code 8 – Resurfaced C&G SHLDTYPE
When there are no paint stripes, measure to the face of the curb.

FEATURE 213

AUXILIARY LANES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning & Maintenance				

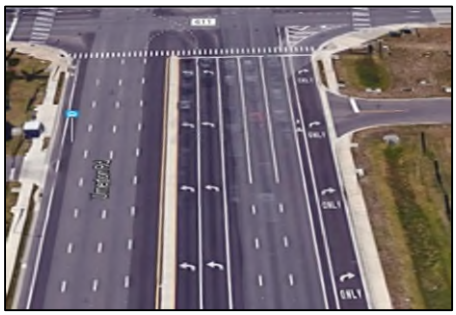
Definition/Background: Auxiliary lanes are lanes adjacent to Feature 212 Through Lanes that provide turning movements, exclusive vehicle lane usage, and identify where speed changes are required. Effective June 2017.

At an intersection, an auxiliary lane does not exist where a through lane continuing to the intersection only allows for turning movement. That is a through lane drop off. See Feature 212—Through Lanes for instructions and example for coding those situations.

Feature 213 Auxiliary Lanes cannot be coded "C" composite. The right and left sides must be coded separately for auxiliary lanes.

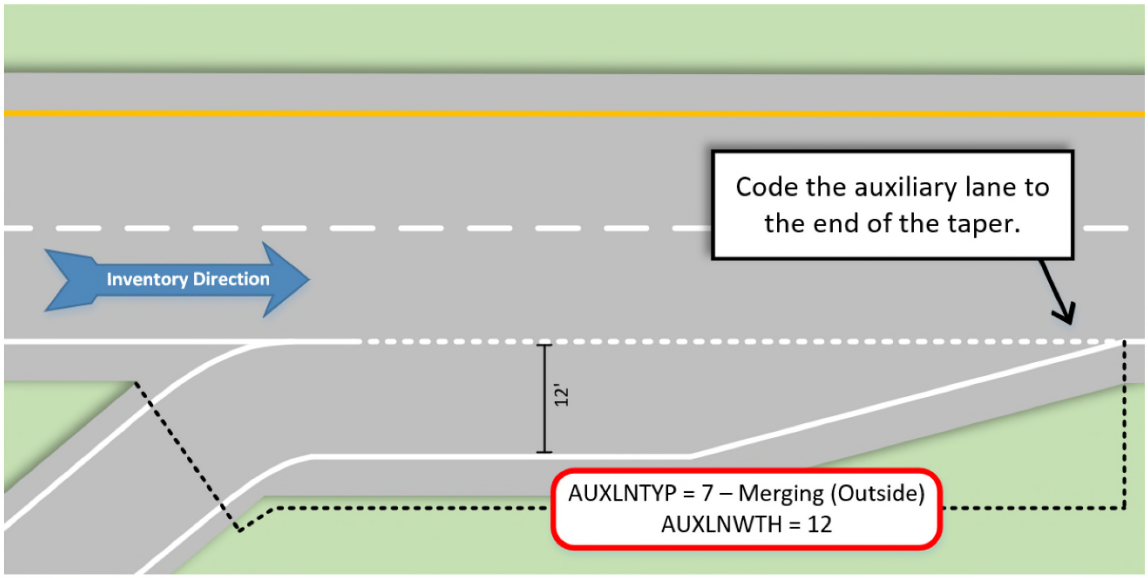
AUXLNTYP | AUXILIARY LANE TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways On or Off the SHS, and Active Exclusive roadways.	N/A	N/A



How to Gather this Data: At typical intersections, auxiliary lanes provide vehicle storage for turning movements. Code auxiliary lanes under Feature 213 for each side of the roadway and the number of through lanes under Feature 212. When determining the type of lanes, consider the number of through lanes first before auxiliary lanes. The through lanes will carry the majority of the traffic volume. The sum of the through lanes and auxiliary lanes are the total lanes present.

Measurements start or end at the taper, physical gore, or stop bar. For merge lanes that do not begin at an intersection, measurements start at the pavement marking or at the change in striping (use the first indication). The posted sign may be used if the former are not present. The length of auxiliary lanes will include the taper if any is present. Regardless of whether the auxiliary lane is merging outside or inside, inventory the width of the lane from the edge of the yellow stripe lane separator at the intersection to the taper merging with the through travel lane.



Inventory of an Auxiliary Lane with a Taper

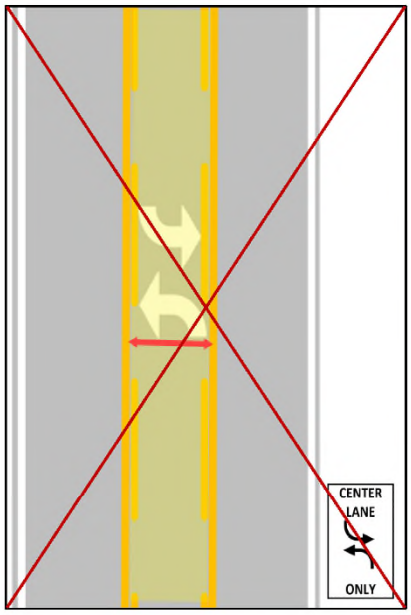
Codes	Descriptions	Additional Information and Guidance
1	Continuous Left Turn Lane **Obsolete**	Added December 2017; **Obsoleted** September 2019—see Feature 215—RDMEDIAN.
2	Continuous Right Turn Lane	Inventory the turn lane from the beginning of the taper to the stop bar, or its approximate intended location when missing. If there is any break within the turn lane that forces the vehicle to make a right turn, such as cross hatching, stop bars, or positive barriers, stop the aux lane at that location, and begin a new aux lane on the other side of the break (if needed). This type of turn lane extends beyond a single intersection or driveway. Added December 2017.
3	Left Turn Lane	Inventory turn lanes from the beginning of the taper to the stop bar, or its approximate intended location when missing. This includes turn lanes that may or may not be a part of a paved, two-way, or physical median.
4	Right Turn Lane	Inventory turn lanes from the beginning of the taper to the stop bar, or its approximate intended location when missing.
5	Bus Preference Lane	Inventory the bus pull in/out within a designated transit stop from the beginning of the taper to the end of the next taper, stop bar, or approximate intended location when missing.
6	Merging Inside Lane	Inventory the lane from the end of the white stripe (lane separator) at the intersection to the taper merging with the through lane (from inside lane/inside shoulder). For merge lanes that do not begin at an intersection, inventory from the pavement marking or at the change in striping (use the first indication). The posted sign may be used if the former are not present.

Codes	Descriptions	Additional Information and Guidance
7	Merging Outside Lane	Inventory the lane from the end of the white stripe (lane separator) at the intersection to the taper merging with the through lane (from outside lane/outside shoulder). For merge lanes that do not begin at an intersection, inventory from the pavement marking or at the change in striping (use the first indication). The posted sign may be used if the former are not present.
8	Turn Lane with Bike Slot **Obsolete**	**Obsoleted** May 2014—use code 4.
9	Special Enforcement Lane	Inventory the special enforcement lane from the beginning of the taper to the end of the next taper, stop bar, or approximate intended location when missing.

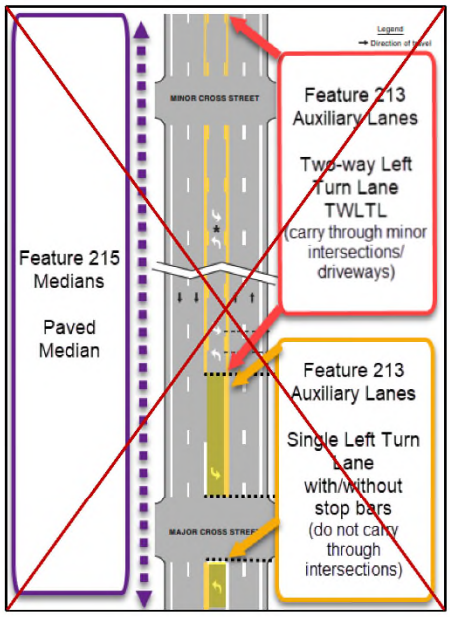
Special Situations:

- For auxiliary lanes on one-way roadways, always code the roadway side as right. Code Left turn lanes as Code 3 and Right turn lanes as Code 4, on roadway side right.
- For through lane drop offs, do not code as Left turn lanes or Right turn lanes. These are coded as through lanes that extend to the center of the associated intersection.
- For DDI crossover areas, the inventory direction is on the left side of the roadway. The road side of auxiliary lanes as defined approaching and leaving the crossover area is reversed within the crossover area.

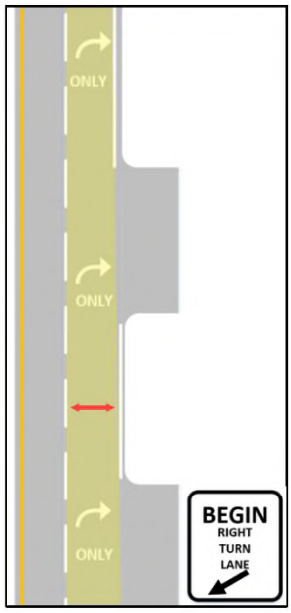
EXAMPLES



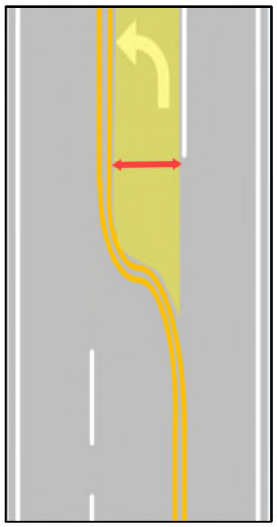
1: Two-way Left Turn Lane (**Obsolete** September 2019)



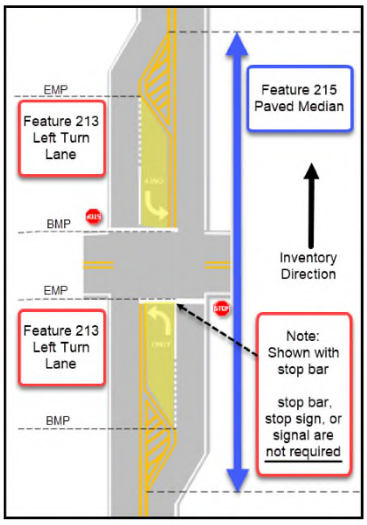
1: Two-way Left Turn Lane (**Obsolete** September 2019)



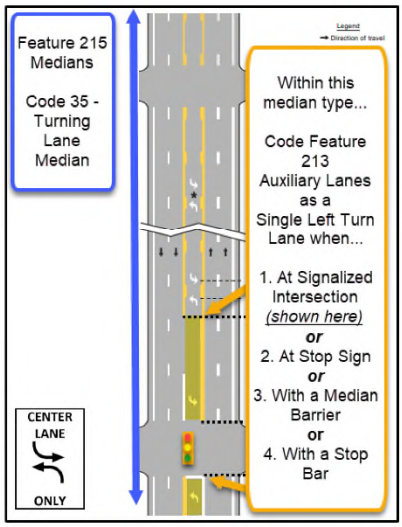
2: Continuous Right Turn Lane



3: Left Turn Lane (within Feature 215—Paved Median)

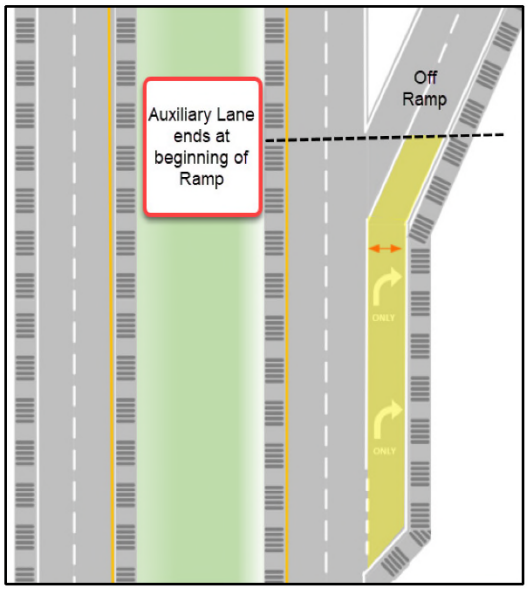


3: Left Turn Lane (within Feature 215—Paved Median) with stop bar, stop sign, or stop signal (not shown)

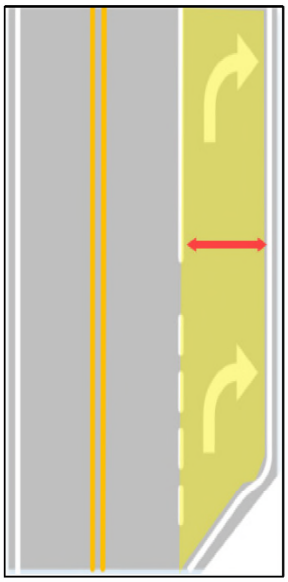


3: Left Turn Lane (within Feature 215—Two-way Turn Median) with stop bar, stop signal, stop sign (not shown), or median barrier (not shown)

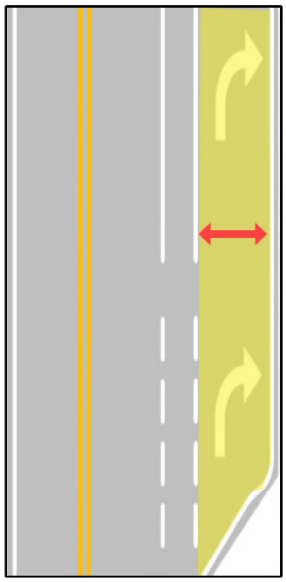
EXAMPLES



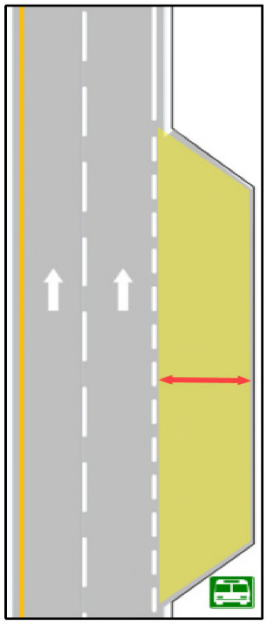
4: Right Turn Lane (prior to ramp)



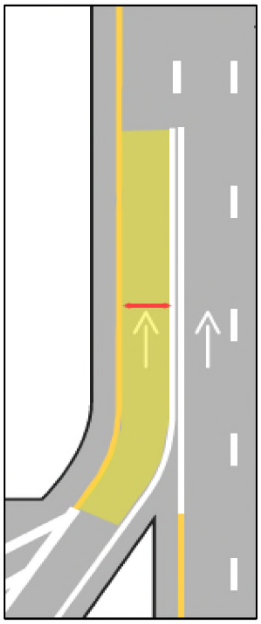
4: Right Turn Lane



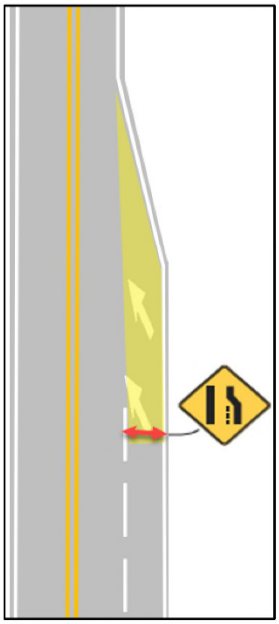
4: Right Turn Lane adjacent to Bicycle Keyhole Lane



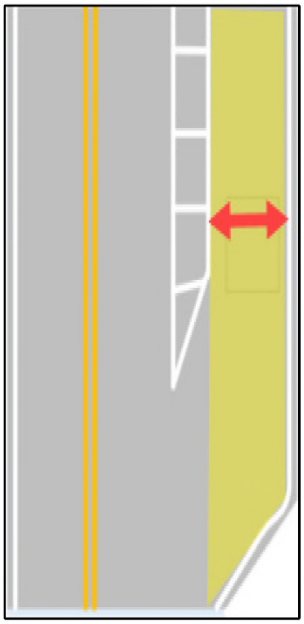
5: Bus Preference Lane



6: Merging Inside Lane



7: Merging Outside Lane

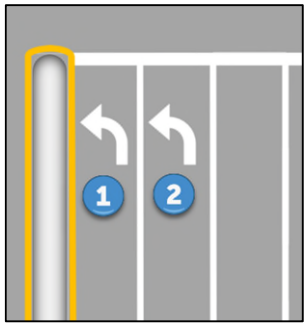


9: Special Enforcement Lane

AUXLNUM | NUMBER OF AUXILIARY LANES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways On or Off the SHS, Active Exclusive roadways and NHS.	N/A	N/A

Definition/Background: The total number of auxiliary lanes adjacent to the roadway for the roadway side (R/L).



How to Gather this Data: Count the number of auxiliary lanes adjacent to the through lanes. Do not include through lanes.

Value for Number of Auxiliary Lanes: 1 Byte: X—Total number of auxiliary lanes adjacent to the roadway.

AUXLNWTH | AVERAGE AUXILIARY LANE WIDTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways On or Off the SHS, Active Exclusive roadways, and NHS.	N/A	N/A

Definition/Background: Denotes the average width of each auxiliary lane.

Tolerance: Measured to the nearest 0.5 ft.

How to Gather this Data: Measure the width of auxiliary lane(s). The width is measured from the inside edge of lane stripe to inside edge of yellow stripe. If there is only one auxiliary lane, record the measurement. If there are multiple auxiliary lanes, sum the width of adjacent auxiliary lanes, and divide by the total number of lanes. Refer to the graphic below.

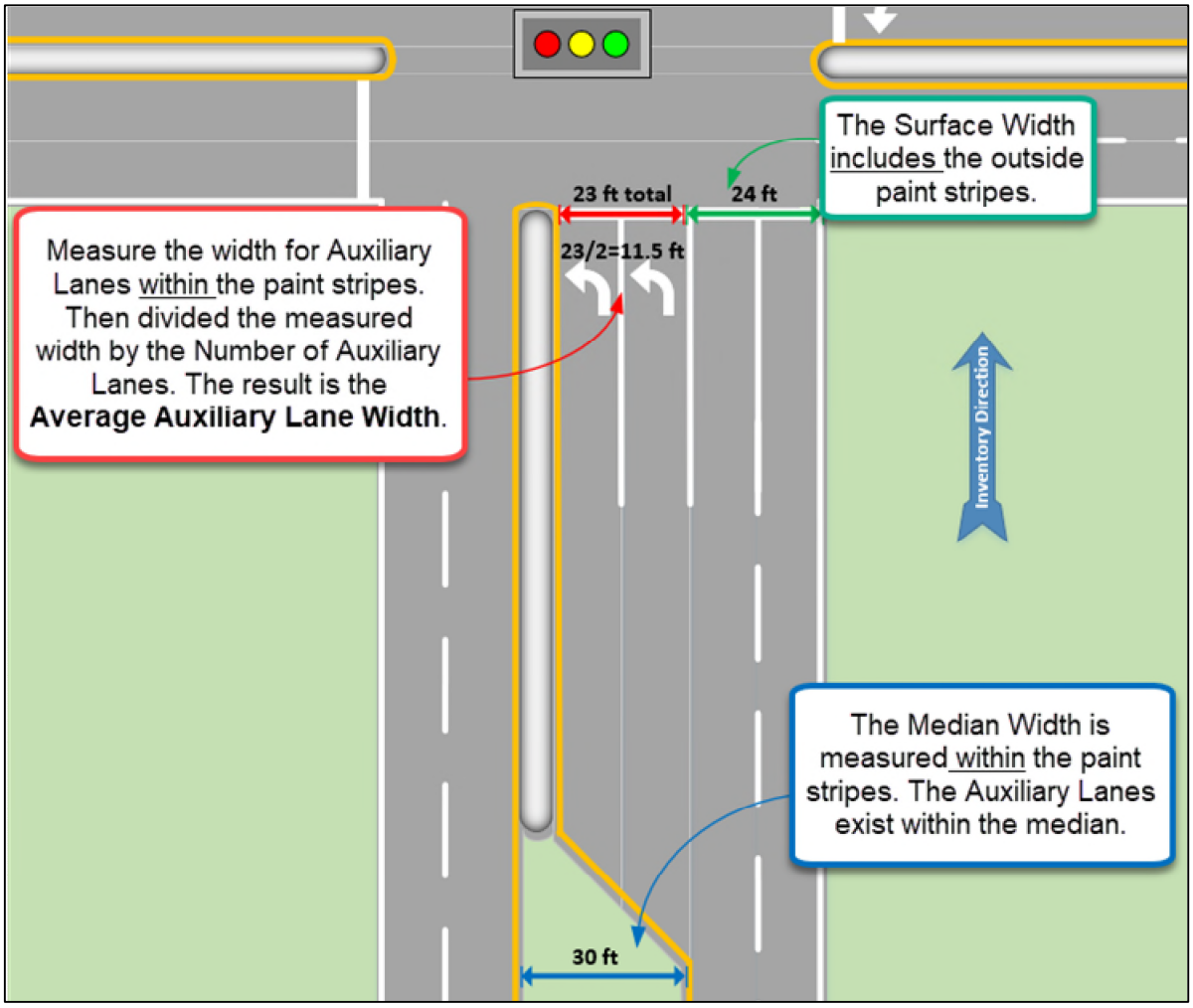
Measurements are taken as follows:

- At intersections, measure the auxiliary lanes at the stop bar.
- For a mid-block turn lane that has the stop bar perpendicular to the roadway, measure the auxiliary lane where it parallels the through lanes.
- Adjacent to ramps, measure at the widest point along the lane.

Value for Average Auxiliary Lane Width: 3 Bytes: XX.X—Average width of auxiliary lane(s)

Calculation for the Average Lane Width:

(Measured Width / Quantity = AUXLNWTH)
23 feet / 2 Lanes = 11.5 feet



Special Situations:

INVENTORYING ROADWAYS WITH LEFT AND RIGHT TURN LANES THAT BEGIN AND END AT SAME MILEPOINTS AND ON THE SAME INVENTORY DIRECTION OF THE ROADWAY

Feature 213—Auxiliary Lanes (Roadway Side = R/right side)

As inventoried

Turn Left = 1 at 12 ft wide

BMP = 7.250

EMP = 7.280

Turn Right = 1 at 12 ft wide

BMP = 7.250

EMP = 7.280

Both turn lanes are at the same milepoints and one must change to make it a unique entry.

As recorded in database

Turn Left = no changes from above

Turn Right = 1 at 12 ft wide

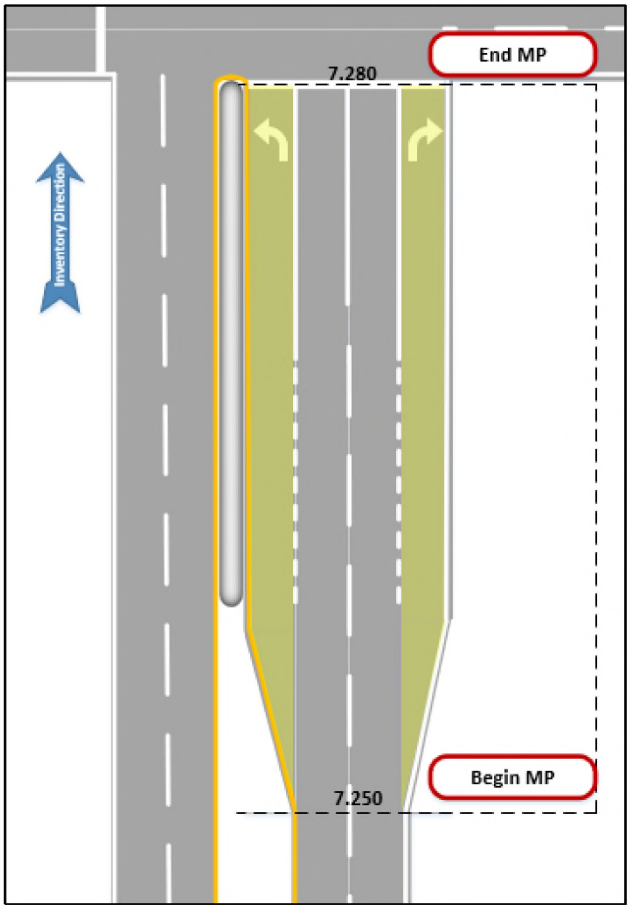
BMP = 7.250 7.251

EMP = 7.280

Feature 213—Number of Auxiliary Lanes
(Roadway Side = L/left side)

Turn Left = none

Turn Right = none



When both left and right turn lanes begin and end at the same milepoints then one of the auxiliary lanes is offset at the beginning milepoint by 0.001. The example above shows the Right Turn Lane being offset.

INVENTORYING ROADWAYS WITH LEFT AND RIGHT TURN LANES THAT BEGIN AND END AT SAME MILEPOINTS AND ON THE SAME INVENTORY DIRECTION OF THE ROADWAY

Feature 120 – Type of Road

0 = Undivided

Feature 212 – Through Lanes (Roadway Side = C/composite)

Left + Right = Total

2 + 3 = 5

Feature 213 – Auxiliary Lanes (Roadway Side = R/right)

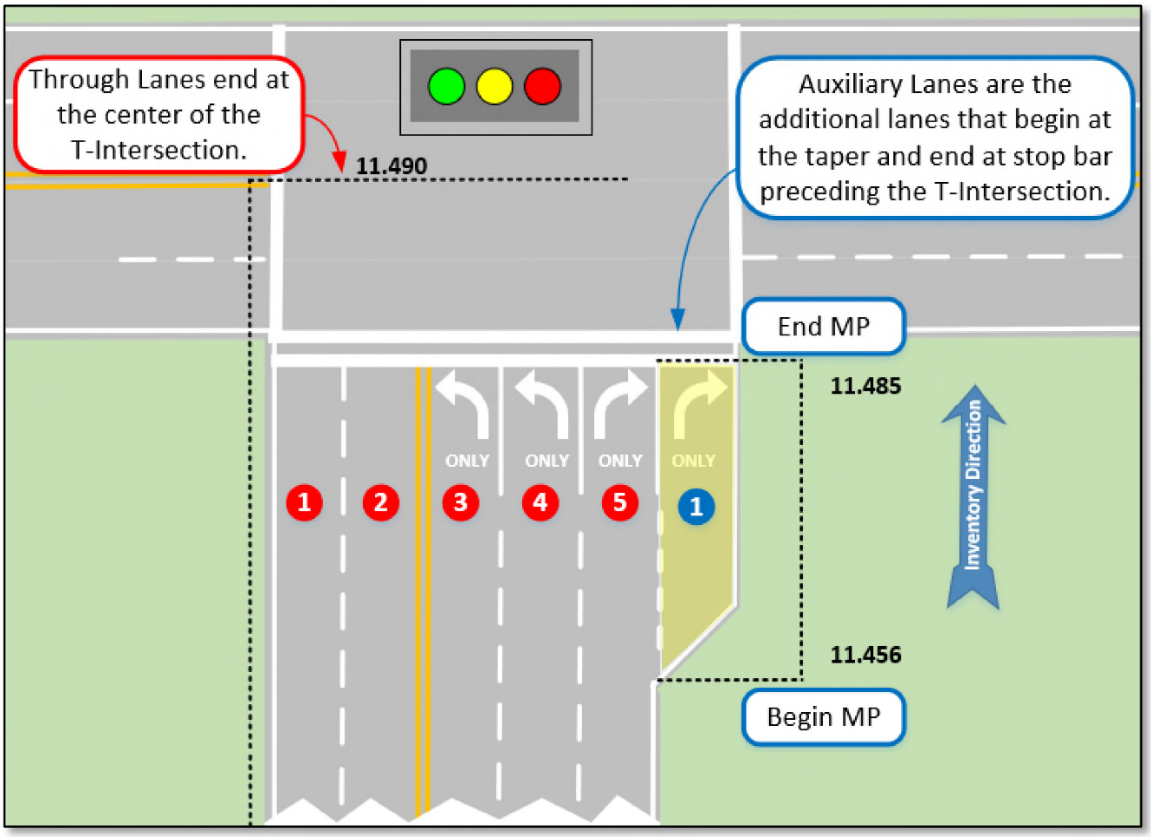
Left Turn Lane = none

Right Turn Lane = 1 at 12 ft wide

Feature 213 – Auxiliary Lanes (Roadway Side = L/left)

Left Turn Lane = none

Right Turn Lane = none



Through Lanes and Turn Lanes that occur at a "T-Intersection" are treated as shown in this example.

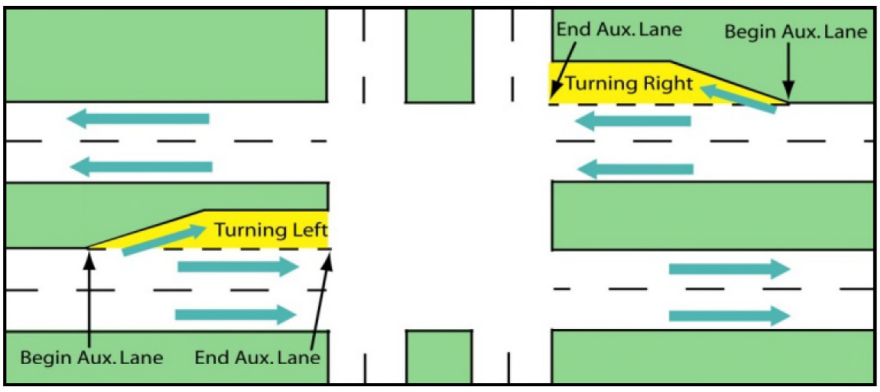
- Through Lanes end at the center of the intersection.
  - On the left, there are two through lanes (Red No. 1 & 2).

- On the right, there are three through lane drop offs (Red No. 3, 4, & 5). The through lanes are present before the auxiliary lane begins. These are not considered auxiliary lanes even though there are painted arrows indicating the turning movement.

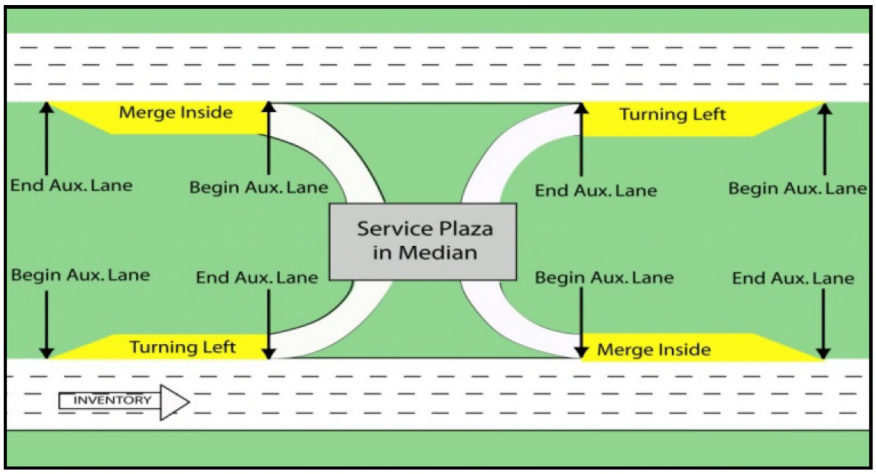
- On the right, the auxiliary lane (Blue No. 1) is a right turn lane that begins at the taper and ends at the stop bar.

The total lane count must not exceed the sum of through lanes plus auxiliary lanes.

TURN LANES/MERGING LANES WITH TAPERS



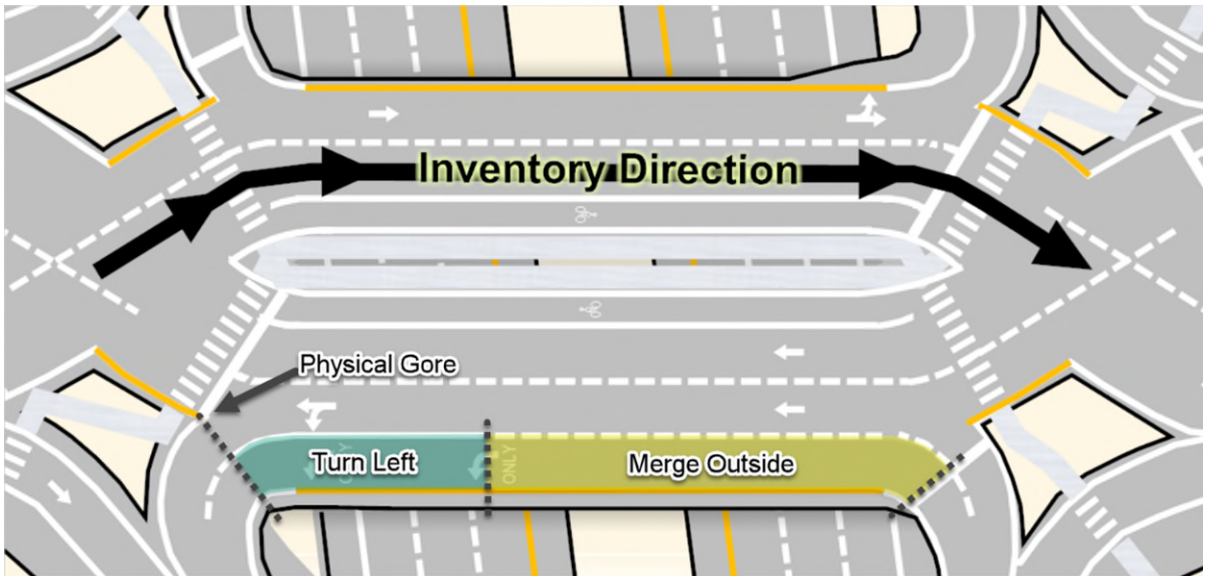
Intersections with Codes
4-Right and 3-Left Turns



Limited Access Roadway with Codes
6-Merge Inside and 7-Merge Outside

The beginning and ending locations for these auxiliary lanes are shown in the drawings above.

INVENTORYING AUXILIARY LANES AT A DDI CROSSOVER AREA



In this example, the merging lane on the non-inventory side of the roadway (indicated in yellow) begins at the stop bar and ends the solid white line. This lane is coded as Roadside = R, 7—Merging (from outside lane/shoulder). The left turn lane (indicated in green) begins at the start of the solid white line and ends at the physical gore that defines the beginning of the ramp.

FEATURE 214
OUTSIDE SHOULDERS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	Yes	Length	No	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: The outside shoulders are used for lateral support of the roadway.

MLTRFSEP | MANAGED LANE SEPARATOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
37		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All managed lanes.	2-right 3-left	N/A

How to Gather this Data: Record the type of separator between the managed lane and mainline through lane(s) in the same direction.

Codes	Descriptions
0	None
1	Flexible Posts
2	Guardrail
3	Barrier Wall
4	Vegetation (Effective 9/2018)

EXAMPLES

1: Flexible Posts

2: Guardrail

3: Barrier Wall

SHLDTYPE | HIGHWAY SHOULDER TYPE
SHLDTYPX | HIGHWAY SHOULDER TYPE (X=2,3)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
37		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, Active Exclusive roadways, all SIS related roadways, and all managed lanes.	1-right & left 2-right 3-left	N/A

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.

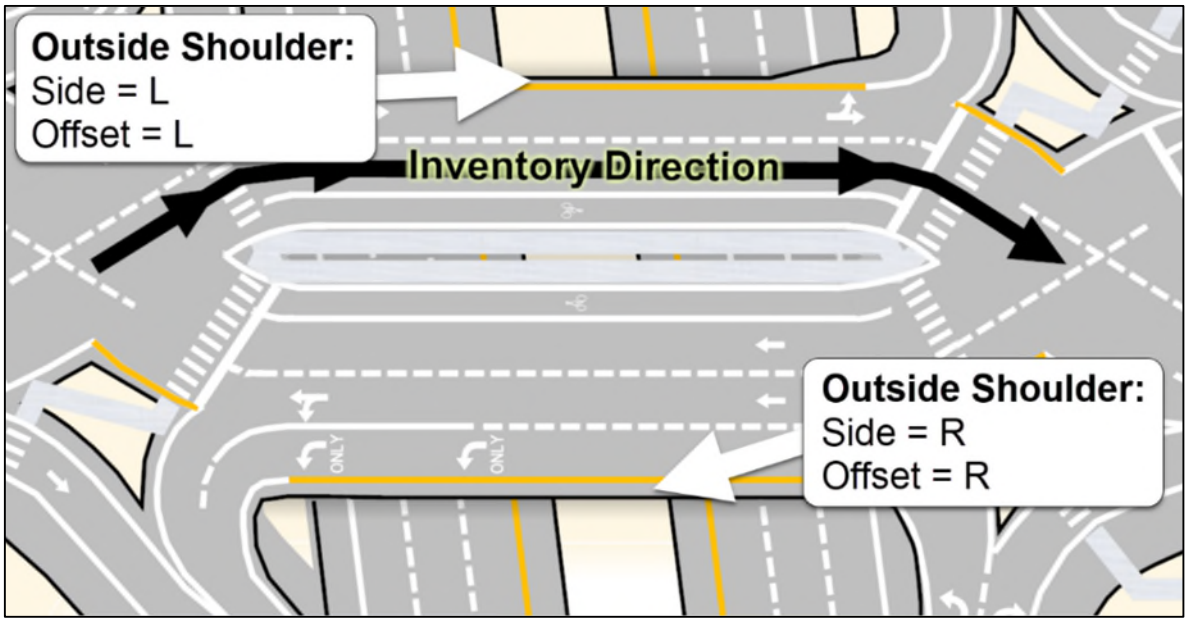
How to Gather this Data: Record the highway shoulder type starting with the first shoulder adjacent to the outside travel lane. Collect information for up to three types of shoulders (SHLDTYPE, SHLDTYP2, and SHLDTYP3). Each shoulder type is independently measured. A lawn shoulder type should only be measured up to 12' in width. Do not record shoulder types less than 1 foot in width.

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.

For designated bike lanes, also code Feature 216. For bike keyhole lanes, the bike lane is adjacent to a turning lane.

Within a DDI crossover area (between the two crossover intersections), the road side of the inside and outside shoulders as defined approaching and leaving the crossover area is reversed. In other words: within the crossover area, the outside shoulder is the shoulder to the left of the direction of travel.

OUTSIDE SHOULDERS AT A DDI CROSSOVER AREA

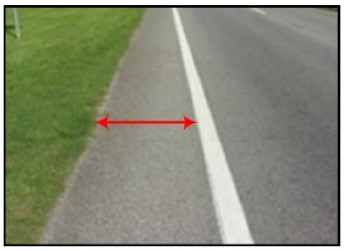


Note: Within the crossover area at a diverging diamond interchange, the outside shoulder on the inventory side of the roadway is coded as Side = L, and the outside shoulder on the opposite side is coded as Side = R.

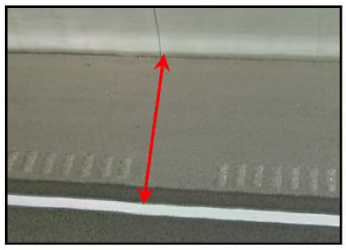
Codes	Descriptions	Additional Information
0	Raised Curb	No shoulder width should be coded.
1	Paved	This including paved parking and bicycle lanes.
2	Paved with Warning Device	Any device that serves to warn drivers.
3	Lawn	Maximum of 12 feet.
4	Gravel/Marl	Maximum of 12 feet.
5	Valley Gutter	This is not a barrier.
6	Curb & Gutter	
7	Other	This may include Managed Lane.
8	Curb with Resurfaced Gutter	
9	None	No shoulder or width exists.

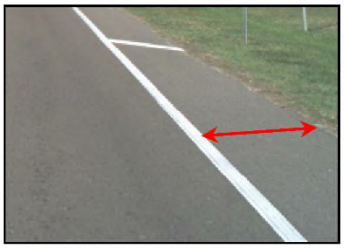
EXAMPLES

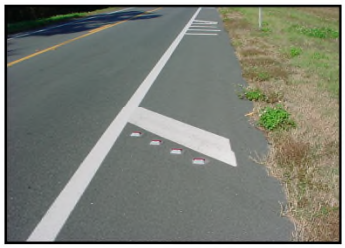
0: Raised Curb (no shoulder width should be coded)



1: Paved







2: Paved with Warning Device

3: Lawn

4: Gravel/Marl

5: Valley Gutter

6: Curb & Gutter

8: Curb with Resurfaced Gutter

9: None (Managed Lane)

Note: *Arrows depict where measurements are taken.*

SLDWIDTH | HIGHWAY SHOULDER WIDTH
SHLDWTHX | HIGHWAY SHOULDER WIDTH (X=2,3)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
38		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, Active Exclusive roadways, all SIS related roadways, and all managed lanes.	1-right & left 2-right 3-left	N/A

Definition/Background: Width of either SHLDTYP, SHLDTYP2, or SHLDTYP3. Should be separately entered for each shoulder type.

Cross-Reference/Tolerance: Dimensional Accuracy: 1 foot

How to Gather this Data:

1. Record shoulders that are 1 foot or greater.
2. Measurements should be rounded to the nearest 6 inches, excluding lawn shoulders.[1]
3. Lawn shoulders should be measured in increments of 1 foot, up to 12 feet.[2]

[1] *Measure widths of shoulders that are 1 foot wide or wider and code to the nearest 6-inch accuracy.*

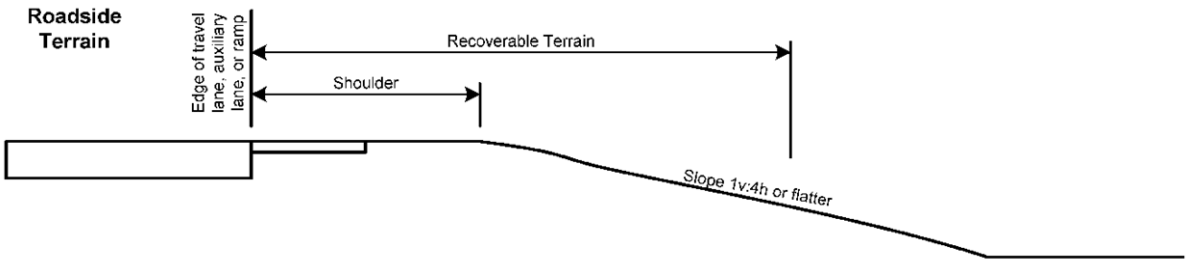
[2] *Lawn shoulder type should be rounded to the nearest foot accuracy.*

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.

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.

Value for Shoulder Width: 3 Bytes: XX.X—Record number of feet. Enter to nearest 6 inches (0.5 feet)

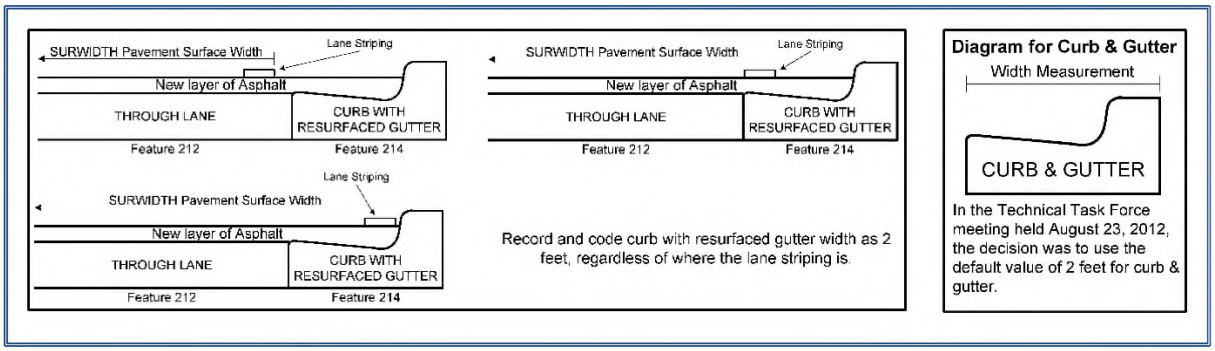
Special Situations: If the shoulder slopes, i.e., a ditch exists, extend the measuring tape horizontally until it is over the end of the slope and then take the measurement.



For paved shoulders, include the width of the designated bike lane in the shoulder width. Code curb with resurfaced gutter width as 2 feet regardless of where the lane striping is.

Reference the diagram on outside shoulder width for more information.

EXAMPLE



FEATURE 215
MEDIANS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	Yes	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: Denotes type of medians and median barriers on divided highways.

MDBARTYP | TYPE OF MEDIAN BARRIER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
35		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, Active Exclusive roadways, all SIS related roadways, and all managed lanes.	N/A	N/A

Definition/Background: Denotes type of median barrier.

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, use Code 20-Other.

Codes	Descriptions
03	Cable Barrier
04	Guardrail (all types)
05	Fence
06	Barrier Wall
20	Other
28	Canal, river, or other waterway

EXAMPLES

03: Cable Barrier

04: Guardrail

05: Fence

06: Barrier Wall

20: Other

28: Canal, River, Waterway, or Other Water Body

EXAMPLES OF CODING COMBINATIONS

RDMEDIAN = 02
MDBARTYP = 04

RDMEDIAN = 02
MDBARTYP = 06

RDMEDIAN = 08
MDBARTYP = 04

RDMEDIAN = 17
ISLDTYPE = 6 (Feat. 219)

RDMEDIAN = 10
MDBARTYP = 06
ISLDTYPE = 1 (Feat. 219)

MEDWIDTH | HIGHWAY MEDIAN WIDTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
36		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, Active Exclusive roadways, all SIS related roadways, and all managed lanes.	N/A	N/A

Definition/Background: Denotes the median width in feet.

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.

Value for Median Width: 3 Bytes: XXX—Record in feet

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.

RDMEDIAN | HIGHWAY MEDIAN TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
35		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS, Active Exclusive roadways, all SIS related roadways, and all managed lanes.	N/A	N/A

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.

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.

Codes	Descriptions
01	Paved (**not** for Two-way Left Turn Lane—TWLTL)
02	Raised Traffic Separator
08	Vegetation
17	Curb & Vegetation
20	Other
35	Two-way Left Turn (Effective September 2019)
41	Counted Roundabout
42	Non-counted Roundabout
43	Counted Traffic Circle
44	Non-counted Traffic Circle
50	Non-counted Managed Lane

Special Situations: Roundabouts are coded as wide medians. See "Inventorying Roadways with Roundabout Intersections" for coding wide medians.

EXAMPLES

01: Paved

02: Raised Traffic Separator

08: Vegetation

17: Curb and Vegetation

20: Other

35: Two Way Turn
Effective 9/2019
(previously in Feature 213)

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.

41: Roundabout

42: Non-counted Roundabout

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.

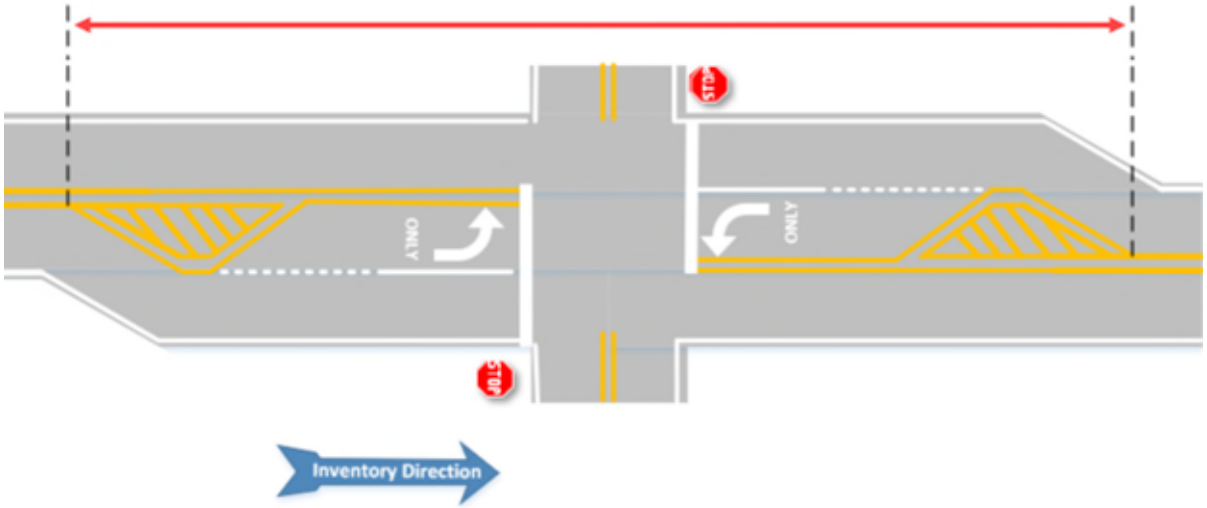
- **Traffic Deflection:** Pavement markings and/or raised islands direct traffic into the traffic circle in a one-way continuous counterclockwise flow.

- **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 also can 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 also may cross the traffic circle into the center island.

Special Situations

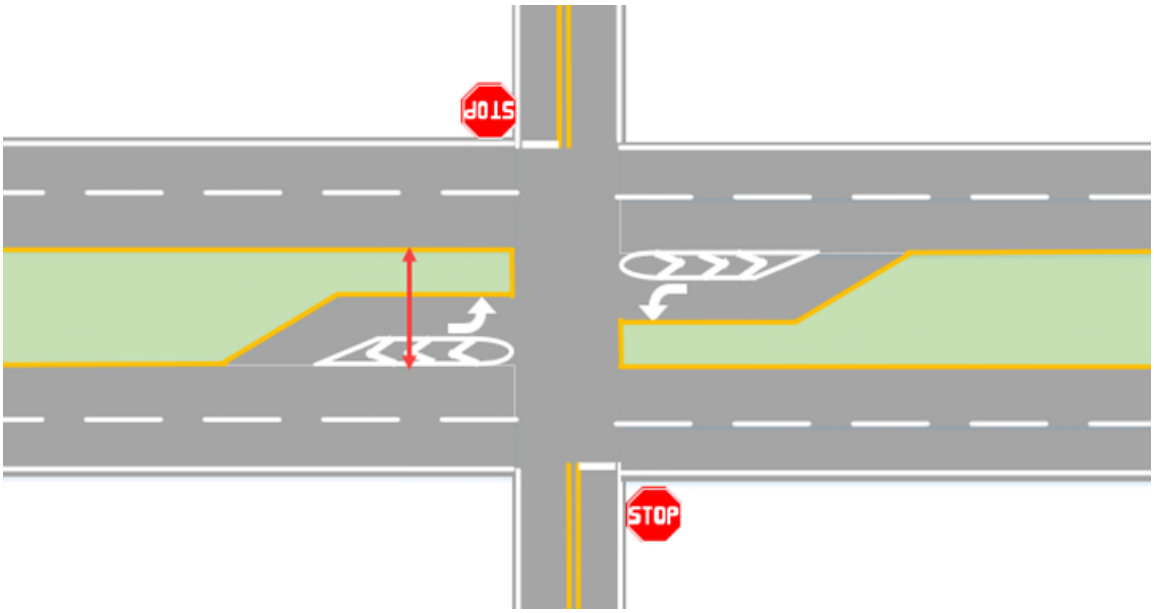
INVENTORYING ROADWAYS WITH PAVED MEDIAN (CODE 01)



The Paved median typically begins where the three reflectors are located (shown above) and continues until the roadway is no longer divided (shown above) or where the median changes and a new median type begins. If median types change at an intersection, then code the current median type to the center of the intersection and begin the new median type at the same location.

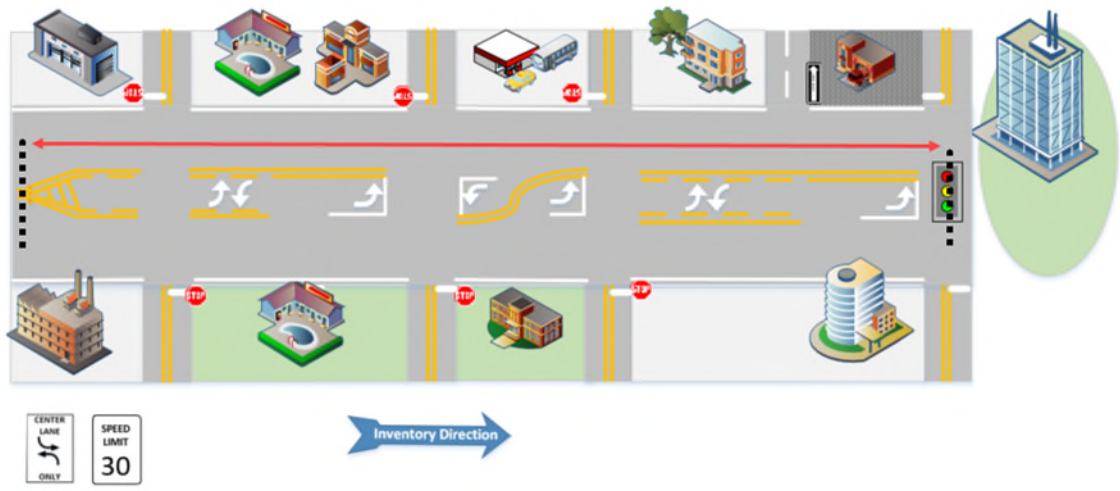
For cross reference, see Feature 213—Left Turn Lanes on how to collect them at intersections.

INVENTORYING ROADWAYS WITH VEGETATION MEDIAN (CODE 08)



The vegetation median will have turn bays in some areas along the roadway. The turn bays may have positive, neutral, or negative offsets and white painted chevrons separating the turn bay from the traffic of the same direction. This does not change the type of median.

INVENTORYING ROADWAYS WITH TURN LANE MEDIAN (CODE 35)

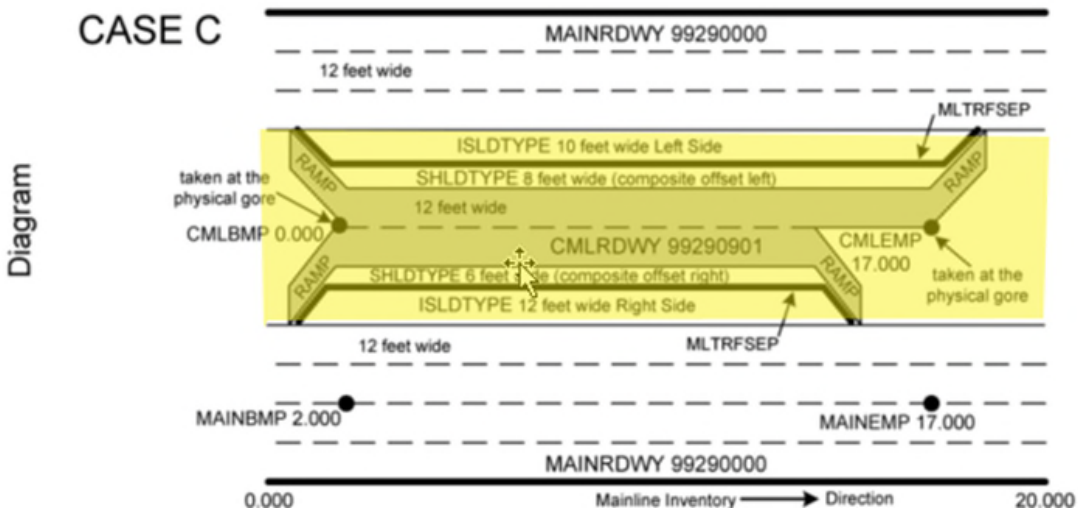


The Turn Lane median typically begins where the three reflectors are located (shown on the left) and continues to the center of the last intersection or at the beginning of a different median type (e.g., paved, curb and vegetation).

If the inventory direction was in the opposite as shown above, the limits would still be the same.

For cross reference, see Feature 213—Left Turn Lanes on how to collect them at intersections.

INVENTORYING ROADWAYS WITH NON-COUNTED MANAGED LANE(S) (CODE 50)



When managed lanes exist in the area between the inventory and non-inventory directions, the RDMEDIAN for the mainline section is Non-counted Managed Lanes (code 50) and the TYPEROAD must be coded as 2–Divided. The MEDWIDTH is not required. If an Inside Shoulder is present between the mainline and the managed lanes, include it and the associated inside shoulder width with the mainline.

Reference Feature 142 for required characteristics to be collected for associated managed lanes.

INVENTORYING ROADWAYS WITH COUNTED ROUNDABOUT (CODE 41)

See examples below.

Where a roundabout exists, use this code for the roadway with the highest functional classification. Only one roadway will have code 41 and the other adjoining roadways will use code 42. When two or more roadways have the same functional classification at the same roundabout, code the roadway with the highest traffic count as 41.

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. See Inventorying Roadways with Non-counted Roundabout (code 42) below.

INVENTORYING ROADWAYS WITH COUNTED TRAFFIC CIRCLE (CODE 43)

See examples below.

Where a traffic circle exists, use this code for the roadway with the highest functional classification. Only one roadway will have code 43 and the other adjoining roadways will use code 44. When two or more roadways have the same functional classification at the same traffic circle, code the roadway with the highest traffic count as 43.

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.

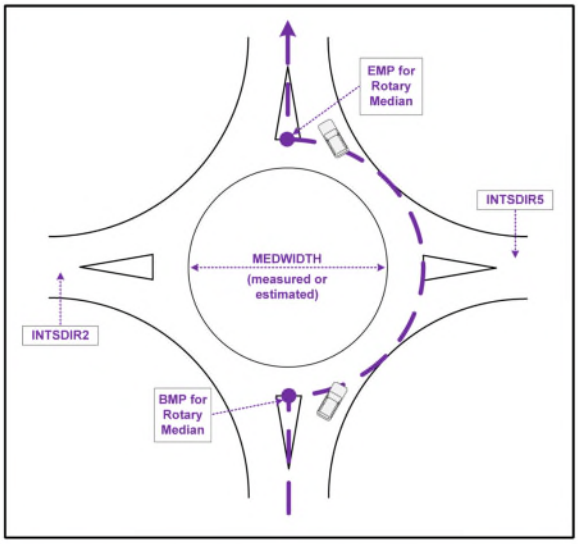
The number of lanes will be collected in the same manner as for all other roadways, i.e., for a composite roadway the number of lanes will be coded as the total number of lanes around the ascending side of the roundabout plus the number of lanes around the descending side of the roundabout; for a divided 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. See Inventorying Roadways with Non-counted Roundabout (code 42) below.

INVENTORYING ROADWAYS WITH NON-COUNTED TRAFFIC CIRCLE (CODE 44)

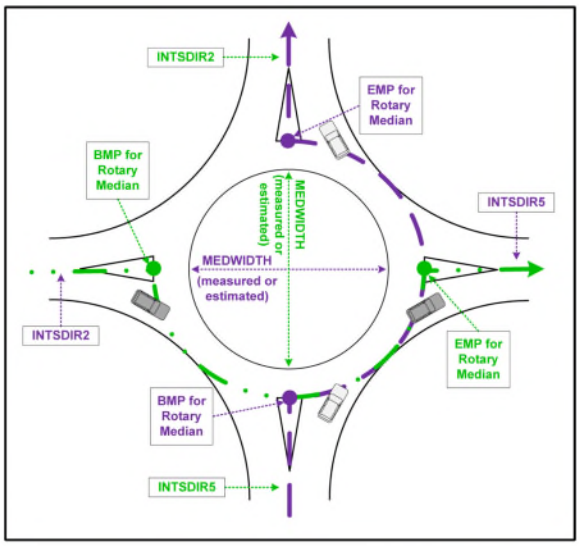
See examples below.

Where a traffic circle exists, use this code for the roadway with the lowest functional classification.

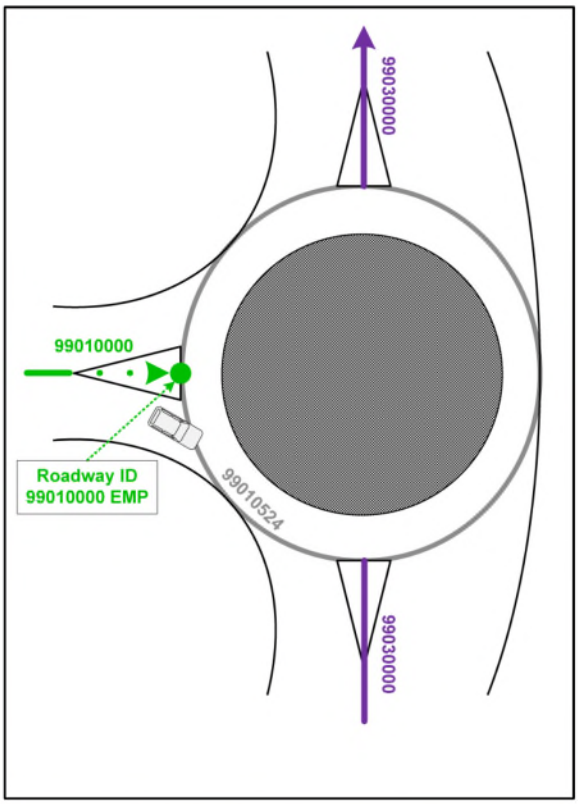
In the case where two (or more) roadways intersect at a roundabout, only one is counted as a roundabout and on the other roadways use code 44—Non-counted traffic circle.



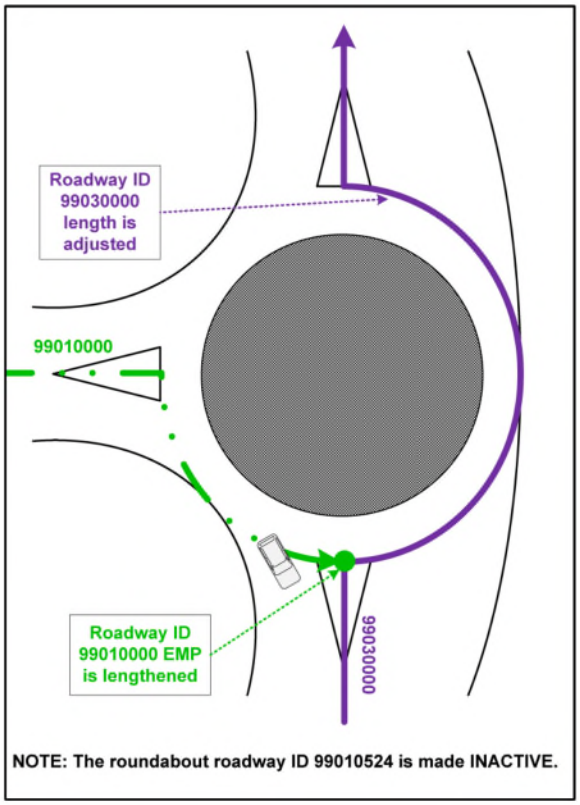
Roundabout Affecting One Roadway ID



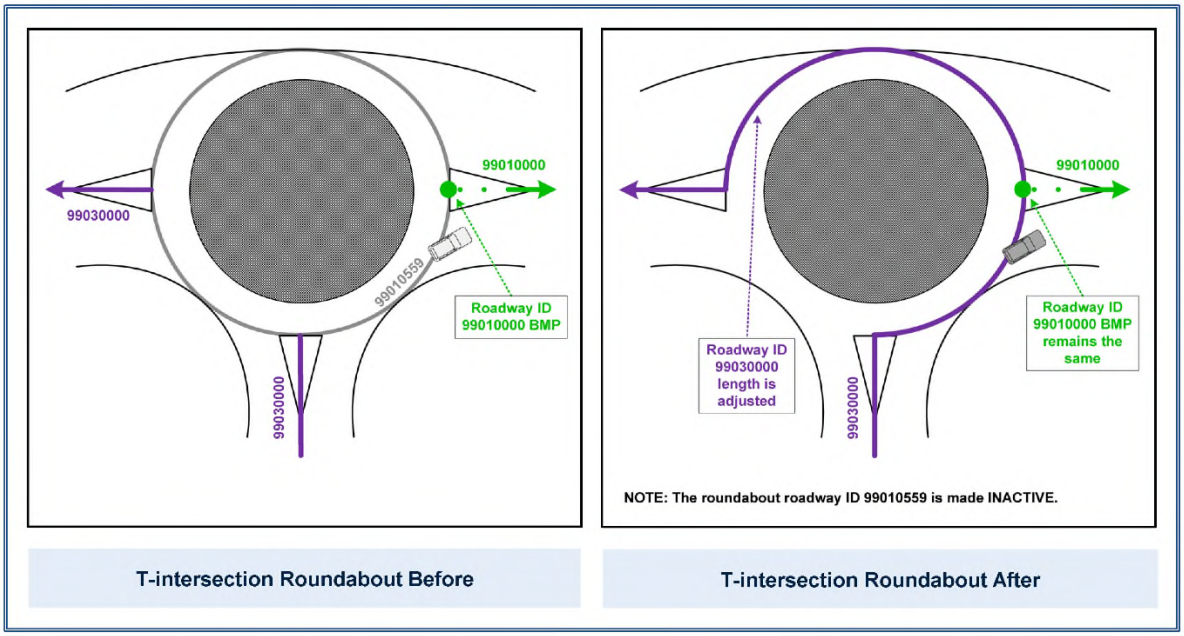
Roundabout Affecting Multiple Roadway IDs



T-intersection Roundabout Before



T-intersection Roundabout After



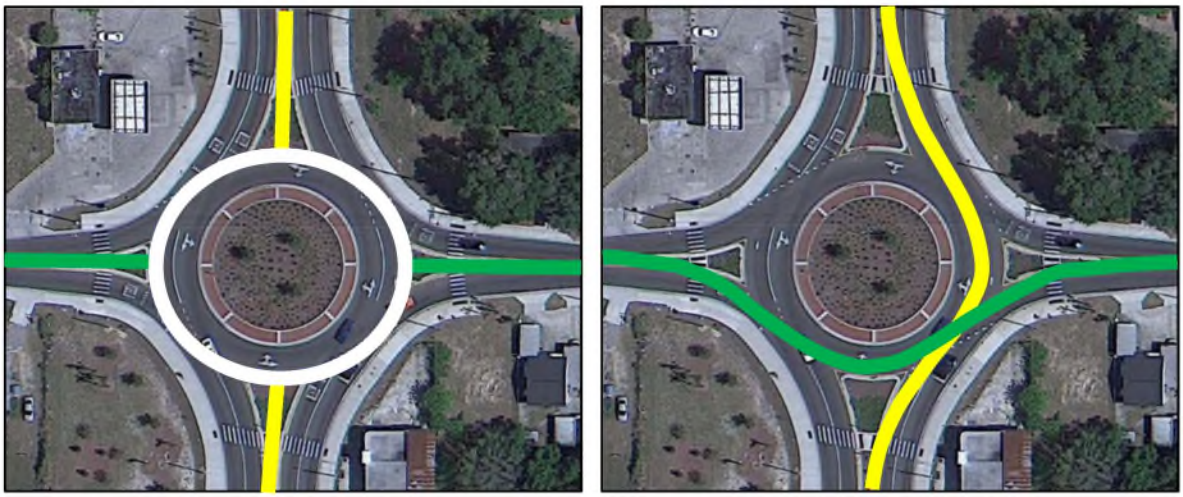
The Median Method of Coding Roundabouts and Traffic Circles as Compared to the Previous Method

This median 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. By 2019, all ROTARYs should be converted to this method.

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 TDA.



Previous Rotary Method | Median Method

FEATURE 216

BIKE LANES/PEDESTRIAN FACILITIES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: This feature denotes the location of bike and pedestrian facilities along a route.

BIKELNCD | BICYCLE LANE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Safety, Policy Planning, Systems Implementation	All non-limited access highways, including bridge segments.	N/A	N/A

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.

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, or bridge.

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.

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.

For bike lanes, 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 Keyhole Lane). Do not break lines at bike keyhole, continue through.

Codes	Descriptions
1	Designated
2	Buffered
3	Colored
4	Both 2 and 3
5	Sharrow

EXAMPLES

1: Designated (with diamond, symbology, and words)

1: Designated (with biker symbology)

1: Designated (with sign)

2: Buffered

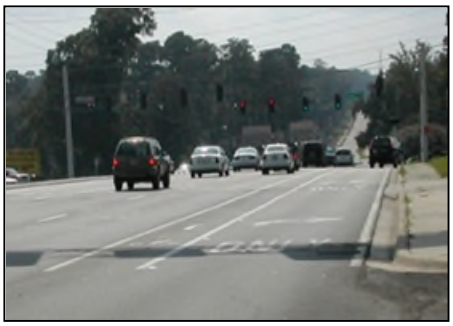
3: Colored

4: Both 2 and 3

5: Sharrow

BIKSLTCD | BICYCLE KEYHOLE LANES (NAME CHANGE EFFECTIVE SEPTEMBER 2019)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Safety, Policy Planning, Systems Implementation	All non-limited access highways, including bridge segments.	N/A	N/A



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 "keyholes." You may encounter a bicycle keyhole lane where marked exclusive right turn lanes exist at intersections.

How to Gather this Data: The beginning milepoint is recorded for a bicycle key hole lane where the taper for the auxiliary lane begins, and the ending milepoint is recorded where its lane striping ends. Alternatively, in the presence of a through lane that terminates at an intersection, the beginning milepoint is recorded at the point where the painted white skip lines or solid white lines of the bike lane begin to separate the outermost lane from the remaining through lanes, and the ending milepoint is recorded where its striping ends. (See the sketch below.)

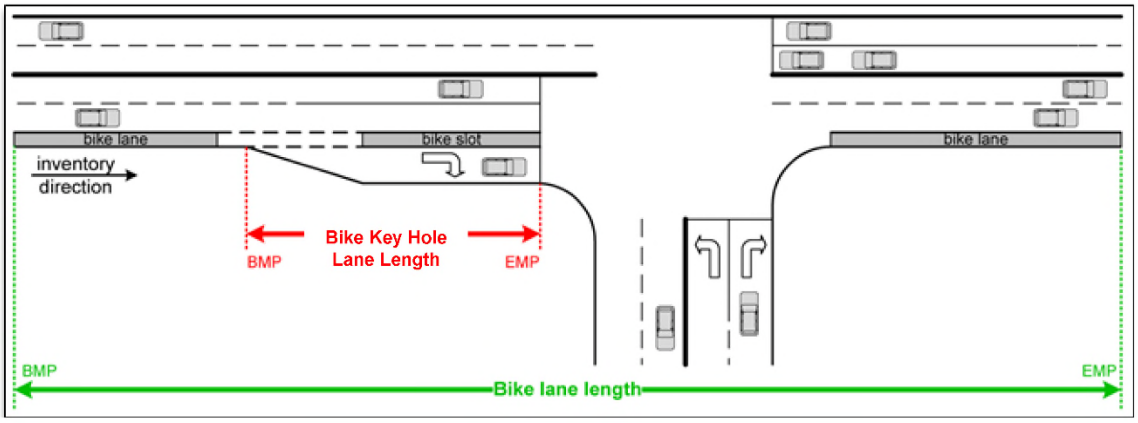
Special Situations: Code bike lanes and bicycle keyhole lanes independently.

- Bike keyhole lane overlap bike lanes.
- No gaps should exist between the bike keyhole lanes and the bike lanes.
- When only a bike keyhole lane exists without any bike lanes, code both BIKELNCD and BIKSLTCD.
- Both the bike keyhole lane and the bike lane should be coded. This is because a bike keyhole lane is an offset bike lane to facilitate the bicyclist to make a right turn at the intersection. Both the bike keyhole lane and bike lane codes are necessary for reporting purposes.

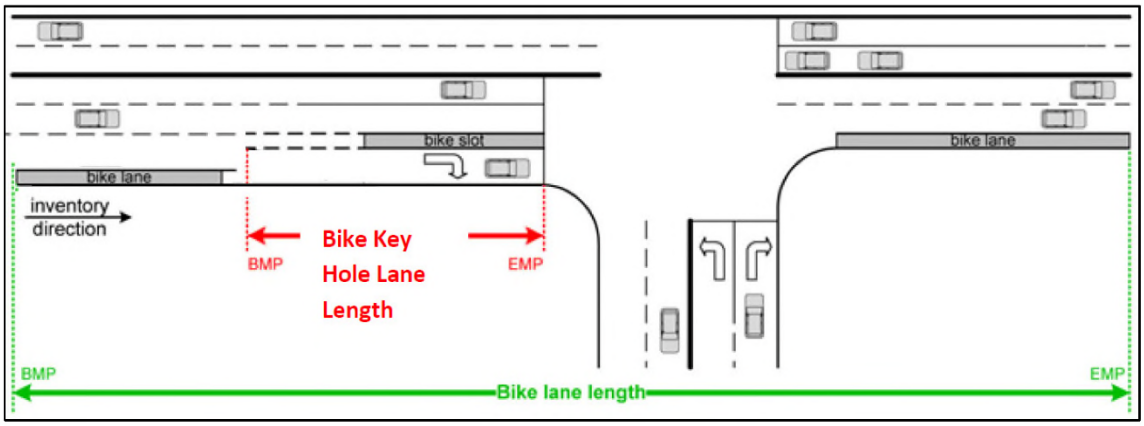
Code	Description
1	Designated

If a bike key hole lane exists, whether it is marked or not, it should be collected under code 1-designated.

EXAMPLES



Turning (right) Auxiliary Lane with Bicycle Keyhole Lane



Through Lane Drop off with Bicycle Keyhole Lane

SHARDPTH | SHARED PATH WIDTH & SEPARATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Safety, Policy Planning, Systems Implementation	All highways, including bridge segments.	1-right & left; 2-right; 3-left	In feet

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.

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 Distance Instructions: 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Safety, Policy Planning, Systems Implementation	All non-limited access highways, including bridge segments.	1-right & left; 2-right; 3-left	In feet

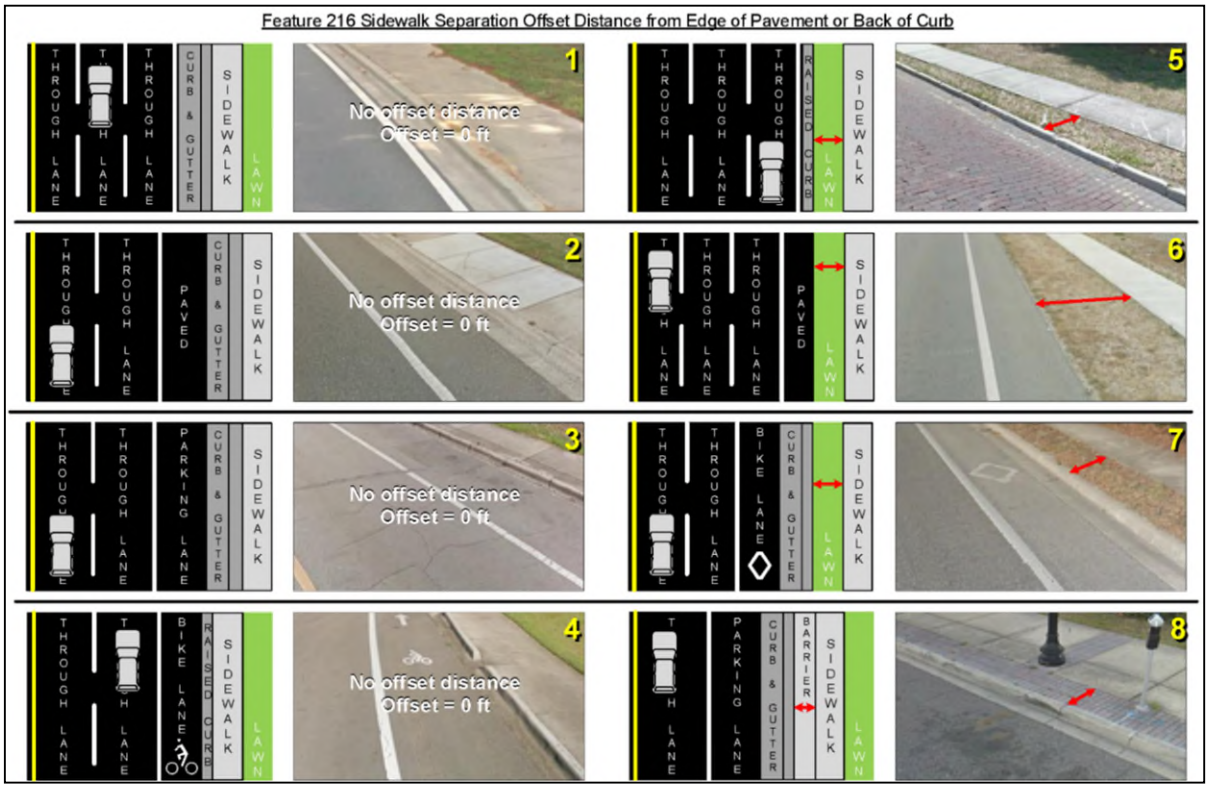
Definition/Background: Sidewalk width and offset distance between outer edge of roadway pavement to the closest edge of the sidewalk. The sidewalk separation is an important safety measure. The greater the distance the sidewalk is from the roadway, the less chance there is for conflict between pedestrians and vehicles.

How to Gather this Data: Collect sidewalk data wherever sidewalks exist.

Offset Distance Instructions: 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). Should the offset distance vary, as in the case of a meandering sidewalk, use judgment to determine the average, or representative offset.

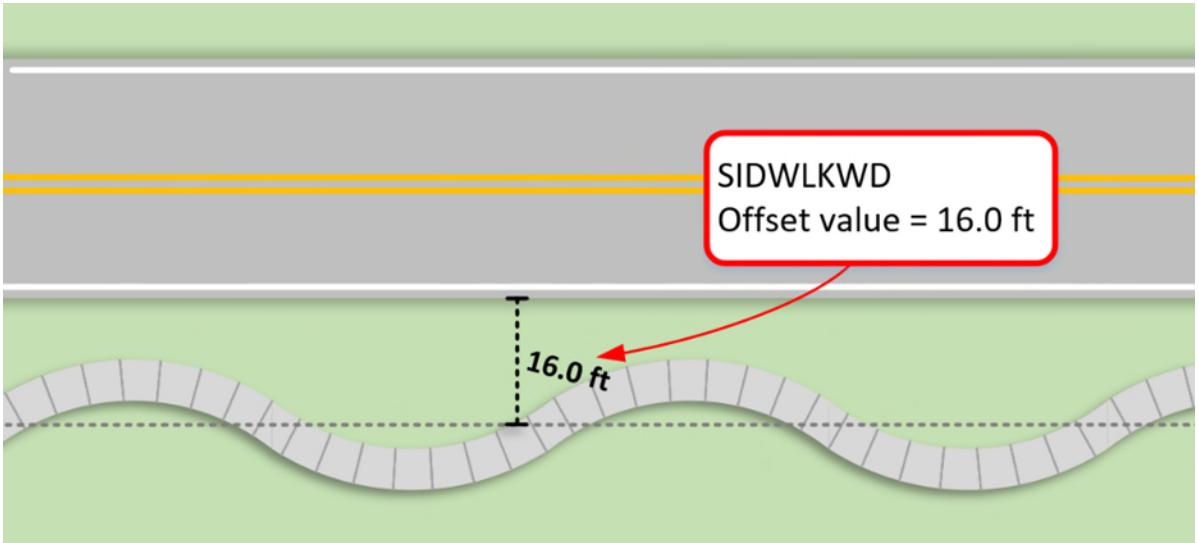
Special Situation: Do not code boardwalks and wood sidewalks as these are collected by Office of Maintenance. Do not break the milepoints for the sidewalks when you encounter boardwalks or wood sidewalks.

Value for Sidewalk Width: 3 Bytes: XXX—Record to the nearest foot



Note: Arrows depict where measurements are taken. Updated August 2016.

EXAMPLE



Note: Should the offset distance vary, as in the case of a meandering sidewalk, use judgment to determine the average, or representative offset.

SDWLKBCD | SIDEWALK BARRIER CODE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Safety, Policy Planning, Systems Implementation	All non-limited access highways, including bridge segments.	N/A	N/A

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, or trees.

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, and so forth. These areas may or may not be covered with metal grates. However, if the "barriers" are planted in moveable planters or pots, 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.

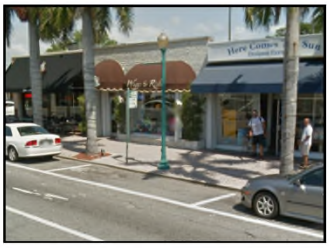
Codes	Descriptions
0	No barrier
1	On-street parking lane (with or without meters)
2	Trees, planters, utility poles, or other barriers (less than 60 feet apart)
3	Both 1 and 2
4	Guardrail/traffic railing barrier/swale

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

FEATURE 217
SIDEWALKS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Length	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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.

SIDEWALK | SIDEWALK WIDTH

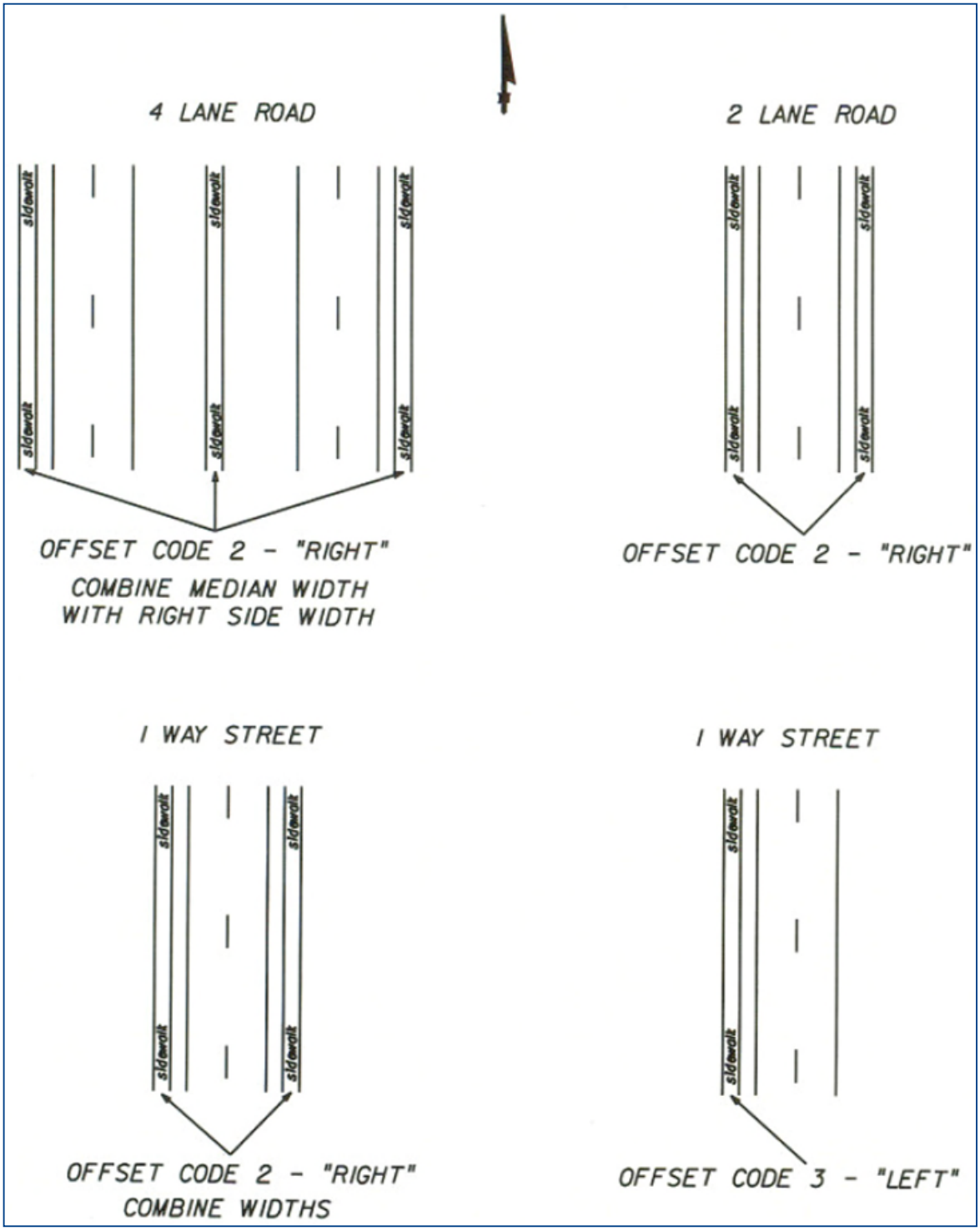
HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	2-right; 3-left	In feet

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.

Special Situations:

The image on the top right 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 bottom right, are not to be inventoried.


4 LANE ROAD
sidewalk
OFFSET CODE 2 - "RIGHT"
COMBINE MEDIAN WIDTH
WITH RIGHT SIDE WIDTH
2 LANE ROAD
OFFSET CODE 2 - "RIGHT"
1 WAY STREET
OFFSET CODE 2 - "RIGHT"
COMBINE WIDTHS
1 WAY STREET
OFFSET CODE 3 - "LEFT"

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).

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

FEATURE 219
INSIDE SHOULDERS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	Yes	No	Length	No	Yes
Responsible Party for Data Collection	District Planning				

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.

ISLDTYPE | INSIDE SHOULDER TYPE
ISLDTYPX INSIDE SHOULDER TYPE (X=2,3)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS that have ISLDTYPE of paved, and all SIS related road.	N/A	N/A

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.

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).

Figure 1

Figure 2

Figure 3

The new median type and median barrier type codes require that the barrier

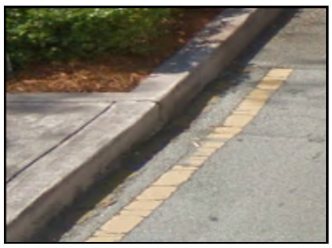
wall and the pavement both be coded since medians are collected from yellow stripe to yellow stripe so that the median width can properly be recorded.

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.

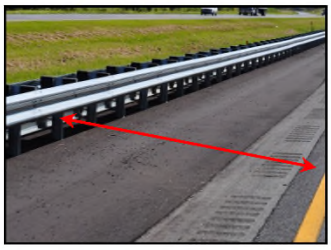
Codes	Descriptions
0	Raised Curb (no shoulder or width exists)
2	Paved with Warning Device (raised or indented strips)
6	Curb & Gutter
7	Other
8	Curb with Resurfaced Gutter (asphalt paved over gutter)

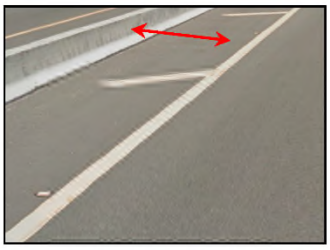
EXAMPLES



0: Raised Curb (no shoulder or width exists)

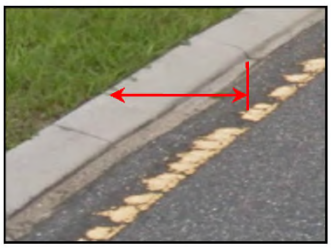
1: Paved





2: Paved with Warning Device (raised or indented strips)

6: Curb and Gutter



8: Curb with Resurfaced Gutter (asphalt paved over gutter)

Note: Arrows depict where measurements are taken.

ISLDWDTH | INSIDE SHOULDER WIDTH
ISLDWTHX | INSIDE SHOULDER WIDTH (X=2,3)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
39		Planning, HPMS	All functionally classified roadways on the SHS, all HPMS standard samples off the SHS that have ISLDTYPE of paved, and all SIS related road.	N/A	N/A

Definition/Background: Denotes the width of a shoulder resulting from a median.

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).

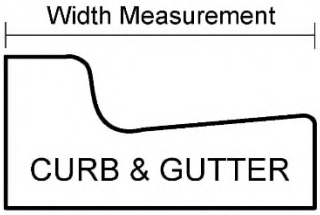
How to Gather this Data: Code the inside shoulder width to the nearest 6 inches. The first shoulder width should be the closest to the pavement edge going away from the centerline. Measure from the outside stripe of the travel lane to the edge of the shoulder nearest the median. If more than one inside shoulder exists, measure each individually and code using ISLDWTHx.

Value for Inside Shoulder Width: 3 Bytes: XX.X—Record 01.0-99.5 feet. Enter to nearest 6 inches (0.5 feet)

Special Situations: Code the second and third if applicable under ISLDWTHx.

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.

Diagram for Curb & Gutter



In the Technical Task Force meeting held August 23, 2012, the decision was to use the default value of 2 feet for curb & gutter.

FEATURE 220

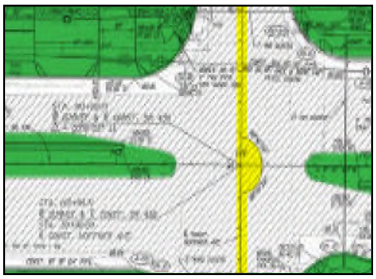
NON CURVE INTERSECTION POINT

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	No	Yes
Responsible Party for Data Collection	District Planning				

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.

NCPTINT | NON-CURVE POINT OF INTERSECTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, HPMS	All functionally classified roadways on the SHS.	2-right 3-left	N/A



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.

Coding is only required for 45° or 90° turns, or to indicate an abrupt change in direction. Coding in additional circumstances is optional. Effective September 2020.

Value for Non-Curve Point of Intersection: 13 Bytes: XXXDXX'XX.00"—Degrees/minutes/seconds

Special Situations: Non-curve data must be coded for left and right side when coding divided roadways.

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	7	single quote (') for minutes
4	D for degrees	8, 9	seconds
5, 6	minutes	10-13	.00"

FEATURE 221

HORIZONTAL CURVE

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

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.

BEARING | COMPASS BEARING

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Safety	All functionally classified roadways on the SHS.	N/A	N/A

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.”

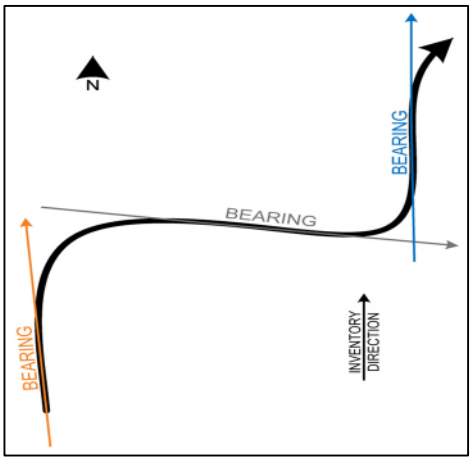
Value for Compass Bearing: 11 Bytes: XXXDXX’00”X—Record curve degrees/minutes/seconds

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, HPMS	All functionally classified roadways on the SHS.	N/A	N/A

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).

Required For: All functionally classified roadways on the SHS.

How to Gather this Data: In office—Refer to construction plans or survey field book. Enter degrees/minutes/seconds. Refer to coding box.

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

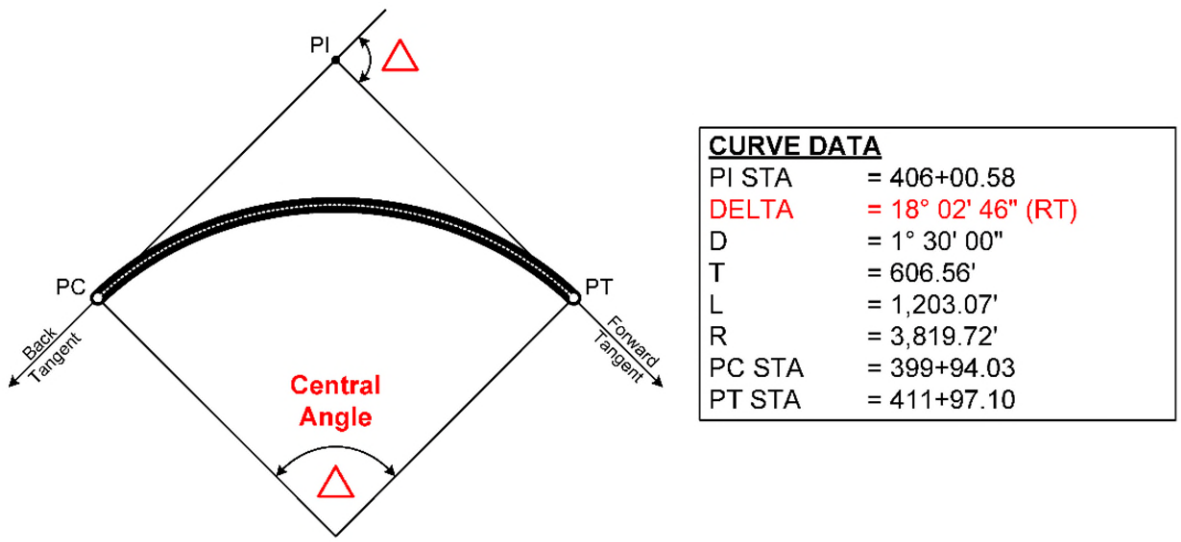
5, 6 will be the minutes of the curve

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



HRZDGCRV | HORIZONTAL DEGREE OF CURVE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, HPMS	All functionally classified roadways on the SHS.	1-right and left 2-right 3-left	N/A

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.

How to Gather this Data: In office—Refer to construction plans or survey field book.

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

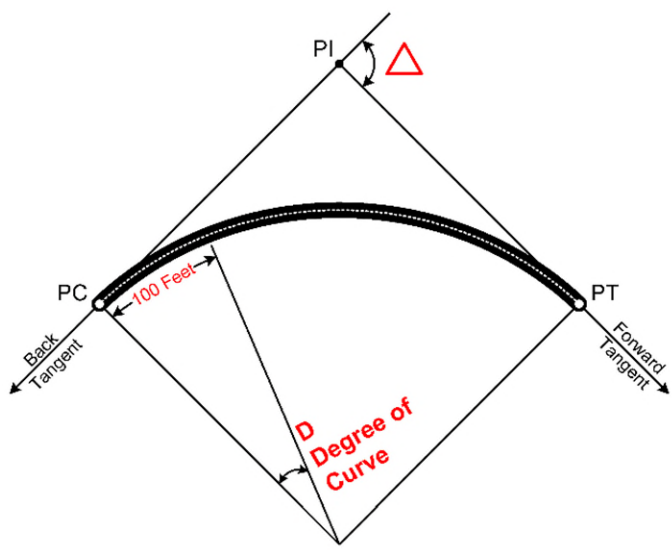
Below are descriptions for the byte positions:

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, HPMS	All functionally classified roadways on the SHS.	N/A	N/A

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.

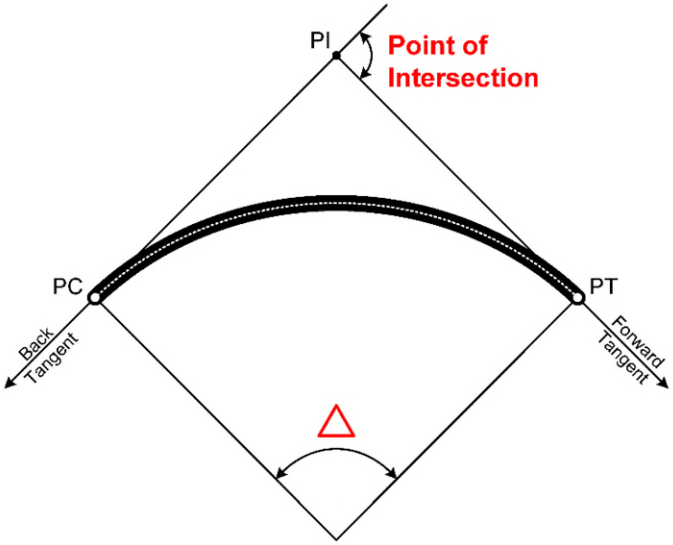
PI—Point of Intersection. The point where the back and forward tangents intersect.

PT—Point of Tangency. The point on the forward tangent where the curve ends.

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.

Record the milepoint of the PC as the BMP and the milepoint of the PT as the EMP of Feature 221.

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

FEATURE 230
SURFACE DESCRIPTION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	No	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: Denotes visual interpretation of the condition of the roadway surface.

PAVECOND | PAVEMENT CONDITION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
48		Planning, Work Program, Pavement Design, HPMS	All functionally classified roadways on the SHS, all NHS routes, all SIS related roadways, and all paved HPMS standard samples. Effective September 2019.	N/A	N/A

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.

Numeric Ranges	Descriptions	Additional Information
0.0-1.0	**Very Poor**	Virtually impassable. 75 percent 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

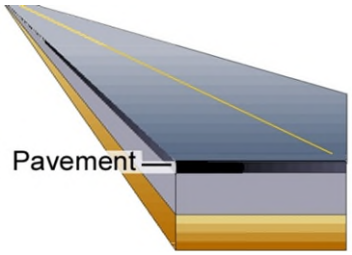
2.0–3.0
Fair

3.0–4.0
Good

4.0–5.0
Very Good

PAVINDEX | PAVEMENT INDEX

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
49		Planning, Work Program, Pavement Design, HPMS	All HPMS standard samples	N/A	N/A



Definition/Background: Denotes type of pavement below the surface.

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 roadway side. However, it may be coded for an entire section that has an HPMS standard sample.

Codes	Brief Descriptions	Additional Descriptions
1	High Asphalt	Typically, high volume roadways
2	Medium Asphalt	Typically, local city/county side streets
3	Low Asphalt	Examples are 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
49		Planning, Work Program, Pavement Design, HPMS	All roadways.	N/A	N/A

How to Gather this Data: Record surface type based upon field visual inspection.

Codes	Descriptions
08	Portland Cement Concrete
25	Brick
28	Asphaltic Concrete
99	Other

FEATURE 232
SURFACE LAYERS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	No	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: Records the limits of the friction course layer, pavement surface thickness, and pavement surface layer.

Codes for this feature are updated by the State Materials Office. New codes are added as needed for new materials that have been approved for usage.

FRICTCSE | FRICTION COURSE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
49		Pavement Management, HPMS	All functionally classified roadways on the SHS.	N/A	N/A

Definition/Background: The friction course is the layer of non-skid surface on top of the surface type or structural course.

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.

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	Descriptions
0	None
1	Type 1
2	Type 2
3	Type 3
3	Type 3
4	Type 4
5	Type 5
6	Type 6
7	Type 9.5
8	Type 12.5
9	Other

SURFLXTH | PAVEMENT SURFACE THICKNESS (X=1-7)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
56-58		Pavement Management, HPMS	HPMS standard samples on all roadways functionally classified as interstate, other freeways and expressways, and other principal arterials.	N/A	N/A

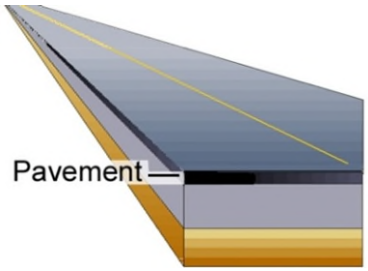
How to Gather this Data: Record the surface layer thickness to the nearest inch. SURFL1TH corresponds to the bottom surface layer; SURFL2TH is the next to the bottom layer, and so forth.

Value Pavement Surface Thickness: 4 Bytes: XX.XX—Enter 01.00-16.00 to nearest inch. It is not necessary to code all decimal places.

SURFLAYX | PAVEMENT SURFACE LAYER (X=1-7)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
49		Pavement Management, HPMS	HPMS standard samples on all roadways functionally classified as interstate, other freeways and expressways, and other principal arterials.	N/A	N/A

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.



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, and so on. 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	Descriptions
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
FC5B	Friction Course 5 Bonded
FC6	Friction Course 6
F12M	Friction Course 12.5 Modified
F125	Friction Course 12.5
F95	Friction Course 9.5
F95M	Friction Course 9.5 Modified

Codes	Descriptions
S	Type S Asphaltic Concrete
SAHM	Sand Asphalt Hot Mix
SP1C	9.5MM Superpave Coarse Graded
SP1F	9.5MM Superpave Fine Graded
SP2C	12.5 Superpave Coarse Grade
SP2F	12.5MM Superpave Fine Graded
SP3C	19.0MM Superpave Coarse Graded
SP3F	19.0MM Superpave Fine Graded
ST	Surface Treatment
S1	Type S-I Asphaltic Concrete
S2	Type S-II Asphaltic Concrete
S3	Type S-III Asphaltic Concrete
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		

FEATURE 233

BASE

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: Records the limits of the base thickness and type of base material.

Codes for this feature are updated by the State Materials Office. New codes are added as needed for new materials that have been approved for usage.

BASETHK | ROADWAY BASE THICKNESS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
60		Pavement Management, HPMS	HPMS standard samples and on all roadways functionally classified as principal arterials.	N/A	N/A

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.

Value for Roadway Base Thickness: 2 Bytes: XX—Code to nearest inch

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 for the typical section.

TYPEBASE | TYPE OF ROADWAY BASE MATERIAL

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
59		Pavement Management, HPMS	HPMS standard samples and on all roadways functionally classified as principal arterials.	N/A	N/A

Important When Gathering: Code composite, left and right

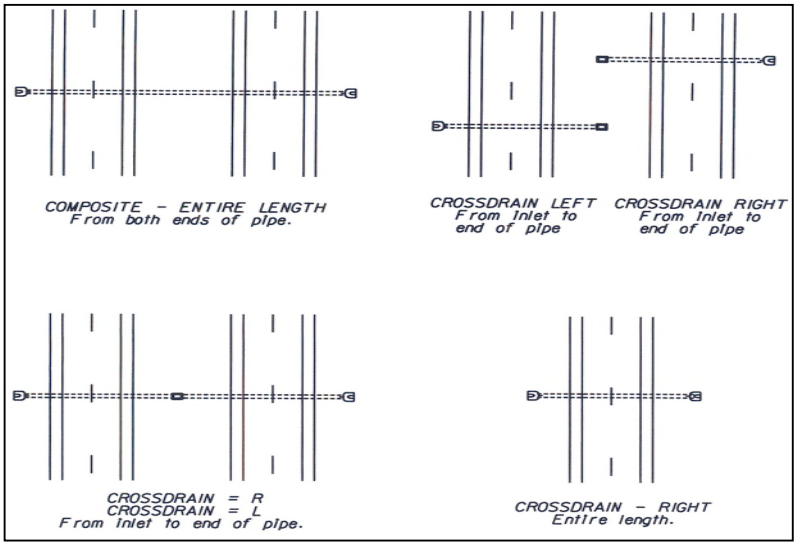
Friction Course		
Surface layer 1		
Base	**8 INCHES**	**LIMEROCK**

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 typically used.

Codes	Descriptions
ABC	Asphalt Base Course
ABC1	Asphalt Base Course Type 1
ABC2	Asphalt Base Course Type 2
ABC3	Asphalt Base Course Type 3
BRCK	Brick or Block
CONC	Portland Cement Concrete
ECON	Econocrete Base
GRAG	Grated Aggregate Base
GRAV	Gravel and Stone
LR	Limerock Base
LRST	Limerock Stabilized
MARL	Marl
NONE	None
RAP	Reclaimed Asphalt Pavement Base
RCAB	Recycle Concrete Aggregate Base
SAHM	Sand Asphalt Hot Mix
SBRM	Sand Bituminous Road Mix
SCEM	Soil Cement Base
SCLY	Sand Clay Base
SHBR	Shell Base-Bank Run
SHCC	Shell Base-Cemented Coquina
SHEL	Shell Base
SHST	Shell Stabilized Base
SP2F	12.5MM Super Pave Fine Graded

FEATURE 241
CROSSDRAINS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Office of Maintenance				



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.

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. 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.

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.

Culverts

BOXCULHT | BOX CULVERT HEIGHT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the box height to the nearest foot.

Value for Box Culvert Height: 3 Bytes: XX.X

Dimensional Accuracy: 1 foot

BOXCULLT | BOX CULVERT WIDTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the box width to the nearest foot.

Value for Box Culvert Width: 3 Bytes: XX.X

Dimensional Accuracy: 1 foot

BXCULGTH | BOX CULVERT LENGTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Measure the box length, from outside headwall to outside headwall. Enter the box length to the nearest two feet.

Value for Box Culvert Length: 3 Bytes: XXX

Dimensional Accuracy: 2 feet

NOBXCULV | NUMBER OF BOX CULVERTS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

Single Cell

Multiple Cells

Crossdrains

CRSDRLGH | LENGTH OF CROSSDRAIN PIPES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the number of crossdrains.

Value for Number of Crossdrain Pipes: 2 Bytes: XX

EXAMPLES

Non-Circular

Circular

Pipes

PIPETYPE | TYPE OF PIPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the type of material from which the pipe is constructed. Effective 2017.

Codes	Descriptions
01	Corrugated Metal
02	Concrete
03	Cast Iron
04	PVC (Effective April 2017)

PIPEDIAM | PIPE DIAMETER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the circular pipe diameter in inches.

Value for Pipe Diameter: 3 Bytes: XXX

PIPEHIGH | NON-CIRCULAR PIPE HEIGHT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the non-circular pipe height in inches.

Value for Non-Circular Pipe Height: 3 Bytes: XXX

PIPEWDTH | NON-CIRCULAR PIPE WIDTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the non-circular pipe width in inches.

Value for Non-Circular Pipe Width: 3 Bytes: XXX

FEATURE 242
STORM SEWERS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

Definition/Background: Lists the total number of inlets, manholes, and catch basins within the roadway right-of-way.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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.

Curb Inlet without Manhole

Curb Inlet with Manhole

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

MANHOLES | NUMBER OF MANHOLES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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:

Manholes on Sidewalks

Manholes Behind Sidewalks

Manholes in the Roadway

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: List the total number of catch basins found in areas such as median and roadway side ditches and others not included under the curb inlets (INLETS) characteristic.

Value for Number of Catch Basins: 3 Bytes: XXX

EXAMPLES

Behind Sidewalk

In Roadway

In Ditch Bottom

FEATURE 243

OFF ROADWAY AREAS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Point	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 245
ROADSIDE DITCHES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Length	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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 roadway side 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 roadway side ditch along the roadway. List the ditches maintained by the Department along the roadway.

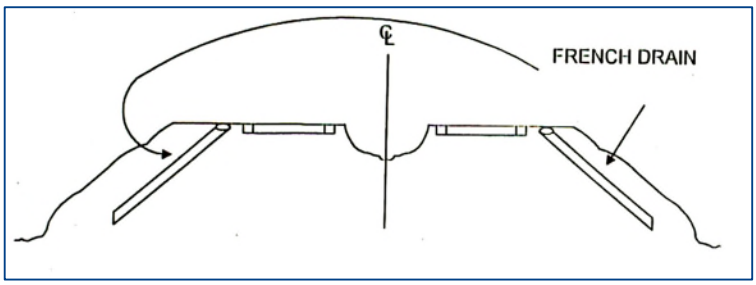
Crossdrains and laterals should be inventoried as STMSWLEN, storm sewers, in curb and gutter sections. Lateral drains are considered as any crossdrain or connector pipes in a positive enclosed drainage system and not inventoried by others in curb and gutter sections.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A



How to Gather this Data: Code the miles of French drainpipes, 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the miles of paved ditches. Separate entries are required for right and left sides of the roadway.

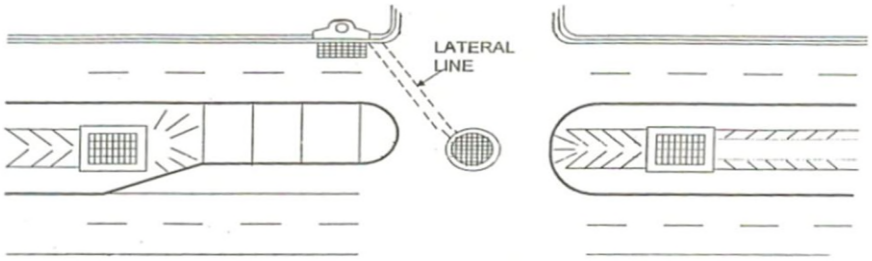
Value for Paved Roadside Ditch Length: 4 Bytes: X.XXX

STMSWLEN | STORM SEWER ROADSIDE DITCH LENGTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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, but would exclude piped turnouts covered under Feature 256. Separate entries are required for right and left sides of the roadway.

Value for Strom Sewer Roadside Ditch Length: 4 Bytes: X.XXX

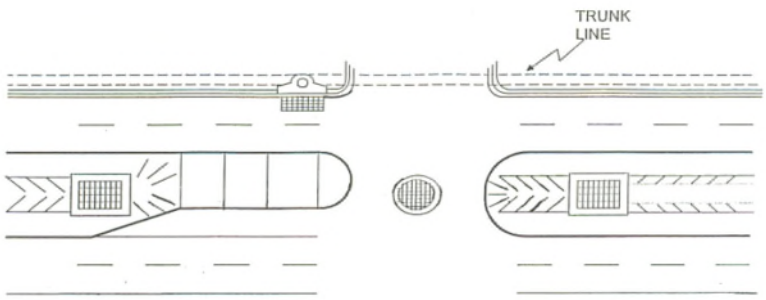


TRKLNLEN | TRUNK LINE ROADSIDE DITCH LENGTH

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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



FEATURE 248
OUTFALL DITCHES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Point	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

Definition/Background: An outfall ditch transfers roadway water drainage to off-roadway locations such as: creeks, rivers, channels, and other mitigation sites.

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 251
INTERSECTIONS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	No	No	Point	Yes	Yes
Responsible Party for Data Collection	District Planning				

BEGSECNM | BEGIN ROADWAY SECTION MILEPOINT DESCRIPTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS, Safety	All roadways.	N/A	N/A
Potential Anchor	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

Value for BMP Description: 20 Bytes:
XXXXXXXXXXXXXXXXXXXX

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.

If the street sign is missing, if the street name is unknown or if the street is determined to be unnamed, code as "unsigned."

Special Situations: If the beginning roadway section milepoint name occurs at an intersection, then INTSDIRx Intersection Direction also must be coded.

ENDSECNM | END ROADWAY SECTION MILEPOINT DESCRIPTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All roadways.	N/A	N/A
Potential Anchor		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.

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.

If the street sign is missing, if the street name is unknown, or if the street is determined to be unnamed, code as "unsigned."

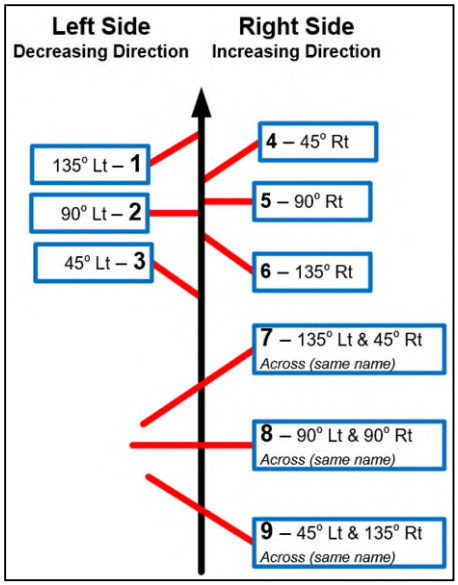
Value for EMP Description: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

Special Situations: If the ending roadway section milepoint name occurs at an intersection, then INTSDIRx Intersection Direction must also be coded.

INTSDIRX | INTERSECTION DIRECTION (X=1-9)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All roadways.	N/A	N/A
Potential Anchor	Yes				

Definition/Background: Denotes the name of the intersecting roadway or cross streets.



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:

- It has controls, i.e., stop sign, stop bar, traffic signal, or yield sign.

Minimum Coding Requirements for Rural Areas:

- 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.

Characteristics	Intersecting Roadway Directions	Tolerance Ranges (Between)
INTSDIR1	135° Left	113°–157° Left
INTSDIR2	90° Left	68°–112° Left
INTSDIR3	45° Left	23°–67° Left
INTSDIR4	45° Right	23°–67° Right
INTSDIR5	90° Right	68°–112° Right
INTSDIR6	135° Right	113°–157° Right
INTSDIR7	135° Left and 45° Right Across (same name)	113°–157° Left and 23°–67° Right
INTSDIR8	90° Left and 90° Right Across (same name)	23°–67° Left and 23°–67° Right
INTSDIR9	45° Left and 135° Right Across (same name)	23°–67° Left and 113°–157° Right

Business entrances may be collected as prescribed under HPMS Feature 118 ATGOTHR.

Refer to Feature 114 for standard naming convention guidelines.

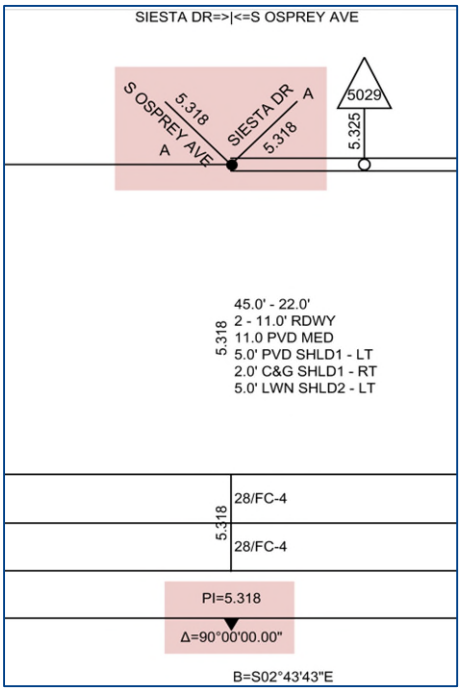
If the street sign is missing, if the street name is unknown, or if the street is determined to be unnamed, code it as "unsigned."

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. Full descriptions of the ramps will be stored in Feature 114 on the Ramp Roadway ID.

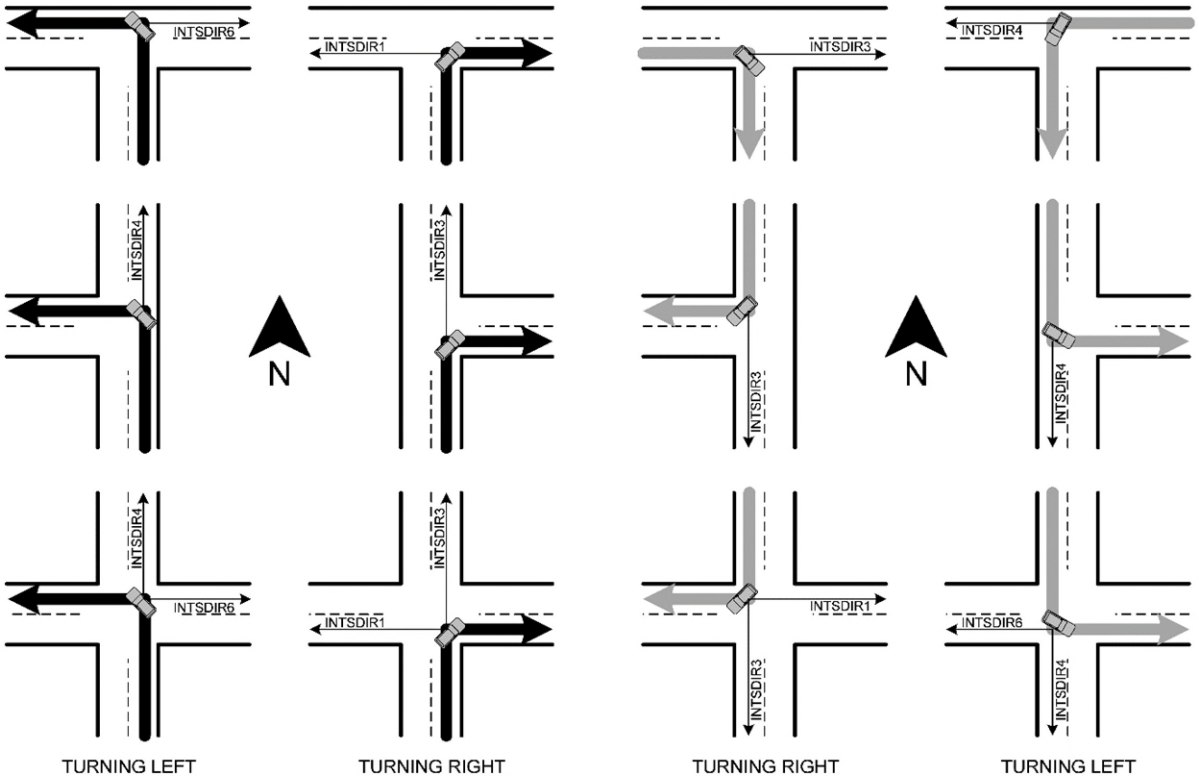
Descriptions	Abbreviations	Examples for coding Intersecting Ramps at
Agricultural Station	AG	99009113 SB ON AG
Rest Area	REST	99009116 NB OFF REST
Service Plaza	SERV	99009119 SB OFF SERV
Toll Plaza	TOLL	99009123 EB ON TOLL
Weigh Station	WEIGH	99009128 NB ON WEIGH
Interchange		99009111 WB ON
Interchange		99009112 EB OFF

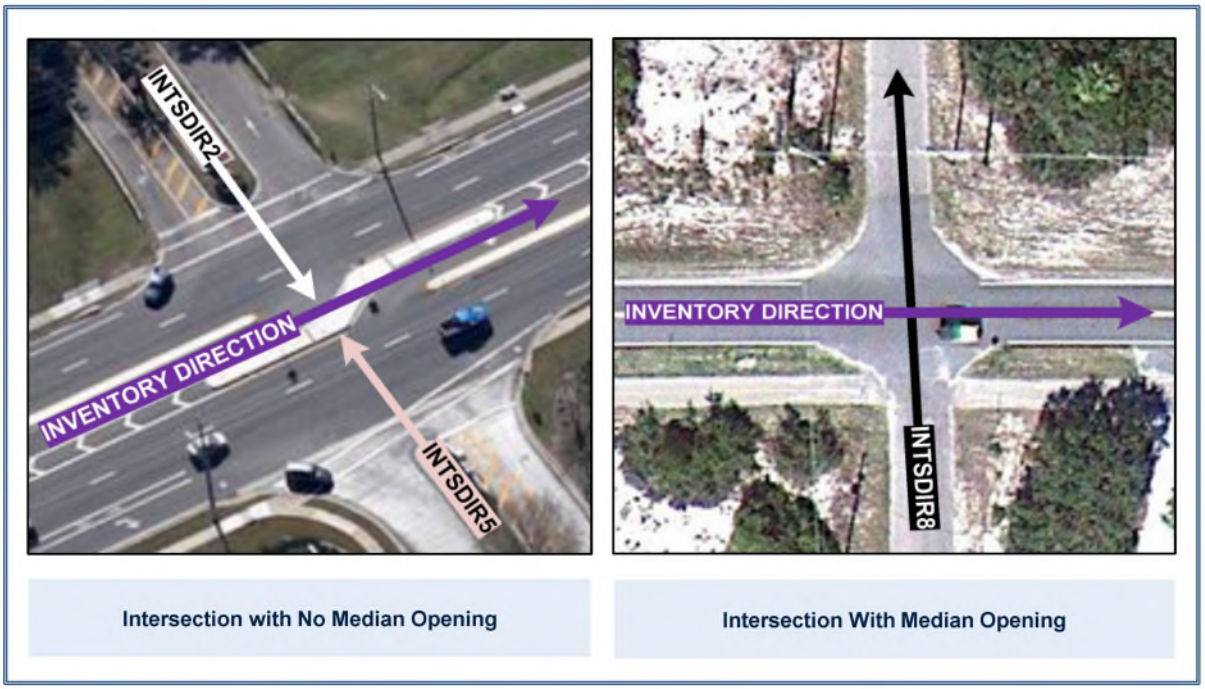
Special Cases: Coding intersecting roadways that occur at a 90 degree (90°) turn of the inventoried roadway: In these special situations, the available intersection codes for collecting intersecting roadways do not handle that leg of the intersection that continues straight ahead. The recommended method 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.



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.

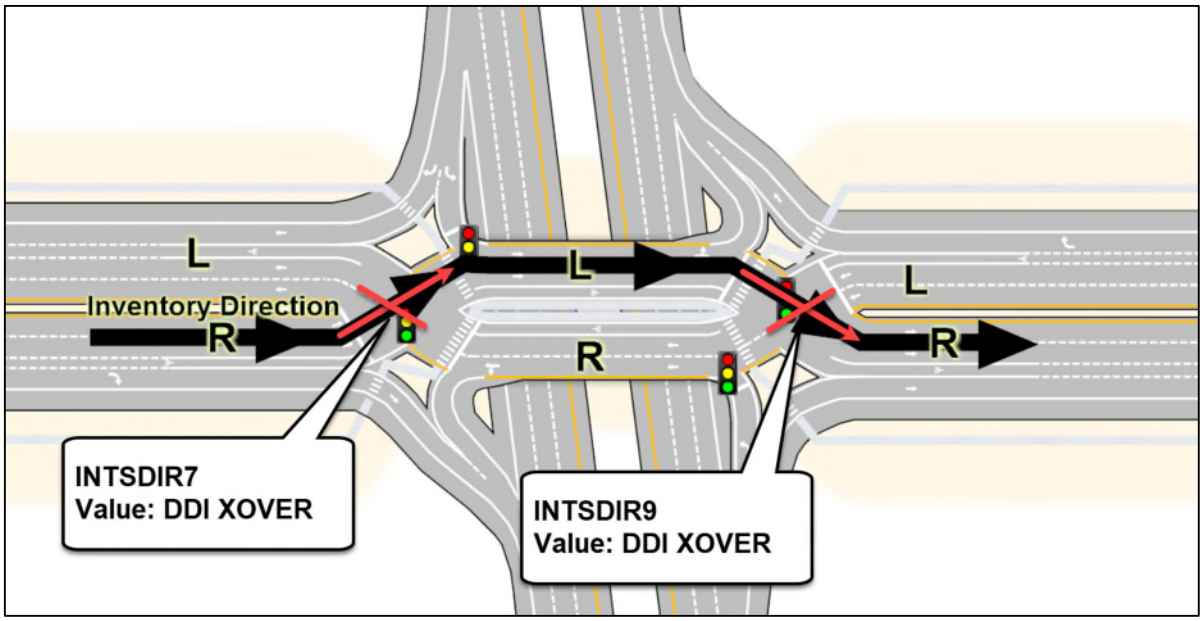
Value for Intersection Roadway Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX





For crossover intersections at a diverging diamond interchange, the intersection direction will be coded with INTSDIR7, INTSDIR8, or INTSDIR9, according to the angle of the intersecting roadway as illustrated above. The value for the intersecting roadway name shall be "DDI XOVER."

EXAMPLE OF INTERSECTIONS AT A DDI CROSSOVER AREA

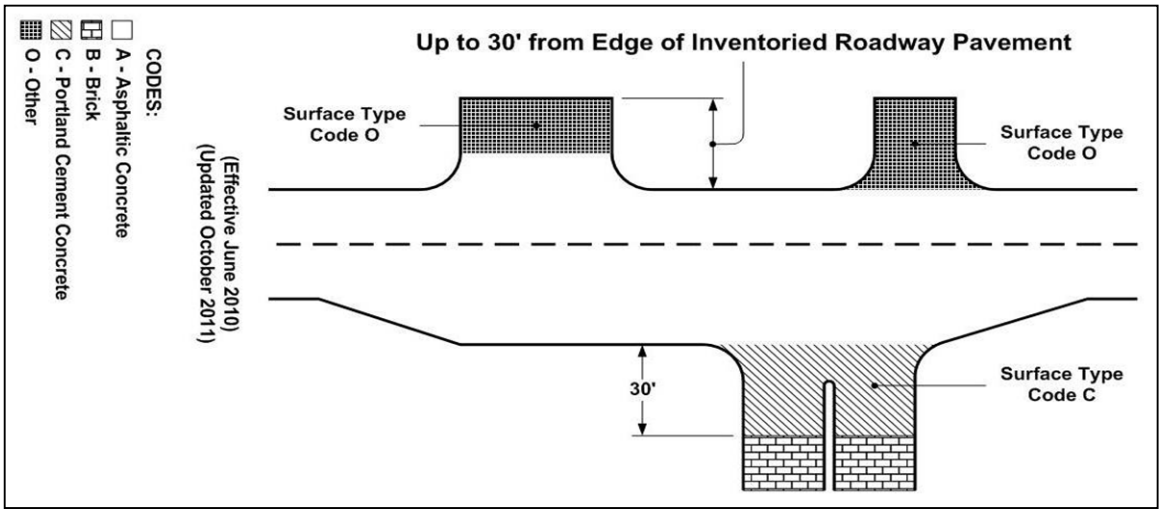


Note: INTSDIR8 would be coded if the intersecting lanes crossed at a 90 angle with respect to each other.

INTSRTPX | INTERSECTION SURFACE TYPE (X=1-9)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations, HPMS	All roadways.[1]	N/A	N/A
Potential Anchor	No				

[1] *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.

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.

Codes	Descriptions
A	Asphaltic Concrete
B	Brick
C	Portland Cement Concrete
O	Other

FEATURE 252
INTERCHANGES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Planning				

CROSRDNM | CROSSING ROADWAY NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations	All Principal arterials—interstate, freeways, expressways, and other limited access facilities.	N/A	N/A

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."

If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 also must be coded for these same milepoint ranges.

Value for Crossing Roadway Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

EXITNO | INTERCHANGE/EXIT NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations	All Principal arterials—interstate, freeways, expressways, and other limited access facilities.	N/A	N/A

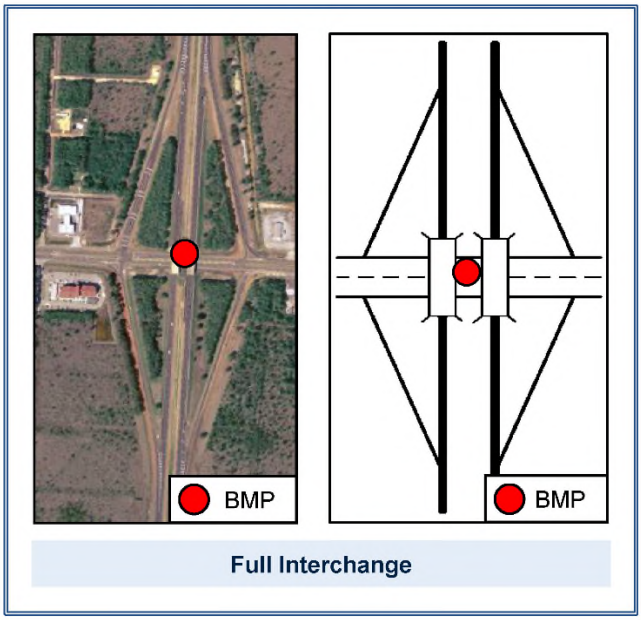
How to Gather this Data: Code the interchange exit number posted in the field. Code the location of these characteristics at the center of the facility being crossed. Exit #28 would be coded as 028. Exit #3A would be coded as 003A. It is not necessary to code every on and off ramps. It is sufficient 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.

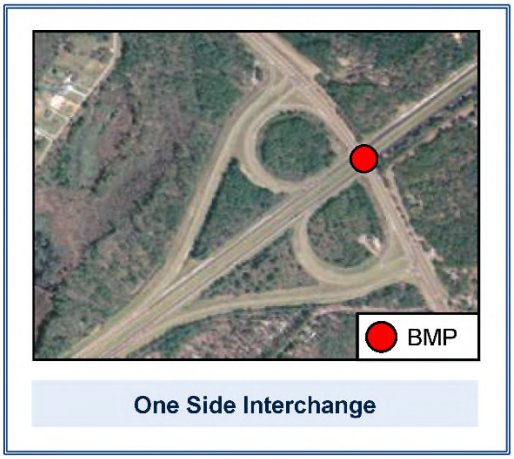
If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 also must be coded for these same milepoint ranges.

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.

Examples: Exit location to be taken at the midpoint of bridge span or the interchange.





INTERCHG | TYPE OF INTERCHANGE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, Maintenance, Work Program, Traffic Operations	All Principal arterials—interstate, freeways, expressways, and other limited access facilities.[1]	N/A	N/A

[1] *This is the minimum requirement. Districts may choose to go beyond the minimum requirement and code Feature 252 on other types of roadways that are grade separated and are not limited access facilities.*

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.

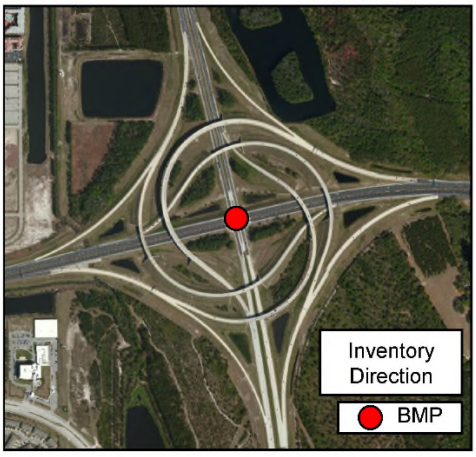
How to Gather this Data: Record the code value that best describes the type of interchange. Code the location of this characteristic at the centerline of the interchange by obtaining the midpoint from an aerial. INTERCHG is coded once for each interchange, at the center of the primary crossroad. Type of interchange can be determined

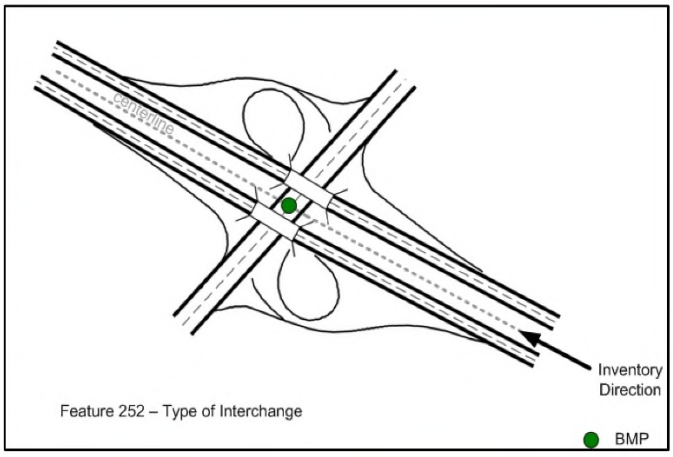
from viewing aerials. If type of interchange is coded for the roadway, then Feature 122 Access Control Type 1—Full Control should be coded for the limits of the interchanges.

If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 also must be coded for these same milepoint ranges.

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 also would have a type of interchange coded.

Codes	Descriptions
01	Diamond
02	Partial Diamond
03	Trumpet
04	Y-Intersection
05	2 Quadrant Cloverleaf or Partial Cloverleaf
06	Quadrant Cloverleaf with Collector Road
07	4 Quadrant Cloverleaf
08	Direct Connection Design
09	Other
10	Diverging Diamond





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

10: Diverging Diamond

FEATURE 253

RAILROAD CROSSINGS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	No	No	Point	Yes	Yes
Responsible Party for Data Collection	FMO Office in collaboration with District Offices				

Definition/Background: Records the location, check digit, and crossing number. This is from the roadway perspective of where the railroad crosses the roadway.

RRCROSNO | NATIONAL RR GRADE CROSSING NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Freight and Multimodal Operations (FMO) Office	All roadways.	N/A	N/A

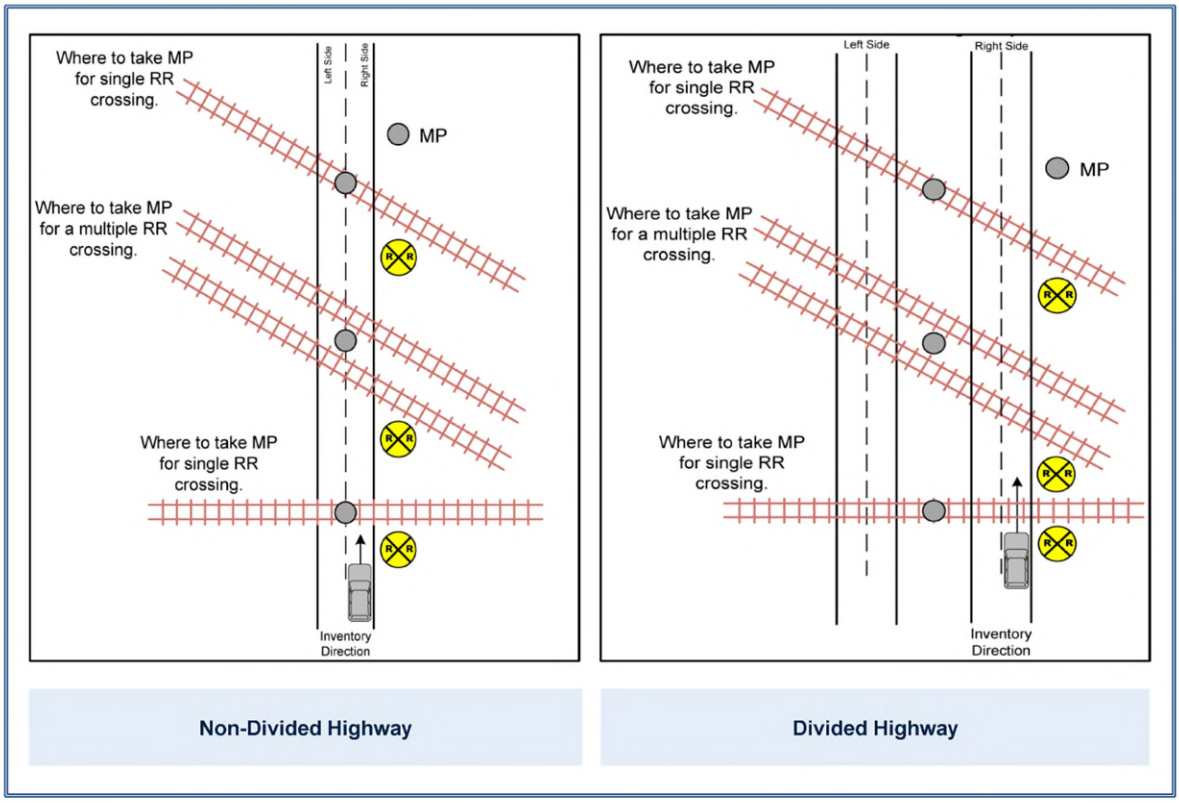
Definition/Background: A 6-digit number assigned to the crossing.

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.

zOn 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.



CHKDIGIT | CHECK DIGIT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Freight and Multimodal Operations (FMO) Office	All roadways.	N/A	N/A

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.

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

FEATURE 256
TURNOUTS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

DTRNUNP | AVERAGE WIDTH TURNOUT, UNPAVED, NO PIPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 257
CROSSOVERS

Roadway Side		LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Point	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

CROVERLG | LENGTH OF CROSSOVER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

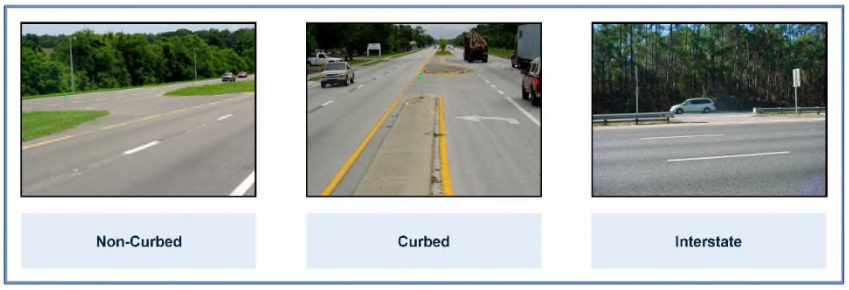
How to Gather this Data: Code the length to the nearest whole foot of the crossover at each location. The center of the crossover will be used to obtain the beginning milepoint. Ending milepoint is not to be entered. All crossovers are to be included on the right side of the roadway.

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).

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.

Locations that are not considered as intersections (Feature 251) should be included in the crossover inventory.



Value for Crossover Length: 4 Bytes**:** XXXX

FEATURE 258
STRUCTURES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	No	No	Length	No	Yes
Responsible Party for Data Collection	District Planning				

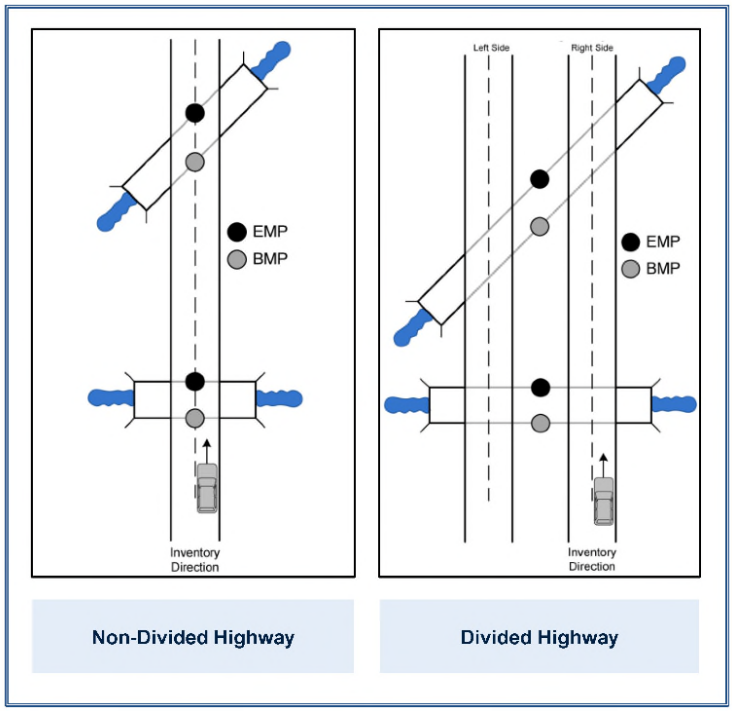
BOXCULNO | BOX CULVERT NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
4		TDA, Districts, Work Program, Maintenance, Structures and Safety Office	All roadways.	N/A	N/A

Definition/Background: Box culverts are embedded in the ground. You never drive directly on top it. If you are driving on top of it, then it is a bridge, therefore collect it under BRIDGENO.

How to Gather this Data: Record the box culvert number, generally found on the right end of the wall.

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.



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.

Value for Box Culvert Number: 6 Bytes: XXXXXX—Record structure number

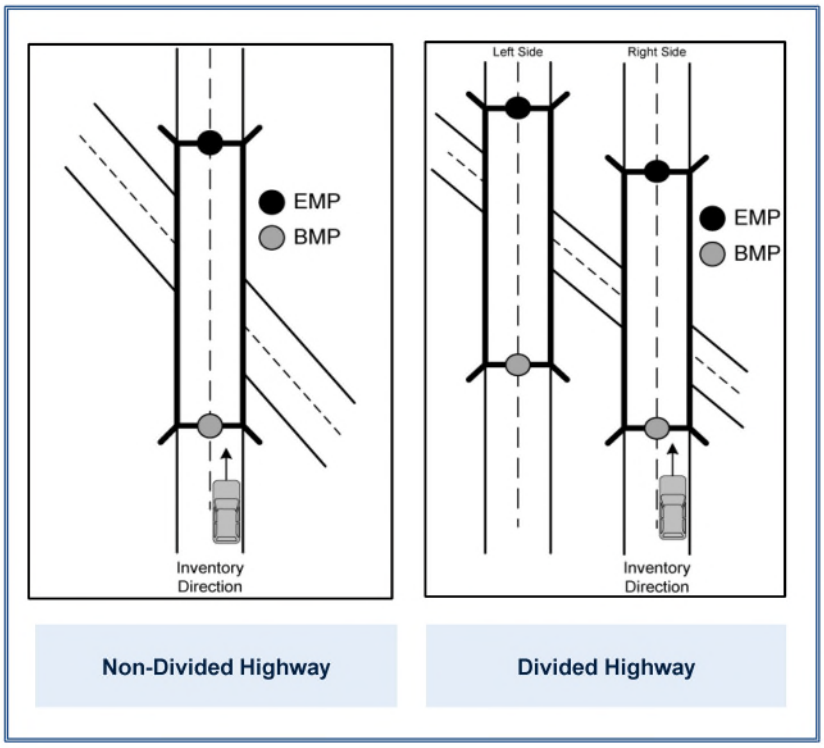
BRIDGENO | BRIDGE NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
4		TDA, Districts, Work Program, Maintenance, Structures and Safety Office	All roadways.	N/A	N/A

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. Undercopings 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."



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

TUNNELNO | TUNNEL NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
4		TDA, Districts, Work Program, Maintenance, Structures and Safety Office	All roadways.	N/A	N/A

Definition/Background: Tunnels are enclosed (except at an entrance and exit) structures or passageways which go underground, under surface, below a roadway or waterway.

Required For: All roadways

How to Gather this Data: Record the tunnel number and the facility crossed (FACCROSS).

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)

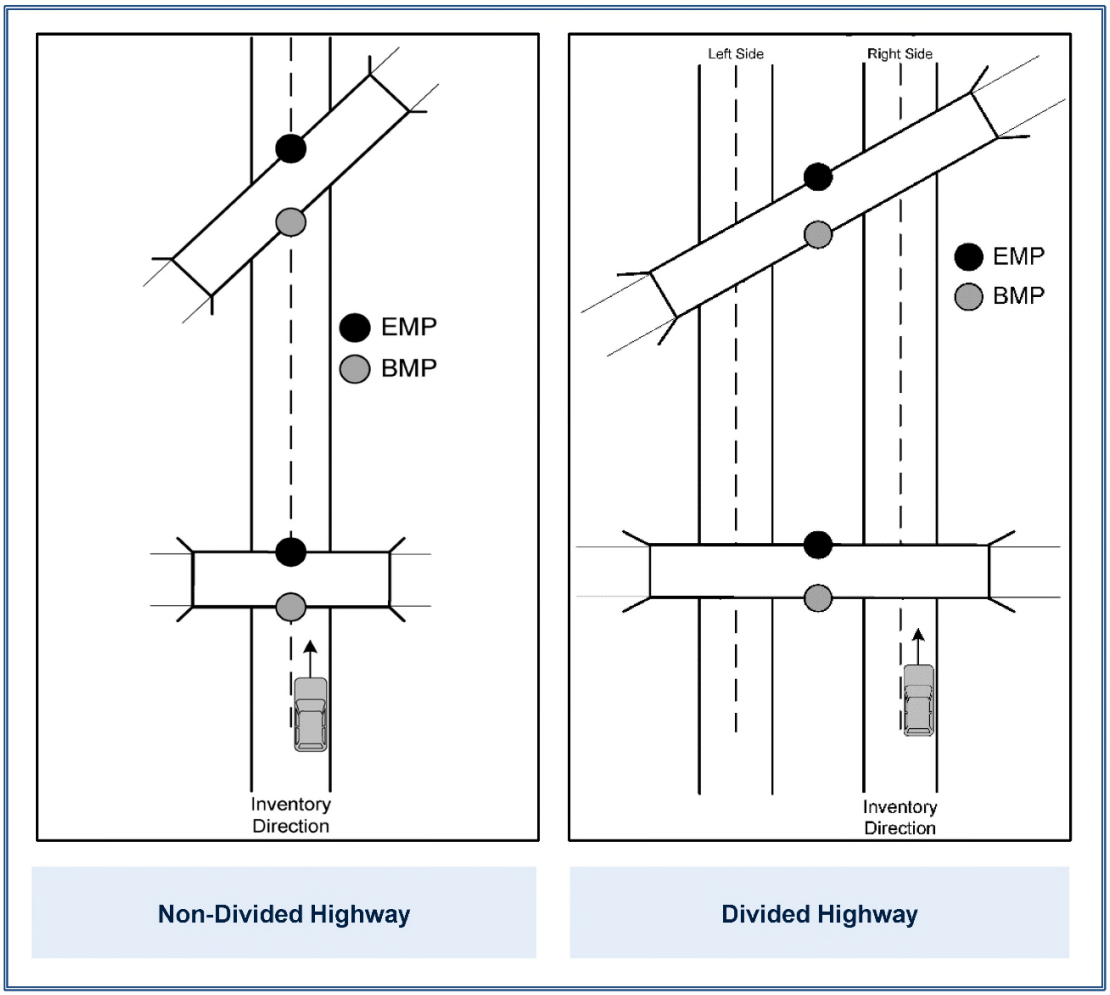
UNDPASNO | UNDERPASS NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		TDA, Districts, Work Program, Maintenance, Structures and Safety Office	All roadways.	N/A	N/A

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.

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



FACCROSS | FACILITY CROSSED

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		TDA, Districts, Work Program, Maintenance, Structures and Safety Office	All structures.	N/A	N/A

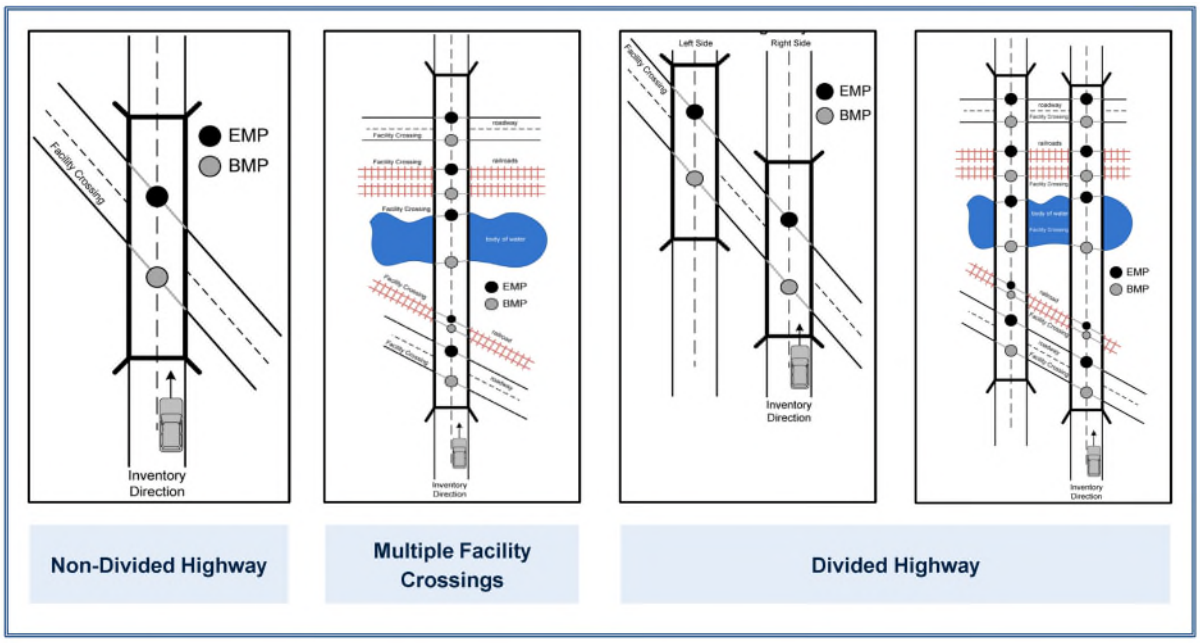
Definition/Background: This is the name of the roadway, railroad, body of water, or general description of the facility that crosses under or over a structure.

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.

How to Gather this Data: Code the names of the facilities, such as roadway, railroad, body of water, or general description of the facility 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.

Value for Name of Facility Crossed: 20 Bytes: XXXXXXXXXXXXXXXXXXXX



FEATURE 271
GUARDRAIL

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the length, to the nearest thousandth of a mile, of standard guardrail along the roadway. Single faced three 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

FEATURE 272
FENCING

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Length	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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, or other areas not meant for the public to access. Fencing also will 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.

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.

CHNLKFCS | NUMBER OF CHAIN LINK FENCES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 273
CABLE BARRIERS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Length	Yes	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

CABLBRTY | CABLE BARRIER TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	2-right or 3-left	N/A

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.

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	Descriptions
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)

04: NU-CABLE (3 or 4 Wires)

05: SAFENCE (3 Wires)

CABLWIRE | NUMBER OF CABLE WIRES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	2-right or 3-left	N/A

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.

FEATURE 275

MISCELLANEOUS CONCRETE STRUCTURES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of 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, and so forth, and the length or face area of the structure.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

Operational Features

These features are collected and used for operational information along the travelway.

FEATURE 311

SPEED LIMITS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Traffic Operations Office is responsible for collecting and maintaining this information for all designated roadways Active on the SHS. District RCI Staff is responsible for collecting and maintaining this information for all roadways Active Off the SHS with NHS or SIS designations and for all HPMS off-system samples. Effective March 2017				

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.*

DTESZAPP | DATE SPEED ZONE APPROVED

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways. (Effective September 2019)	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways. (Effective September 2019)	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
14		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways. (Effective September 2019)	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways. (Effective September 2019)	N/A	N/A

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

FEATURE 312

TURNING RESTRICTIONS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Traffic Operations Office is responsible for collecting and maintaining this information for all designated roadways Active on the SHS.				

DTETMAPP | DATE TURNING MOVEMENT APPROVED

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways.	N/A	N/A

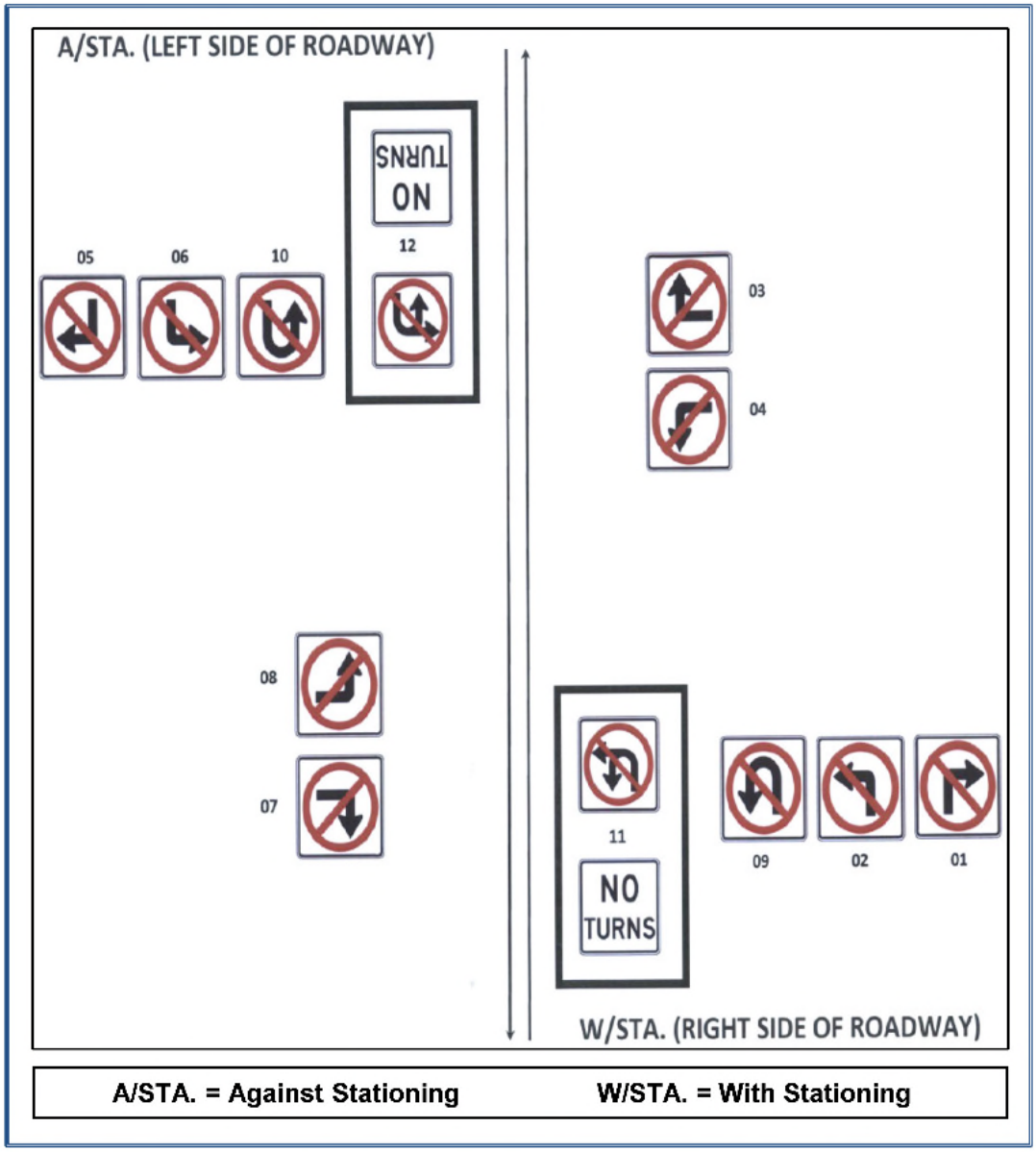
How to Gather this Data: The actual time that the turn restriction is in effect is entered in the value field.

Value for Limited Turn Restriction Time: 8 Bytes: XXXXXXXX—The time format entered shall be military time (e.g., 7:00 a.m. to 9:00 a.m. = 07000900)

TURNMOVE | TURNING MOVEMENT RESTRICTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning, HPMS, MPOs, Performance Management, and Safety Office	All roadways.	N/A	N/A

How to Gather this Data: Enter the appropriate turning restriction code in the value field.



Codes	Descriptions	Stationing
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

FEATURE 313

PARKING RESTRICTIONS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Traffic Operations Office				

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

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 a.m. to 9:00 a.m. = 07000900)

TYPEPARK | TYPE OF ROADWAY PARKING

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Enter the appropriate type of roadway parking code in the value field.

Codes	Parking
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

FEATURE 315

TSMO PROJECTS (PENDING APPROVAL)

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes—TSM&O
Responsible Party for Data Collection	District Traffic Operations Office				

Definition/Background: This feature reflects Transportation Management and Operations (TSM&O) projects programmed along the defined segment. Feature created—July 2019.

Owning Office: TSM&O

TSMOPRDT | DATE ACTIVE (OR POTENTIALLY) (PENDING APPROVAL)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
NA	NA	District transportation planners, programmers, designers, consultants, various industries; benefits users of SLDs	On or off state highways, NHS, and SIS.	N/A	N/A

How to Gather this Data: The date that the Potential or Active Project is expected to be open.

Value for Date Parking Approved: MM/DD/YYYY—Date format

TSMOPRCD | TSM&O PROJECT CODE (PENDING APPROVAL)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
NA	NA	Transportation planners, programmers, designers, consultants, various industries; benefits users of SLDs	On or off state highways, NHS, and SIS.	N/A	N/A

How to Gather this Data: Enter the appropriate type of roadway parking code in the value field.

Codes	Descriptions	Additional Information
01	TSMN	ACTIVE TSM&O PROJECT
02	TSMP	POTENTIAL TSM&O PROJECT

FEATURE 320

MILE MARKER SIGNS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Planning				

MILEMARK | MILE MARKER SIGN

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Planning, and Safety Office	All interstate, tolled or non-tolled expressway facilities, and U.S. Routes.	N/A	N/A

Definition/Background: Records the location of mile marker signs posted along the roadway.

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 increment.

Value for Mile Marker Sign: 4 Bytes: XXX.X—Record 4-digit mile marker number

EXAMPLES

FEATURE 322

SIGNALS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Traffic Operations Office is responsible for collecting and maintaining this information for all designated roadways Active on the SHS.				

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Enter the name of the agency that maintains the signal.

Value for Maintaining Agency Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

SDESTRET | SIDE STREET NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Enter the name of the intersecting side street.

Value for Side Street Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

SIGNALID | SIGNAL CABINET ID NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

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	Descriptions
01	Intersection Control Beacon
02	Intersection Control Signal
03	Mid-Block Pedestrian Control

SIGNALTY | TYPE OF TRAFFIC SIGNAL

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Choose the code to describe the traffic signal type.

Codes	Descriptions
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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Choose the code to describe the type of signal structure.

Codes	Descriptions
01	Mast Arm
02	Wood Strain Pole
03	Concrete Strain Pole
04	Steel Strain Pole

TYPECABL | TYPE OF CABLE CONNECTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Choose the code to describe the type of traffic signal cable connection.

Codes	Descriptions
01	Single Point Connection
02	Two Point Connection

FEATURE 323
SCHOOL ZONES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Traffic Operations Office is responsible for collecting and maintaining this information for all designated roadways Active on the SHS.				

SCHLNAME | SCHOOL NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Enter the name of the school within the school zone.

Value for School Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

SCHSPED | SCHOOL SPEED ZONE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Traffic Operations and Safety Office	All Active On roadways.	N/A	N/A

How to Gather this Data: Enter the school zone speed limit itself.

Value School Speed Zone: 2 Bytes: XX

FEATURE 326

TRAFFIC MONITORING SITES

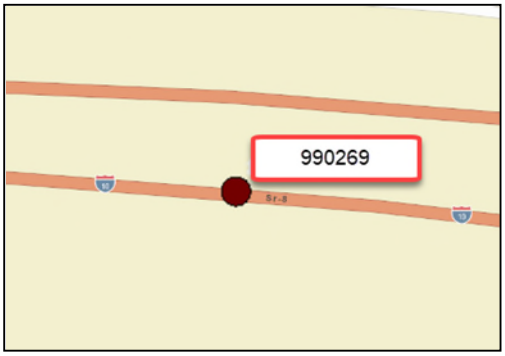
Roadway Side		LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Traffic Data Section				

Traffic Monitoring Sites are placed at strategic locations to develop homogeneous Annual Average Daily Traffic (AADT).

TRFSTANO | TRAFFIC STATION NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Transportation planners, programmers, designers, consultants, various industries; benefits users of SLDs	On or off state Highways, NHS, SIS, and ramps for limited access facilities associated with interchanges.	N/A	N/A

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.



How to Gather this Data: The TDA'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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		Transportation planners, programmers, designers, consultants, various industries; benefits users of SLDs	On or off state highways, NHS, SIS, and ramps for limited access facilities associated with interchanges.	N/A	N/A

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), road tubes, and inactive sites.

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, road tubes, and inactive sites are assigned in the TCI database by TDA or the district office technician in accordance with guidelines provided in the Traffic Monitoring Handbook.

Codes	Traffic Site Types	SLD Symbols	Symbols on Straight Line Diagram
I	Inactive		Circle w/diagonal stripe
P	PTMS (non-continuous)		Circle
R	Road Tube		Triangle
T	TTMS (continuous)		Square
V	Virtual Count Station		Diamond

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 <u>within</u> 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

FEATURE 331
TRAFFIC FLOW BREAKS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	For batch load—Traffic Data or Transportation Data Inventory Section in TDA. For manual update—Traffic Data Section in Districts or TDA.				

Definition/Background: 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.

AADTDATE | AADT DATE

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: Shows the date the Section AADT (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.

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)

AADTTYPE | AADT TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. 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: 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.

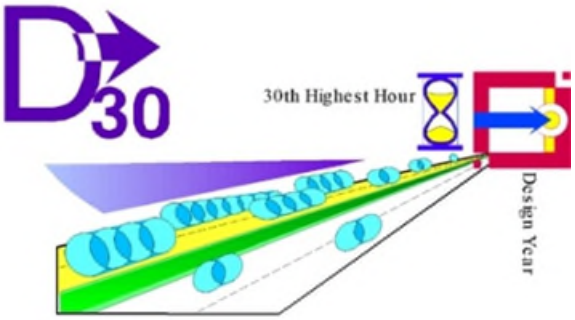
How to Gather this Data: The flat file provided by the Traffic Data Section will have a flag for two-way AADT from which the traffic information is collected. If the two-way flag is "C," code 1. If the flag is "E," "F," or "S," code 2. The Districts are expected to obtain traffic information from local 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	Descriptions
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 DIRECTIONAL FACTOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
27		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. 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: 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.



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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
26		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. 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: 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. See table below.

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 07.50 to 10.50

Standard K Table			
Area *(Population) & [Examples]*	Facility Type	Standard K Factors[1] (% AADT)	Representative Time Period
Large Urbanized Areas with Core Freeways *(1,000,000+)* *[Jacksonville, Miami]*	Freeways	8.0–9.0[3]	Typical weekday peak period or hour
	Arterials & Highways	9.0[2]	Typical weekday Peak hour
Other Urbanized Areas *(50,000+)* *[Tallahassee, Ft. Myers]*	Freeways	9.0[2]	Typical weekday Peak hour
	Arterials & Highways	9.0[2]	Typical weekday Peak hour
Transitioning to Urbanized Areas *(Uncertain)* *[Fringe Development Areas]*	Freeways	9.0	Typical weekday Peak hour
	Arterials & Highways	9.0	Typical weekday Peak hour
Urban *(5,000—50,000)* *[Lake City, Key West]*	Freeways	10.5	100th highest hour of the year
	Arterials & Highways	9.0[2]	Typical weekday Peak hour
Rural *(<5,000)* *[Chipley, Everglades]*	Freeways	10.5	100th highest hour of the year
	Arterials	9.5[2]	100th highest hour of the year
	Highways	9.5	100th highest hour of the year

[1] *Some smoothing of values at area boundaries/edges would be desirable.*

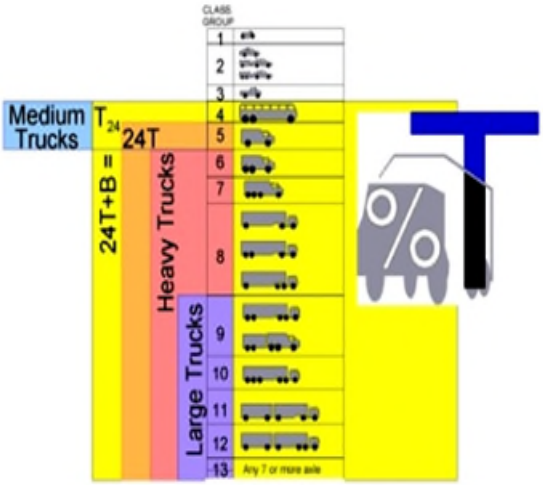
[2] *Value is 7.5 percent in approved Multimodal Transportation District where automobile movements are deemphasized. Essentially, this lower value represents an extensive multi-hour peak period rather than a peak hour.*

[3] *Value is 8.0 percent for FDOT designated urbanized core freeways and may be either 8.5 percent or 9.0 percent for non-core. Freeways. Values less than 9 percent essentially represent a multi-hour peak period rather than a peak hour.*

AVGTFACT | ROADWAY SECTION AVERAGE TRUCK FACTOR

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
22–25		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. 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: 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.



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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
21		FHWA for apportionment, project engineers for project development, planners for transportation planning, private developers, and customers. 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: An estimate of the AADT traveled on the roadway ID.

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

FEATURE 341
LIGHTING SYSTEM

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	No	No	Point	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

LOCOWNER | OWNER OF LOCAL LUMINARIES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Enter the name of the City/County that owns or maintains (through contract or other written agreement) the local luminaries.

Value for Number of Aluminum Poles: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

NOALUMPOL | NUMBER OF ALUMINUM POLES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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 | NUMBER OF LUMINARIES UNDER LOCAL AGREEMENT

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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 LUMINARIE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the number of wood poles along the roadway.

Value for Number of Wood Poles: 3 Bytes: XXX

FEATURE 360

TOLL PLAZAS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Planning				

TOLPLZNM | TOLL PLAZA NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		General information, wide usage	All interstates, tolled or non-tolled expressway facilities.	N/A	N/A

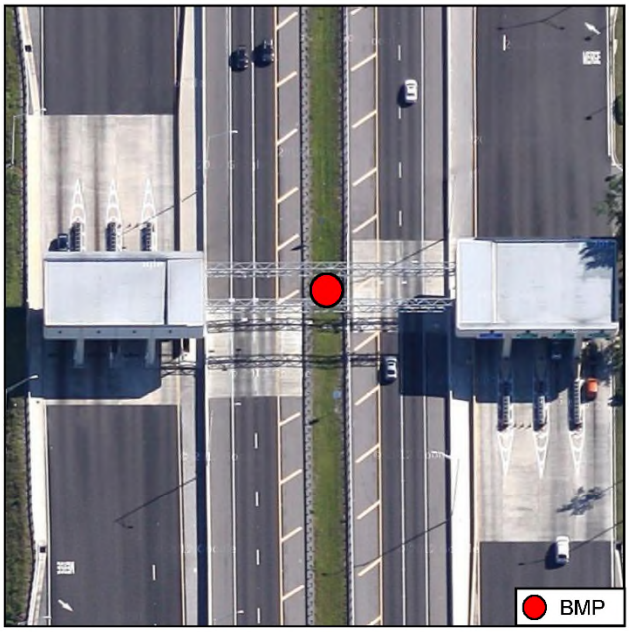
Definition/Background: Records the name associated with a toll plaza.

How to Gather this Data: Collect the milepoint at the midpoint of the toll collection booth, in the most inside lane possible. The toll plaza name will generally be the nearest exit name or crossing facility.

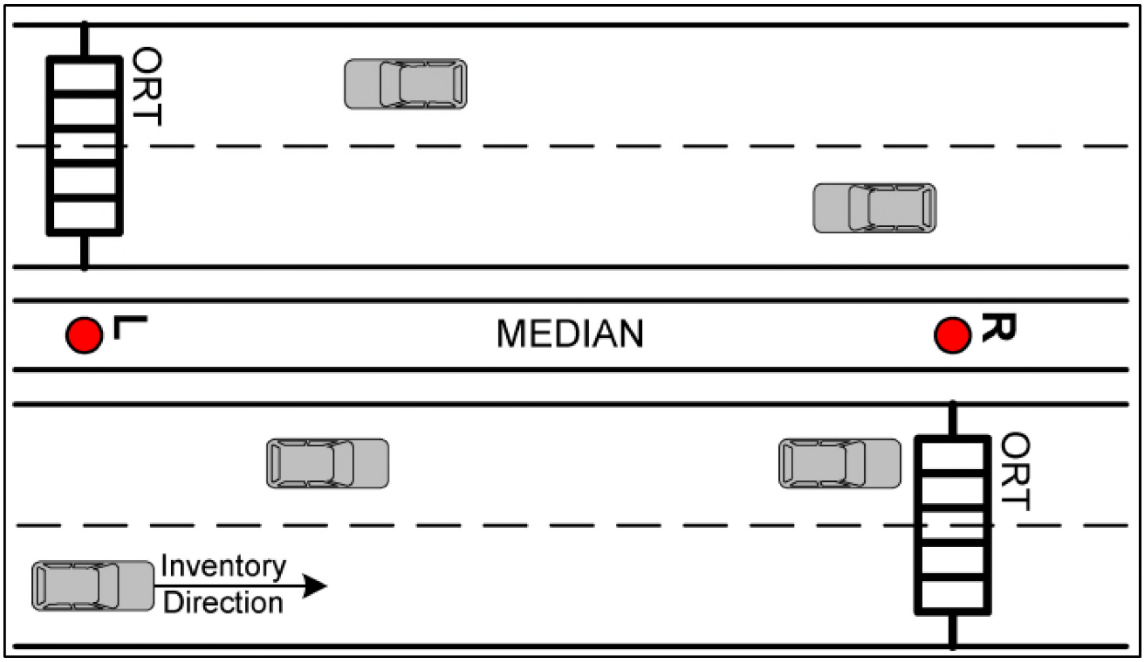
Value for Toll Plaza Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX—Record name of plaza up to 20 characters

EXAMPLES

Toll Plaza with Combined ORT Composite



Toll Plaza with Separate ORT Composite

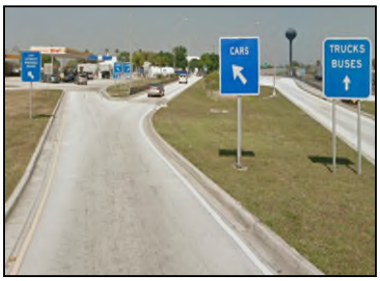


Toll Plazas at Different Milepoints Code on Left and Right

FEATURE 361
SERVICE PLAZAS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C/R/L	Yes	No	Point	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: Denotes the name of the service plaza.



SVCPLZNM | SERVICE PLAZA NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
		General information, wide usage	All service plazas maintained by the Department.	N/A	N/A

How to Gather this Data: 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: Also may be used for rest areas, weigh stations, or agricultural stations.

Value for Service Plaza Name: 20 Bytes: XXXXXXXXXXXXXXXXXXXX—Record name of plaza up to 20 characters

Maintenance Features

These features are collected for maintenance of the travelway.

FEATURE 411

ROADSIDE MOWING

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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 | SLOPE MOWABLE AREA

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

SMMACHMOW | SMALL MACHINE MOWING AREA

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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.

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

FEATURE 412
WEED CONTROL

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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, or other means for weed control. 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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 x 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

FEATURE 413

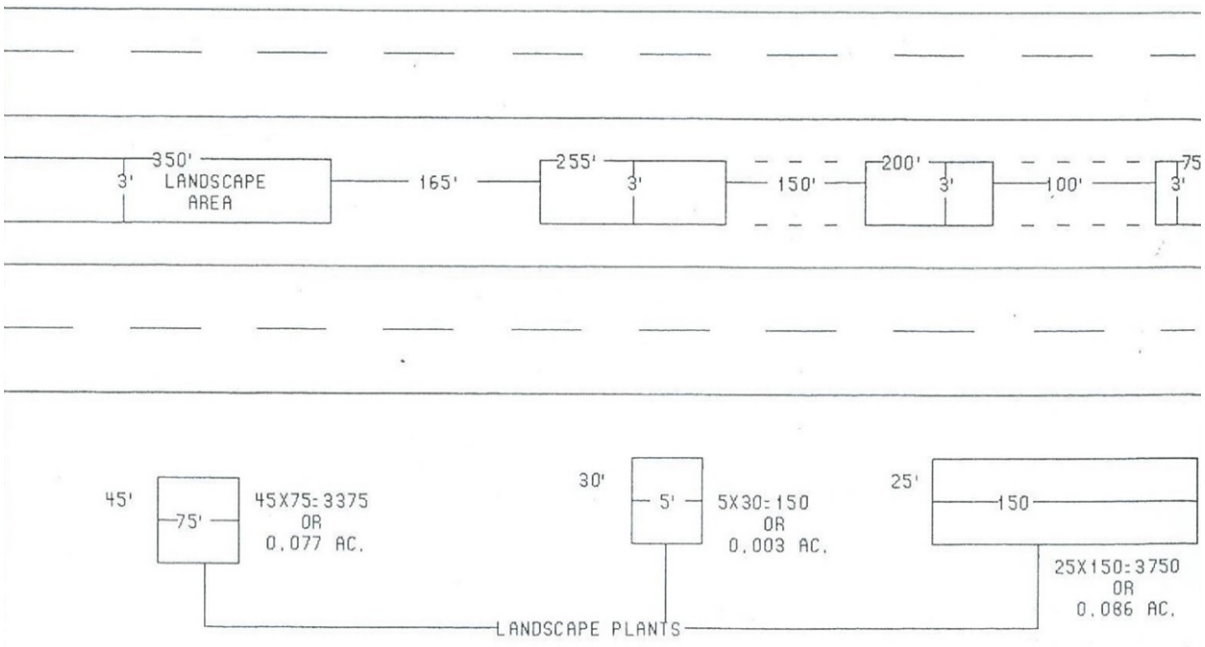
LANDSCAPE AREA

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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 currently are 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.



BOLDLAND | BOLD LANDSCAPING

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	2-right or 3-left	N/A

Definition/Background: Bold landscape areas are defined as landscape contracts with an installation period followed by an establishment period, which is typically two years.

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.

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.

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 or managed lane) 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).

LANDSCPE | LANDSCAPE AREA

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

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.

FEATURE 421

ROADSIDE DITCH CLEANING

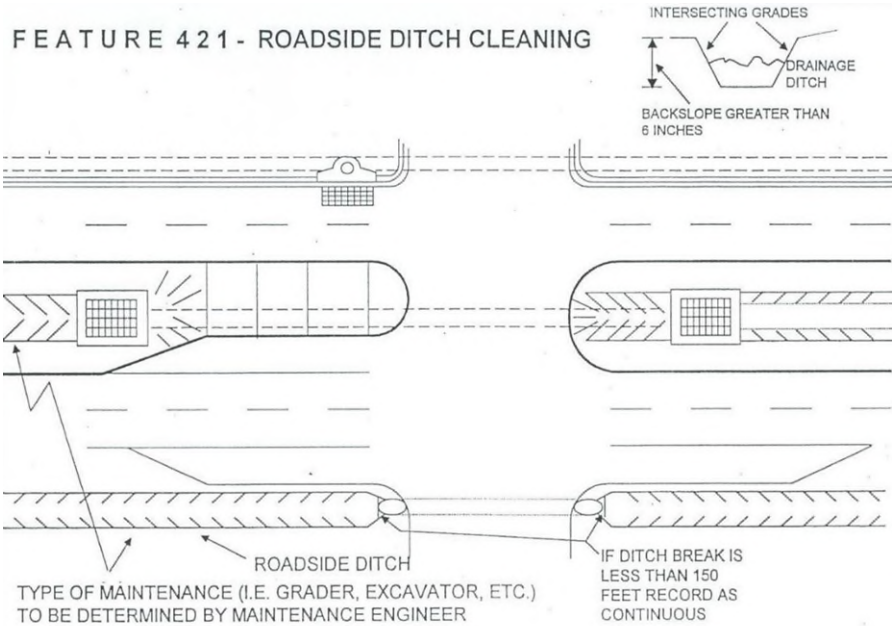
Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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 rights-of-way.

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.

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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 of 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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 422

MEDIAN DITCH CLEANING

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Length	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

Definition/Background: Notes the basic type of median ditches. Grader maintained ditches are calculated as a factor of grass median ditches.

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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 431

PARKS AND REST AREAS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Point	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

Catwalks and fishing piers should be inventoried as Wayside Parks. All inventories located within the facility should be recorded to the right.

Sub-section 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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, and so forth should be recorded separately.

Value for Number of Rest Areas With Facilities: 1 Byte: X

WAYSDPKS | NUMBER OF WAYSIDE PARKS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 443
DELINEATORS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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.

BRDELIN | NUMBER OF BRIDGE END DELINEATORS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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:

- A rectangular-shaped three-button panel (Type II Object Markers Roadway)
- 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.

Value for Number of Bridge End Delineators: 3 Bytes: XXX

DELINEAT | NUMBER OF GUIDE POSTS/HAZARD MARKER DELINEATORS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

EXIT
353C

FEATURE 451
STRIPING

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Length	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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 measured 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.

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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.

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.

Value for Number of Stripes—Double White or Yellow: 1 Byte: X

SKIPLINE | NUMBER OF STRIPES | SKIP WHITE OR YELLOW

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

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.

FEATURE 452

SYMBOLS AND MESSAGES

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

Definition/Background: Lists the area in square feet of crosshatching, curb marking, number of arrows or letters, and radius marking.

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.

CRSHATCH | CROSSHATCHING AREA

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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).

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

Painted Bullnose

PNTARROW | NUMBER OF ARROWS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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. (i.e., 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. (i.e., If you have 15 arrows in the bike lane, you count 8 for RCI input)

Value for Number of Arrows: 2 Bytes: XX

PNTLETTR | NUMBER OF LETTERS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the number of painted symbol letters separately on the right and left side of the roadway within each one-mile increment.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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, or bike boxes.

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

EXAMPLES

Turkey Tracks

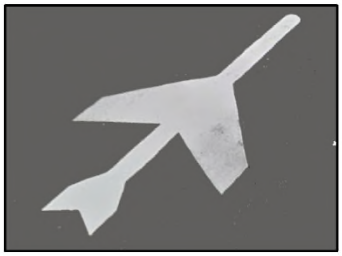
Perpendicular to Roadway

Parking End Cap

Stride Markings

Diamond = 11 SQ FT
Cyclist = 5.4 SQ FT

2 SQ FT per Triangle



1 = 72 SQ FT

2 = 33 SQ FT

3 = 49 SQ FT

4 = 65 SQ FT

FEATURE 453
CROSSWALKS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

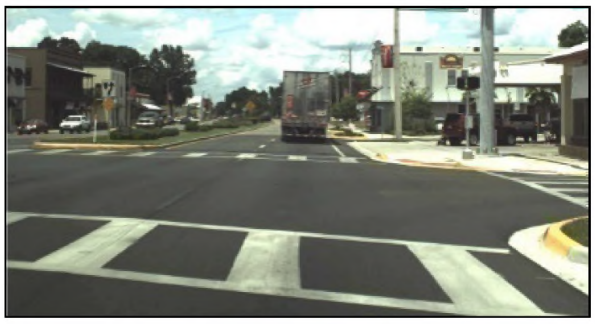
Special Situation:

1. Special emphasis crosswalk 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.

2. If the crosswalk is a special emphasis and a regular crosswalk together, they will both be counted into RCI.

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 1



Special Situation 2

CRWALK24 | NUMBER OF 24-FOOT CROSSWALKS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 454

STOP BARS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the number of 1-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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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

FEATURE 455

RAISED PAVEMENT MARKERS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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 also are to be inventoried.

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. However, raised pavement markers indicating locations of fire hydrants will not be inventoried, usually blue markers.

PAVTMARK | NUMBER OF RAISED PAVEMENT MARKERS

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the number of raised pavement markers within each one-mile increment.

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, or other areas along the roadway.

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

FEATURE 460
ATTENUATORS

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Point	Yes	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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.

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.

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.

ATCONDTN | ATTENUATOR CONDITION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Use the following code that best describes the condition of the attenuator.

Codes	Descriptions
01	Good
02	Fair
03	Poor
04	Critical

ATINSPEC | ATTENUATOR INSPECTION DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the date of latest attenuator inspection with leading zeros for months and days less than 10. No hyphens or backslash.

Value for Attenuator Inspection Date: 8 Bytes: MMDDYYYY

ATREPAIR | ATTENUATOR REPAIR DATEX

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the date attenuator repaired with leading zeros for months and days less than 10. No hyphens or backslash.

Value for Attenuator Inspection Date: 8 Bytes: MMDDYYYY

ATRMRKS1 | ATTENUATOR REMARKS | 1

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the statement concerning attenuator.

Value for Attenuator Remarks—1: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

ATRMRKS2 | ATTENUATOR REMARKS | 2

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the statement concerning attenuator.

NOTE: New to the maintenance add screen.

Value for Attenuator Remarks—2: 20 Bytes: XXXXXXXXXXXXXXXXXXXX

ATTLOCCD | ATTENUATOR LOCATION CODE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Use the following code that describes the location of the attenuator.

Codes	Descriptions
GL	Gore left
GR	Gore right
LS	Left shoulder
MD	Median
RS	Right shoulder

ATTMODEL | ATTENUATOR MODEL NUMBER

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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: XXXXXXXXXXXXXXXXXXXX

Model #	01—Hi-Dro Cell (sandwich)
G	Color: G—gray, Y—yellow, GN—green, BLK—black, BL—blue
209	Width of first diaphragm (2'-9")
508	Width of last diaphragm (5'-8")
S	S—standard or N—non-standard
8	Number of bays
S	S—wet or D—dry

Model #	02—Hi-Dro Cell (cluster)
300	Width (3'-0")
600	Length (6'-0")
W	W-designates Hi-Dro cluster

Model #	03—G-R-E-A-T System
200	Width of first diaphragm (2'-0")
200	Width of last diaphragm (2'-0")
S	S—standard or N—non-standard
F	
6	Number of bays

Model #	04/05—Sand Crash Cushion (fitch or energite)
002	No. of 200 lb. Modules
004	No. of 400 lb. Modules
004	No. of 700 lb. Modules
0014	No. of 1400 lb. Modules
0021	No. of 2100 lb. Modules
F&E	Fitch & Energite (mixed installation)

Model #	06—Hex Foam Sandwich
209	Width of first diaphragm (2'-9")
508	width of last diaphragm (5'-8")
H	
8	Number of bays
S	S—standard or N—non-standard

Model #	08—QuadGurad System
QS	QS—QuadGuard System
24	Width of diaphragms (24")
5	Number of bays
G	Nose color, G—gray in Florida

Model #	09—BREAKMASTER 350
106	There is only one model number for this system.
106	
BR	
S5	

10—CAT 350
There is only one model number for this system.

Model #	11—REACT 350
75	Design speed: 75, 62, 55, 45 mph
B	B-self-contained backup or S-side mounted anchors
036	Width (36")

Model #	12—ADIEM 350
xx	Number of modules, 06 or 10

ATTYPECD | ATTENUATOR TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Use the code that describes the attenuator type.

Code	Type
01	Hi-Dro Cell (sandwich)
02	Hi-Dro Cell (cluster)
03	G-R-E-A-T System
04	Sand Crash Cushion (fitch)
05	Sand Crash Cushion (energite)
06	Hex Foam Sandwich
07	Other
08	QuadGuard System
09	BRAKEMASTER 350
10	CAT 350
11	REACT 350
12	ADIEM 350
13	DRAG-NET
14	TRACC
15	TAU-II
16	QuadGuard Elite
17	Smart Cushion
18	Easi-Cell
19	X-MAS
20	QuadGuard II
21	QuadGuard M10
22	TAU-M

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

13. Drag-Net

14. TRACC

15. TAU-II

16. Quadguard Elite

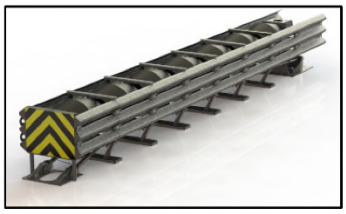
17. Smart Cushion

18. Easi-Cell

19. X-MAS

20. Quadguard II

21. QuadGuard M10



22. TAU-M

ATTYPINS | ATTENUATOR INSPECTION TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Use the following code that describes the attenuator inspection type.

Codes	Descriptions	Codes	Descriptions
01	Type 1 inspection	**02**	Type 2 inspection

VEHDIRCD | GENERAL VEHICULAR DIRECTION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Use the code that describes the vehicle direction.

Codes	Descriptions	Codes	Descriptions
NB	Northbound	**EB**	Eastbound
SB	Southbound	**WB**	Westbound

FEATURE 480

HIGHWAY SIGNS

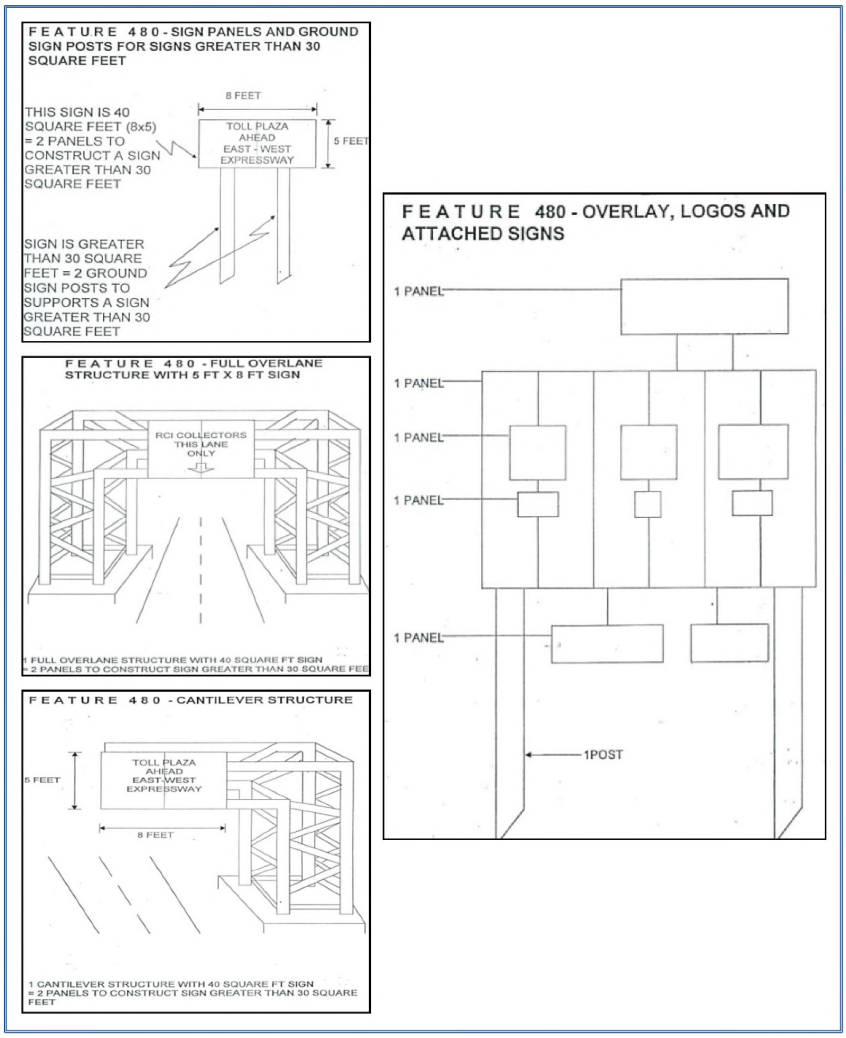
Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
R/L	No	No	Total	No	Yes
Responsible Party for Data Collection	District Office of Maintenance				

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 bucks, signal mast arms, vendor signs on interstate exit ramps, CR signs, or overhead yield on green signs.

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.

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.



CANTSTR | NUMBER OF CANTILEVER STRUCTURES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Count the number of cantilever structures, 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

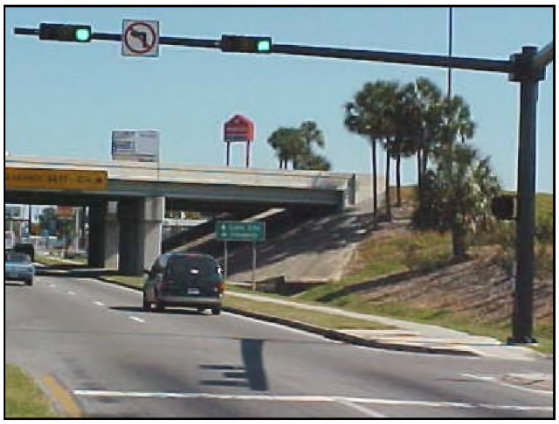
How to Gather this Data (for ground signs): Count the number of panels including overlay, and logo panels, used to construct a ground sign greater than 30 square feet and record to the appropriate roadway side. Also, count the number of posts for ground signs.

How to Gather this Data (for overhead signs attached to overpasses): 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.

How to Gather this Data (for turn arrow "ONLY" signs suspended by cables or attached to mast arms): 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 also should 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

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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.

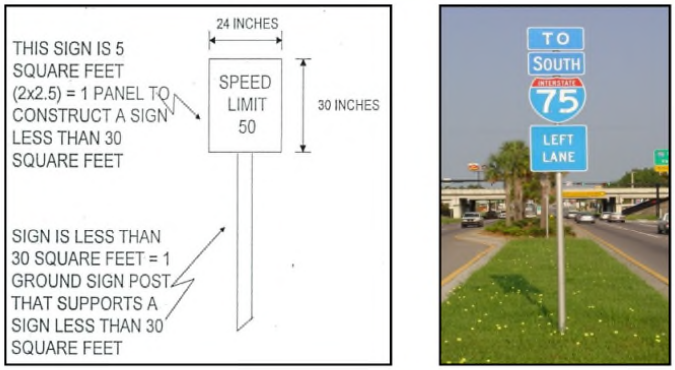
Value for Number of Ground Sign Posts Greater Than 30 Square Feet: 3 Bytes: XXX

GRPSTL30 | NUMBER OF GROUND SIGN POSTS LESS THAN 30 SQUARE FEET

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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



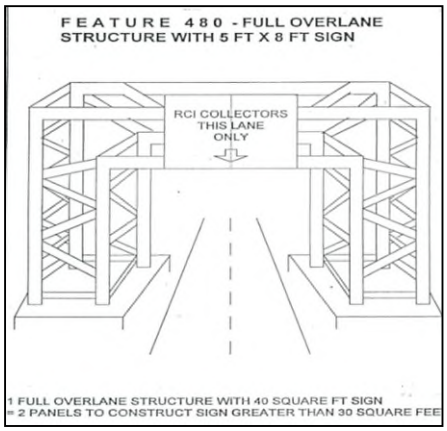
4 Signs and 1 Post

OVRLNSTR | NUMBER OF FULL OVERLANE STRUCTURES

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the total number of full over lane structures. Over lane structures spanning the right side of the roadway shall be recorded on the right, those spanning over the left side of the roadway shall be recorded on the left. Over lane structures, spanning over the entire roadway, shall be recorded on the right.

Value for Number of Full Overlane Structures: 4 Bytes: XXXX



EXAMPLES

Overlane Structure—One Direction Only

Overlane Structure—Both Directions

PANLLT30 | GROUND PANELS LESS THAN 30 SQUARE FEET

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

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.

FEATURE 481

HIGHWAY MAINTENANCE CLASSIFICATION

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

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.

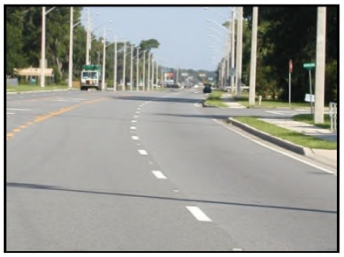
HIWMNCLS | HIGHWAY MAINTENANCE CLASSIFICATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Maintenance	All Active On and Active Exclusive roads, including managed lanes.	N/A	N/A

How to Gather this Data: Code the characteristic designation of "1" or "2" based on the level of service.

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.

01: Rural



02: Urban

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.

Codes	Descriptions
1	Rural
2	Urban

Trail Feature

The trail feature is exclusively used for trails.

FEATURE 801

TRAILS

Trail Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	Systems Implementation Office. For further assistance, please contact the SUN Trail Network Manager at (850) 414-4922 or the Transportation Planner at (850) 414-4928.				

Definition/Background: The SUN Trail data is derived from the Florida Greenways and Trails System (FGTS) Priority Land Trails Network, overseen by the Florida Department of Environmental Protection's Office of Greenways and Trails, modified by removal of corridors not envisioned as paved trails. A multi-use trail is defined as a paved, shared use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints or volume of use. In some areas of extreme constraints such as at bridges or in environmentally sensitive areas, a trail may be as narrow as 8 feet. A multi-use trail is differentiated from a sidewalk in that it is generally wider, is part of a larger regional and statewide system of trails, and is accompanied by a higher level of facilities including trailheads, parking, wayside areas, and other amenities. A trail is designed to facilitate mixed-use travel and priority at intersections may be given to trail users. A sidewalk, by contrast, serves a local need and is routinely built as part of the normal bicycle and pedestrian accommodations within a roadway project. Sidewalks are designed primarily for pedestrian use (acknowledging that local codes may permit bikes on sidewalks) with priority at intersections normally given to roadway traffic.

SUNTRTYP | SUN TRAIL TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Systems Implementation Office/District Office	All multi-use trails, regardless of funding source, located within the SUN Trail Network, both On-and-Off (FDOTs) system.	N/A	N/A

How to Gather this Data: Enter the code value assigned to the route and record the beginning and ending milepoints.

Codes	Descriptions
1	Active Trail
2	Pending Trail
3	Dropped SUN Trail GIS Route (Historical)
4	Deleted, Physical removal of Infrastructure

1—Active Trail: An Active Trail is defined as an existing multi-use trail, on the SUN Trail network, that is open to the public for bicycling or walking and is physically separated from vehicular traffic. These Active Trails are located both on-and-off (FDOTs) system.

01: Active Trail

This does not include bike lanes or sidewalks or paved shoulders. Existing trails are compiled from local, state, and federal agencies and organizations.

2—Pending Trail: A Pending Trail is defined as a linear corridor that is located on the SUN Trail network and is planned as a multi-use trail, physically separated from vehicular traffic, but the construction phase has not been completed. Pending Trails are not open to the public for bicycling and walking. The linear corridor may be located on-or-off (FDOTs) system.

There may or may not be funding committed to facilitate pre-construction [feasibility planning or corridor study; preliminary and environmental planning (PDE); design (PE); or the acquisition of real property/land/right-of-way (ROW)]; and construction phases. Funding for pre-construction and/or construction phases may be from local, state, federal, or private sources. When the construction phase is complete, the status will change from "pending trail" to "active trail."

2: Pending Trail

3—Dropped SUN Trail GIS Route (Historical): Dropped SUN Trail GIS Route are defined as planned corridors that were previously located within the SUN Trail Network but are de-designated and no longer considered to be part of the SUN Trail Network. This historical GIS Route is for mapping purposes and does not reflect current system mileage.

4—Deleted Trail: A Deleted Trail is defined as an active trail that will be de-designated when the infrastructure is physically removed, relocated, and a facility replaces it. This does not include temporary closures.

SUNTRCOR | SUN TRAIL CORRIDOR NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Systems Implementation Office/District Office	All designated SUN Trail facilities.	N/A	N/A

How to Gather this Data: Identify the Corridor name (see codes) and record the beginning and ending milepoints. Enter the **MAPID** codes assigned to the facility.

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

MapID	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
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
ECRRTE	East Central Regional Rail Trail
ECRRTW	East Central Regional Rail Trail/ECG Corridor
ECSWGC	Escambia County SW Greenway Corridor
FKOHT	Florida Keys Overseas Heritage Trail Corridor
FFTC	Fort Fraser Trail Corridor
G2NCST	Gainesville to Newberry Trail Corridor
G2SRG	Gainesville to Branford Corridor
GA2NCST	Georgia to Cross City Corridor

MapID	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
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

MapID	CORRIDOR
SBC	Sarasota Bay Corridor
SCGC	South Coast Greenway Corridor
SCTC	Snapper Creek Trail Corridor
SELGC	Selmon Greenway Connector
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	U.S.-17 Trail Corridor
UTBLC	Urban Tampa Loop Corridor
UTBTC	Upper Tampa Bay Trail Corridor
VFST	Van Fleet State Trail Corridor
WETC	Willow-Ellenton Trail Corridor

MapID	CORRIDOR
WOT	West Orange Trail Corridor
WST	Withlacoochee State Trail Corridor
WTGC	West Tampa Greenway Corridor

Rail Feature

FEATURE 901

RAIL LINE FACILITY

Railroad Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	No	Yes
Responsible Party for Data Collection	FMO Office in collaboration with District Offices				

This feature provides information on the rail lines.

RRCLASST | RAILROAD CLASS TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Freight and Multimodal Operations Office	All designated SIS, emerging SIS, and non-SIS railroad facilities.	N/A	N/A

Definition/Background: Associates a class type within the railroad facilities. Effective September 2019.

How to Gather this Data: Enter the class type value assigned to the facility.

Codes	Descriptions	Additional Information
I	Class Type I	Annual carrier operating revenues of $447 million or more, for example CSX.
II	Class Type II	Annual operating revenues less than $447 million, for example FEC.
III	Class Type III	Annual operating revenues less than $35 million, for example AN or BAYL

RRCONAME | RAILROAD COMPANY NAME

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Freight and Multimodal Operations Office	All designated SIS, emerging SIS, and non-SIS railroad facilities.	N/A	N/A

Definition/Background: Associates the railway with its company's name.

How to Gather this Data: Identify the owning authority (see codes) and record the beginning and ending milepoints. Enter the railroad company name code assigned to the facility.

Codes	Descriptions
AGR	Alabama & Gulf Coast Railway
AN	Apalachicola Northern RR
ATK	Amtrak
BAYL	Bay Line Railroad, LLC
BLF	Brightline Train
CSX	CSX Transportation, Inc.
FCEN	Florida Central Railroad
FCRD	First Coast Railroad
FDT	Florida Dept. of Transportation
FEC	Florida East Coast Railroad
FGA	Florida Gulf & Atlantic Railroad
FMID	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
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

Codes	Descriptions
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	USNZ—United States Navy
USSZ	USSZ—U.S. Sugar Corporation
XFPW	XFPW—Florida Power & Light Company
XIPA	XIPA—Port Everglades Authority

RRLINETP | RAILROAD LINE TYPE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Freight and Multimodal Operations Office	All designated SIS, emerging SIS, and non-SIS railroad facilities.	N/A	N/A

Definition/Background: Associates a rail line type within the railroad facilities.

How to Gather this Data: Enter the railroad type value assigned to the facility.

Codes	Railroad Line Types	Descriptions
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)	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.

RSISFTPX | RAILROAD SIS FACILITY TYPE LEVEL (X=1-9)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Freight and Multimodal Operations Office, Intermodal System Development, SIS Committee and sub-committees	All designated SIS and emerging SIS railroad facilities and connectors on or off the hub.	N/A	N/A

Grouping	Codes	Descriptions
Rail Facilities	**11**	Corridor
Rail Facilities	**13**	Corridor Future
Rail Facilities	**14**	Corridor Planned Drop
Connectors	**21**	Connector
Connectors	**22**	Connector Future
Connectors	**23**	Connector Planned Drop
Military Access	**24**	Military Access
Military Access	**25**	Military Access Future
Military Access	**26**	Military Access Planned Drop
Strategic Growth (SG) Connectors	**27**	SG Connector
Strategic Growth (SG) Connectors	**28**	SG Connector Future
Strategic Growth (SG) Connectors	**29**	SG Connector Planned Drop
Other	**31**	Link
Other	**41**	GIS Route
Other	**51**	Managed/Express/Reversible

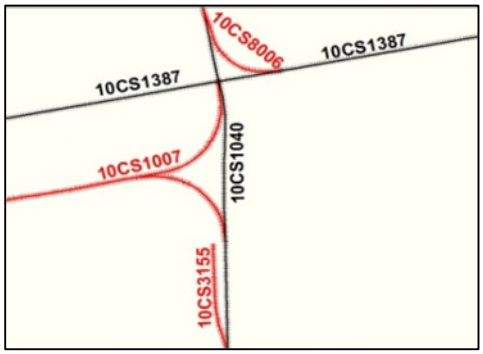
Definition/Background: Identifies SIS railroad facilities. Effective September 2019.

How to Gather this Data: Enter the code value assigned to the railroad facility.

RROUTEID | RAILROAD ROUTE ID

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Freight and Multimodal Operations Office	All railroad facilities, connectors, spur, siding, yard, and storage.	N/A	N/A

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.



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