

Highway Reports Field Definitions

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RD_ID – Road Identifier

The road identifier (**RD_ID**) is the ODOT highway number used for internal tracking. It can be found by using many sources, such as: Maintenance District Map, Straightline Charts, State of Oregon Highway Numbers and Routes Map or by using this application.

Please note: All Road ID’s are alphanumeric. The main road or highway identifier is a 3-digit number. Frontage roads and connections are coded by those three digits plus a 2-letter code.

RDWY_ID – Roadway Identifier

The roadway identifier (**RDWY_ID**) is a one digit code used in conjunction with the highway number and milepoint to identify the alignment on which the milepoint exists.

Following is a list of valid roadway identifiers:

- 1 - Milepoint exists on the primary roadway. This will be on the add-mileage alignment of the highway.
- 2 - Milepoint exists on the non-add alignment.

Exception: Highway 001, Roadway 2 is the add-mileage alignment and Highway 001, Roadway 1 is the non-add mileage alignment.

5 - Preliminary Alignment (Located Line) - This milepoint indicates the mileage is on an alignment not yet built or the mileage is on a non-state owned roadway and considered located. This mileage is neither add nor non-add.

MLGE_TYPE – Mileage Type

Mileage types (**MLGE_TYPE**) are used to make milepoints unique in areas where there are multiple occurrences of a milepoint on a single highway.

Following is a list of valid mileage type prefixes:

Z - Overlapping mileage: When a road is lengthened in the middle due to realignment, Z-mileage is created.

OVLAP_MLGE_CD – Overlapping Mileage Code

Milepoint overlapping code (**OVLAP_MLGE_CD**) is used only in conjunction with mileage type of 'Z'. It indicates a unique series of overlapping 'Z' mileages. The first chronological occurrence of 'Z' mileage will have a `ovlap_mlge_cd` of 1, the second chronological occurrence will have a `ovlap_mlge_cd` of 2, etc.

MP_NO – Milepoint Number

A number that represents the distance in miles from the original beginning of the highway. This distance, measured along the contours of the traveled roadway, is derived from construction plans, photos, drawings, and field inventory.

DUP – Duplicate

A number listed in the Dup column on the Highway Report indicates that there are multiple features on the highway at the same mile point AND engineering station. There will be nothing listed under Dup if features have the same mile point, but different engineering stations.

ENG_STA_DESC_CD – Engineering Stations

A code which indicates the unit of measure of related engineering station. Engineering stations may be recorded in meters or feet.

RDWY_CD's – Roadway Codes 1 through 5

These are codes made up of five individual fields are used to show assets, attributes and asset jurisdiction at different locations. These codes indicate the direction and jurisdiction of intersecting roads, culverts, structures, demographic boundaries and much more. There is a positional “centerline” which represents the center of that roadway.

The roadway codes serve as visual guides of intersections, connections, boundaries and structures along a road. The roadway field consists of five positions, starting with position 1 on the left. Reading up the page, as milepoints increase, positions **1** and **2** refer to the left side of the road. Positions **4** and **5** refer to the right side of the road. Position **3** is not specific to one side of the road. All five positions work together to give a complete picture of the roadway at a given milepoint.

There are two sets of roadway codes which have a specific purpose and do not comply with the values below; they are **BB|BB** and **EE|EE** which represent the beginning and ending of a highway.

RDWY_CD_1 & RDWY_CD_5

S = | = S

Codes in positions **1** and **5** define "jurisdiction" of an intersecting road or boundary. Some jurisdiction codes, such as **#** for railroad, or **T** for trail, simply identify a type of intersecting attribute, rather than jurisdiction.

Roadway Code 1 & 5 Definitions

- B** - BLM road or BLM park
- C** - City street or city limit
- F** - National Forest Service road or National Forest boundary
- G** - Wildlife refuge boundary
- I** - National Indian Service road or Indian Reservation boundary
- J** - Public road or public jurisdiction
- K** - County road or county park
- L** - Locale, Populated Place, or community
- M** - National Park road or National Park boundary
- N** - U.S. miscellaneous road
- O** - Overcrossing summit, gas line, pipeline, state line, etc.
- P** - Private road
- R** - State forest road or State forest boundary
- S** - State road or State park boundary
- T** - Foot or bike trail
- U** - Federal Aid Urban or urbanized boundary
- Z** - Unknown jurisdiction
- #** - Railroad

RDWY_CD_2 & RDWY_CD_4

S = | = S

Codes in positions **2** and **4** supply further information, such as whether the asset is being intersected at grade, or is passing under or over the road. This field is also used to show whether the road is entering or leaving a jurisdictional boundary.

Roadway Code 2 & 4 Definitions

E - Entering (boundary, common alignment, tunnel, etc.)

G - Gate across road

L - Leaving (boundary, tunnel, etc.)

O - Crossing over something

U - Crossing under something

Z - An undefined asset on the right of way

= - Intersecting something at grade

/ - The asset is ahead or behind the milepoint

RDWY_CD_3

S = | = S

The position **3** codes are not road side specific. They indicate whether the highway is on the ground or on a structure, whether it is crossing a waterway, or passing through a tunnel, etc.

Roadway Code 3 Definitions

A - The indicated asset is ahead

B - The indicated asset is behind the milepoint

E - Milepoint equation at this milepoint

S - The highway is starting to travel on a street named in description.

T - The highway is in a tunnel

W - The road is crossing a waterway

3 - Indicates a 3 color traffic signal

| - Highway is at grade

+ - Highway is on a structure

Structures

Another set of codes is used to define the type of structure a road is passing over. When a single structure symbol is shown the milepoint will indicate the center of the structure. Structures 150' or longer will always have a symbol at the beginning, middle and end. NBI = National Bridge Inventory structure. A 'W' may be exchanged for the '+' in position 3 to indicate the center of a waterway crossed.

Structure Code Meanings

-)+(- Minor Structure. Less than 72". Dimensions always in inches.

- + -	Non NBI. 6' to 20'. Dimensions always in feet.
@ + @	Cattlepass, pedestrian tunnel, or equipment pass. Less than 20'.
= + =	NBI. Center of structure. Greater than 20' and less than 500' in length.
+	NBI Begin/end structure
> + <	NBI. Center of structure 500' or longer.

The length of a structure greater than 6' appears to the right of the symbol, and is followed by the bridge number. Rather than bridge numbers, culverts may have only abbreviations representing the types of drainage structures beneath the road. The abbreviations below appear to the right of the minor structure and culvert symbols.

Structure Types

ALBC Aluminum Box Culvert	RCCL Reinforced Conc. Culv.
ARCH Arch Pipe	RCBC Reinforced Conc. Box Culv.
BOX Box	RCDK Reinforced Conc. Deck
CCL Conc. Culvert	RCDG Reinf. Conc. Deck Girder
CIP Corrugated Iron Pipe	RCMB Rein. Conc. Multi Beam
CJP Corrugated Joint Pipe	RCDP Reinf. Conc. Deck Panel
CMP Corrugated Metal Pipe	RCRF Reinf. Conc. Rigid Frame
CP Concrete Pipe Casing	SIPH Siphon
CPP Corrugated Polyethylene Pipe	SLAB Slab
CUL Culvert < 72"	SPAP Structural Plate Arch
CULV Culvert	STIB Steel 'I' Beam
FLUM Flume	STPI Steel Pipe on Concrete
FRTR Frame Trestle	STPP Structural Plate Pipe
MAP Major Structure as point 20 - 500'	TBC Timber Box Culvert
MIN Minor Structure 6 - 20'	TBR Timber

MLPP Multiplate Pipe	TBRT Timber Treated
PAS Cattlepass, Pedtunnel, Equip < 20'	TBRU Timber Untreated
PIPE Pipe	TD Timber Drainage Tunnel
RC Reinforced Concrete	

NBI Overcrossings (greater than 500 ft.)

307.70	+	END STRUCTURE
307.59	> W <	1177' 01377B OREGON SLOUGH
307.46	+	BEG. STRUCTURE

Structures 150' or greater show a beginning, middle and end. The center milepoint carries the structure number, length, and structure name or type. The begin and end milepoints indicate Begin or End of the Structure.

NBI Structures (Between 20 ft. and 499 ft.)

182.60	= W =	0439' 00624A Umatilla River
45.75	= W =	0020' 00493 2-RCBC 10'X06' OLD SETTLERS SLOUGH
11.23	= + =	0020' 02014A RCRF 20'

Above is an example of a major structure where the bridge is crossing a waterway. The milepoint of the structure is also the center of the waterway, which is why the 'W' appears in position 3 at the same milepoint.

Below is another major structure. This bridge is crossing over railroad tracks instead of water. Note the use of a duplicate milepoint (suffix) to show the type of attribute being crossed.

183.70	10 #O+O#	UNION PACIFIC
183.70	= + =	0187' 01628

Non NBI Structures (Between 6 ft. and 19 ft.)

28.80	- W -	0008' 18656 ARCH 08'X06' CREEK
22.98	@ + @	0009' 03081 MLPP

Minor Structure or Culverts (Between 36 in. and 72 in.)

2.15	-)W(-	0004' OM336 SLAB 048"X048" IRRIGATION DITCH
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DFMS Structure or Culverts (Between 12 in. and 72 in.)

182.60 -)+(- (DFMS) S(1) 024"x024" CMP CIRC

Minor Structure or Culverts (Between 6 ft. and 20 ft.)

14.14 -)+(- 09999 S(1) 144"x096" CON BOX SPANISH HOLLOW

9.09 @)+(@ 08144 S(1) 120"x096" CON BOX CATTLEPASS

Most minor structure data is now taken from DFMS.

The dimensioning for the types of structures, culverts, and tunnels is as follows:

- Bridges are measured along the centerline of the roadway traveled from center of end bent to center of end bent.
- Culverts, which include concrete box culverts, are measured width by height of the inside diameter.
- Tunnels are measured by the length of the tunnel along the roadway traveled.

MP_DESC – Milepoint Description

This field describes the attribute found at a given highway milepoint. Also included in description fields are applicable comments about various attributes, names of intersecting roads, bridge numbers and lengths, and sizes of drainage structures.

Median Codes

The portion of a highway separating the traffic moving in opposite directions. The median width does not include the width of any shoulders.

Code describing the type of median on a highway. The valid codes are as follows:

0 Road is not physically divided

1 Painted-greater than or equal to 4 feet

2 Curbed

3 Vegetation

4 Gravel

6 Barrier

7 Jiggle bars (raised diagonal multiple 'speed bumps')

Median Width

This is the median width, measured horizontally, rounded to the nearest foot. If the highway is divided the median width is measured from fog line to fog line (excluding shoulders) and recorded only on the add mileage direction. If the median width is known to be less than 99', but has not been measured,

median width will be shown as 099. If median width is known to be greater than 99', but has not been measured, median width will be shown as 999'.

Pavement Types

PAVEMENT TYPE	DESCRIPTION	Wear Tbl Flag	Pave Base Flag	Base Matl Flag	Subbase Matl Flag
	BLANK PAVEMENT TYPE (EMPTY)	Y	Y	Y	Y
A	HOT MIX ASPHALT CONCRETE, "A" MIX 1"	Y	Y	N	N
AG	AGGREGATE BASE	N	N	Y	Y
AP	ASPHALT TREATED PERMEABLE BASE	N	Y	Y	N
AU	ASPHALT CONCRETE, UNKNOWN	Y	Y	Y	N
B	HOT MIX ASPHALT CONCRETE, "B" MIX 3/4" DENSE	Y	Y	N	N
C	HOT MIX ASPHALT CONCRETE, "C" MIX 1/2" DENSE	Y	Y	N	N
CE	CEMENT TREATED EXISTING RDWY MATERIALS	N	N	Y	N
CP	COLD-IN-PLACE RECYCLE	Y	Y	N	Y
CR	CONTINUOUSLY REINFORCED CONCRETE	Y	Y	N	N
CS	EMULSIFIED ASPHALT CHIP SEAL (0.25")	Y	Y	N	N
CT	CEMENT TREATED BASE	N	N	Y	Y
CU	PORTLAND CEMENT CONCRETE, UNKNOWN	Y	Y	Y	N
D	HOT MIX ASPHALT CONCRETE, "D" MIX 3/8" DENSE	Y	Y	N	N
DS	EMULSIFIED DOUBLE CHIP SEAL	Y	N	N	N
E	HOT MIX ASPHALT CONCRETE, "E" MIX 1/2" OPEN	Y	Y	N	N
EA	EMULSIFIED ASPHALT CONCRETE	Y	Y	N	N
F	HOT MIX ASPHALT CONCRETE, "F" MIX 3/4" OPEN	Y	Y	N	N
FS	FOG SEAL	Y	N	N	N

G	GRAVEL SURFACING	Y	N	N	N
HR	HOT-IN-PLACE RECYCLE	Y	Y	N	N
HS	HOT PRECOATED CHIP SEAL	Y	N	N	N
J	JOINTED PLAIN CONCRETE	Y	N	N	N
JR	JOINTED REINFORCED CONCRETE	Y	N	N	N
L	HOT MIX LEVELING COURSE	Y	Y	N	N
LC	LEAN CONCRETE BASE	N	N	Y	N
LT	LIME TREATED BASE	N	N	N	Y
M	BITUMINOUS MACADAM	Y	Y	N	N
MS	MICROSURFACING	Y	N	N	N
OG	OPEN GRADED AGGREGATE BASE	N	N	Y	N
PA	PLANT MIX AGGREGATE	N	N	Y	Y
PB	PLANT MIX BITUMINOUS	N	Y	Y	N
R	COLD-IN-PLACE RECYCLE	Y	Y	N	N
RB	RUBBERIZED EXTG. CONCRETE	N	N	Y	Y
SG	SELECT SUBGRADE MATERIAL	N	N	N	Y
SL	SLURRY SEAL	Y	N	N	N
SM	STONE MATRIX ASPHALT	Y	Y	N	N
SS	SAND SEAL	Y	N	N	N
TU	TREATED BASE, UNKNOWN TYPE	N	N	Y	N
U	UNKNOWN	Y	Y	Y	Y
Z	OIL MAT	Y	Y	N	N

Contract Numbers

Most contract numbers are entered into the TI database using ODOT five digit contract numbers. However, many outsourced projects have a key number but no contract number assigned. To ensure these projects have a unique number when entered into TI, the key number is used with a prefix of "KEY". Example: If there is no contract number, but the key number is 12404, the project will be entered as "KEY12404".