TransInfo MetaData Data Dictionary

Asset	MetaData	MetaData Description
ACCS	Access Control - HPMS and HERS	Asset: Access Control HPMS and HERS: A measure of the degree of access control on roadway sections. It is used in investment requirements modeling to calculate capacity and estimate type of design, in truck size and weight studies, and for the HPMS and HERS national highway data bases. This is the Federal Highway definition and is not the same as any other use by ODOT in terms of permitting or by the Traffic Section. Attributes: - Access Control Code: (1)Full Access Control - Interchanges provided; at-grade intersections or driveways prohibited (2)Partial Access Control - Interchanges provided; may be some at-grade intersections but direct private driveways minimized thru use of frontage roads or other local access. No asset means No Access Control on section.
ADCL	ADA - Closed Crossings	Asset: ADA Closed Crossing: An asset used to identify a ramp as formally closed when a crosswalk closure request has been approved by ODOT. Attributes: - ADA2 Ramp Position: A numeric value associated with the location of the ramp on the corner in a counter clock-wise direction. - Signs and Barricades Required: A yes or no identifier that specifies when signs and/or barricades are required at the ramp location. - Ref Ramp Unique ID: A nightly synchronization script ties the ADCL asset to the associated ADA2 ramp by populating the ADCL Ref Ramp Unique ID with the ADA2 Ramp Unique ID whenever there is a matching highway, milepoint and XSP. The Ref Ramp Unique ID is populated with an ID of ‘0’ until a corresponding ADA2 asset is added to TransInfo. - Closed Crossing ID: The control number listed on the crosswalk closure request document. - ODOT Approval Date: The date the crosswalk closure request was approved by ODOT. - Signs and Barricades Required: Indicates if signs and barricades are required for the closed crossing.
ADA1	ADA - Corner	ODOT replaced the ADAR asset in March 2016 with the ADA1 and ADA2 assets to store the data collected from field inspections that utilized the ADA Ramp Inspection Form. Asset: ADA Corner: A corner or point on the hwy that contains one to many ADA ramps. The ADA1 asset is the parent asset to the ADA2 ramp child asset(s). Attributes:

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		- Cross Street Name: Road at the intersection where the ADA Ramp is located. - ADA Ramp Needed: Indicates if an ADA ramp should exist on this segment of hwy. - Type: Categorizes sidewalk ramps based on the design and placement of the ramp. - Note: Notation related to a specific corner. - Primary Key: A non-displaying attribute that is a concatenation of LRM, Milepoint and XSP. - Latitude: Lat. location of asset - Longitude: Long. location of asset - Lat-Long Method: Method used to collect the lat-long values.
ADDE	ADA - Design Exception	Asset: ADA Design Exception: An asset used to identify and track design exceptions on a ramp. A design exception is a documented variance from the ODOT ADA design standards. An approved design exception is required any time the ODOT ADA standards are not met. Attributes: - Ref Ramp Unique ID: A nightly synchronization script ties the ADDE asset to the associated ADA2 ramp by populating the ADDE Ref Ramp Unique ID with the ADA2 Ramp Unique ID whenever there is a matching highway, milepoint and XSP. The Ref Ramp Unique ID is populated with an ID of '000' until a corresponding ADA2 asset is added to TransInfo. - ADA2 Ramp Position: A numeric value associated with the location of the ramp on the corner in a counter clock-wise direction. - Design Exception Type: The type of design exception that makes the curb ramp technically infeasible to build to ADA standards. - Key Number: The unique ID assigned to a project. - ODOT Approval Date: The date the design exception is signed by the State Roadway Engineer. - Control Number: The unique identifier attached to a design exception request form. - As Built Design Exception: The selection of 'Yes' indicates that the associated ramp has an approved design exception for a variance from the ODOT ADA design standards. The selection of 'No' indicates that, even though a design exception was approved, the associated ramp met ODOT ADA design standards during construction.
ADPL	ADA - Planning Asset	Asset: ADA Planning: ADPL is an asset located on a highway used to identify highways/ADA ramps planned for construction during a specified year. Attributes: - Planned Year: The year construction is planned for the highway/ADA ramp.
ADA2	ADA - Ramps	Asset: ADA Ramp: An ADA ramp is a sloped section of sidewalk for the use of wheelchairs

		and strollers at a street intersection. The ramp(s) are the child asset(s) to a corner asset. Attributes: Intersection Condition Type: Type of signal is present. Slope of Road: Largest slope msrmnt. of the roadway parallel to the curb line. Ramp Position: Location of the ramp on the corner Need Status: Categorizes the ramp need. Ramp Style: Design of the ramp. Running Slope 1: Msrmnt. of the incline along ramp run 1. Length 1: Distance from the turning space to the curb. Cross Slope 1: Side-to-side slope msrmnt. of ramp run 1. Detectable Warning: Categorizes if truncated domes are present. Lip Height: Vertical difference in elevation between parts of ramp area. Gutter Flow Slope: Msrmnt. of the slope at the gutter flow line. Curb Present: Indicates if a curb is present. Curb Running Slope: Slope measured along the curb itself and perpendicular to the street. Counter Slope: Msrmnt. of the declining slope of the street or gutter countering the corner ramp. Directional Curb Present: Indicates when a non-standard curb is present. Directional Curb Running Slope: Grade of the directional curb running parallel to the path of travel. Directional Curb Cross Slope: Grade of the directional curb running perpendicular to the path of travel. Running Slope 2: Msrmnt. of the incline along ramp run 2. Length 2: Distance measuring the length of a second ramp run. Cross Slope 2: Side-to-side slope msrmnt. of ramp run 2. Running Slope 3: Msrmnt. of the incline along ramp run 3. Length 3: Distance measuring the length of a third ramp run. Cross Slope 3: Side-to-side slope msrmnt. of ramp run 3. Back of Ramp Obstruction: Indicates if the turning space is constrained by a vertical surface adjacent to it. Level Area Status: Determined when the slope running parallel and the slope running perpendicular to the path of travel are both less than or equal to 2.0%. Width X, Length Y, Slope X and Slope Y: A compliant level landing requires compliant slopes in both directions of travel and both widths. Flare Slope 1 Traversable: Flare with a buffer strip impeding pedestrian travel. Flare Slope 1: Panel adjacent to the ramp which provides a transition between the running grade of the curb ramp and the sidewalk level. Flare Slope 2 Traversable: Flare with a buffer strip impeding pedestrian travel is considered non-traversable. Flare Slope 2: Panel adjacent to the ramp which provides a transition between the running grade of the curb ramp and the sidewalk level. Clear Width: Narrowest msrmnt. between each ramp run and the level landing.

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		Cut Through Length: Indicates whether the distance across a cut through island meets standards. Closed X-ing Sign Barricades: Categorizes the installation of the signs or barriers on a closed ramp. Ramp Physical Condition: Categorizes the general condition of the ADA ramp pavement. Ramp Functional Condition: Categorizes the functional condition of an ADA ramp. Issue in Comment: Comment that addresses an issue in the curb ramp system. Comment: Notation related to a ramp. Construction Year: Year of construction. Inspection Date: Date the feature was last field inventoried. Inspector Name: Person inspecting the corner ramp. Certification Number: Assigned to an individual who completed the inspection. Organization: Employer of person inspecting the corner ramp. Inspector Crew Number: Identifies the ODOT unit. ADA Flag: Indicates if the ramp is part of the ADA Settlement Network. Remediation Year: Year a ramp met the standards for compliancy. Planning Priority Flag: Indicates if remediation is a priority for a specified ramp. Unique Ramp ID: ID number assigned to the asset. Latitude: Latitude location of asset Longitude: Longitude location of asset Lat-Long Method: Method used to collect the lat/long values. Foreign Key: Number associating the ADA2 assets to the ADA1 asset.
ADAX	ADA - Ramps Add	Asset: ADA Temp Asset used for Mapcapture XFER. Attributes: - Ramp Position: Location of the ramp on the corner - Need Status: Categorizes the ramp need. For example, IP for Constructed and In Place - Ramp Style: Describes the design of the ramp. - Running Slope 1: Msrmnt. of the incline along ramp run 1. - Run 1 Length: Distance from the turning space to the curb. - Cross Slope 1: Side-to-side slope msrmnt. of ramp run 1. - Detectable Warning: Categorizes if truncated domes are present. - Lip Height: Vertical difference in elevation between parts of ramp area. - Gutter Flow Slope: Msrmnt. of the slope at the gutter flow line. - Curb Running Slope: Slope measured along the curb itself and perpendicular to the street to the nearest tenth of a percent. - Counter Slope: Msrmnt. of the declining slope of the street or gutter countering the corner ramp. - Slope Differential: This can be calculated with Running Slope 1 + Counter Slope for reports. - Running Slope 2: Msrmnt. of the incline along ramp run 2. Not applicable for ramp style PR.

		- Run 2 Length: If a curb ramp has a second ramp run, distance measuring the length of this ramp run. - Cross Slope 2: Side-to-side slope msrmnt. of ramp run 2. Not applicable for ramp style PR. - Running Slope 3: Msrmnt. of the incline along ramp run 3. Not applicable for ramp style PR. - Run 3 Length: If curb ramp has a third ramp run, distance measuring the length of this ramp run. - Cross Slope 3: Side-to-side slope msrmnt. of ramp run 3. Not applicable for ramp style PR. - Back of Ramp Obstruction: Indication whether the turning space is constrained by a vertical surface adjacent to it. - Landing Slope X, Landing Slope Y, Landing Width X and Landing Length Y: A compliant level landing requires compliant slopes in both directions of travel and both widths. - Clear Width: Narrowest msrmnt. between each ramp run and the level landing. - Cut Through Length: Indicates whether the minimum distance across a cut through island meets standards. - Ramp Physical Condition: A code categorizing the general condition of the ADA ramp pavement as Good (G), Fair (F), or Poor (P) based on how easy or safe it is to walk on, and whether it is passable by a wheelchair or stroller - Ramp Functional Condition: A code that categorizes the functional condition of an ADA ramp as Good (G), Fair (F), or Poor (P) based on how it meets or fails to meet various specifications such as slope, rise, height and landing - Comment: Notation related to a ramp. - Construction Year: Year of construction. - Inspection Date: Date the feature was last field inventoried. - Inspector Name: Person inspecting the corner ramp. - Certification Number: Number assigned to an individual who completes the ODOT inspector course and exam. - Organization: Employer of person inspecting the corner ramp. - Crew: Identifies the ODOT unit. - Foreign Key: Key number associating the ADA2 assets to the ADA1 asset. - Unique Ramp ID: Unique ID number assigned the asset. - ADA Flag: Flag on the ADA2 asset indicating if the ramp is part of the ADA Settlement Network. - Remediation Year: Year a ramp met the standards for compliancy. - Planning Priority Flag: Flag indicating if remediation is a priority for a specified ramp. - Closed X-ing Sign Barricades: Categorizes the installation of the signs or barriers on a closed ramp. - IIT_X - Holds the Longitude values - IIT_Y - Holds the northing values

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ADAP	ADA Signal Push Button	Asset: ADA Signal Push Button: An accessible pedestrian Push Button is an integrated device that communicates information about the WALK and DONâ€™T WALK intervals at signalized intersections. An ADAP asset is created for each location on a signal pole that corresponds with a signalized crosswalk. When a Push Button is present, the ADAP asset stores location and accessibility data. When a Push Button is not present, the ADAP asset stores location and Walk Signal Head Type data. Attributes: - Cross Street Name: Identifies the intersecting road name at the intersection where the signalized crosswalk is located. - Push Button Position: Indicates the position of the push button on the signal pole. - Push Button Present: Indicates that there is a push button on the signal pole. - Beacon or Signal Indicator: Indicates whether the push button activates a beacon or a signal. - Audible Pedestrian Signal: Indicates whether the push button emits a sound to indicate when to cross the street when pressed. The sounds include a percussive tone or a voice message. - Locator Tone: Indicates the presence of a repeating tone that aids an approaching pedestrian in finding the push button. - Pedestrian Signal Head Type: Indicates the style of the walk signal in the signalized crosswalk. - Push Button Type: Indicates the type of push button present on the signal pole. - Push Button Arrow Type: Indicates the design of the arrow on the push button. - Push Button Horizontal Reach: The distance between the push button and the edge of the Surface Type nearest to the push button. - Push Button Height: The distance between the push button and the Surface Type. - Surface Type: The hard surface area nearest to the push button where a person sits in a wheelchair or stands to reach the push button. A Surface Type can include a ramp run, turning space, sidewalk, paved shoulder or back-in maneuver. - Width X: The measurement of the Clear Space parallel to the push button. - Length Y: The measurement of the Clear Space perpendicular to the push button. - Slope X (Percent): The slope along the width measurement of the Surface Type. - Slope Y (Percent): The slope along the length measurement of the Surface Type. - Functional Condition: A code that categorizes the functional condition of a pedestrian signal as Good (G), Fair (F), or Poor (P) based on how it meets or fails to meet various specifications.

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		- Construction Year: The year the push button was constructed. - Push Button Start Date: The date the push buttonâ€™s data was entered into TransInfo. - Unique Push Button ID: Unique ID number assigned the push button. - ADA Flag: Indicates the push buttonâ€™s status in regards to the ADA Settlement. - ADA Remediation Year: Year a push button met the standards for compliancy. - Inspection Date: The date the push button was inventoried. - Inspector Name: The individual inspecting the push button. - Certification Number: The number assigned to an individual who completes the ODOT inspector course and exam. - Organization: The organization inspecting the push button. - Crew: Identifies the ODOT unit. - Latitude: Latitude location of asset. - Longitude: Longitude location of asset. - Lat-Long Method: Method used to collect the latitude-longitude values.
ALNM	Alternate Road Name	Asset: Alternate Road Name: Secondary road name for a State Highway where the highway and a road with a posted name share a common alignment between specific milepoints. IE, Beg. Smith Rd. Attributes: - Alternate Road Name: Secondary road name for a State Highway where the highway and a road with a posted name share a common alignment between specific milepoints.
ATR	Automatic Traffic Recorder	Asset: Automatic Traffic Recorder: A permanently installed, continuous counting device. Includes Automatic Vehicle Classifiers and Weigh-In-Motion sites. Attributes: - ATR Number: The two digit county code followed by a unique identifier number for the ATR device. - ATR Name: A unique name for the ATR location. It can be geographical, a street name or a combination. - Cabinet Location: The side of the road where the cabinet which houses the traffic recorder equipment is located - Combined Ramps Indicator: A flag that says this is a virtual ATR that is defined by combining ATR loop sites from individual ramps to produce an overall traffic count for a mainline roadway.
BTRM	Betterment	Asset: Betterment: Work performed by field maintenance personnel which results in minor improvements to the roadside, roadway, bridge, buildings, or any other physical feature of the highway system. Betterments are minor improvements to the road system that don’t require contracting out and that can be done by maintenance forces. Requires a Betterment Order. Currenlty only tracking pavement betterments.

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		Attributes: - ID: A unique identifier assigned by ODOT for each roadway related work project classified as a betterment. Always starts with 'M' - Work Type Code: Classification of work being done. Betterments are almost exclusively paving. - Title Description: A brief description of the type of betterment. - Year: The year where the project is actualized. - Data Entered By: The person who entered the actual pavement scheme based on the betterment - Date Data Entered: The date the pavement scheme related to the betterment was executed.
BIKE	Bike Facility	Asset: Bike Facility: An accommodation made for bicycle transportation on state highways. Attributes: - Facility Type: A classification of the type of Bike Path Facility that exists in a given segment of road. Example values include: Shoulder Bikeway (SH), Shared Lane(SL), Bike Lane(BL), or blank, indicating that no bike facility exists. - Condition: A category indicating the condition of the pavement in the bike lane, based on how safe the pavement is to ride on. For example, stating whether it is new (Good = 'G'), or is reasonably smooth (Fair or Better = 'F'), or is badly cracked, heaved and potholed, resulting in an unsafe condition (Poor = 'P'). - Need Indicator: When set to "Y", this attribute indicates that a bike facility should exist on this segment of highway. - Width: The width of a bike lane, to the nearest tenth of a foot. Bike lane width is measured from the face of curb or the edge of pavement to the center of the 8-inch, or outside, stripe. - Inspection Year: The year the feature in question was last field inventoried, either from a field inspection or via a review of the Digital Video Log. - Notes: A general notation related to the associated Bike Path Facility. - Latitude: Latitudinal location of asset - Longitude: Longitudinal location of asset
BRGS	Bridge Crew Summary	Asset: Bridge Crew Summary Count: Bridge Crews perform maintenance on bridges, major culverts (pipe, box culvert or other drainage structure that is 6 feet or more in width or diameter), tunnels, overhead flumes, sign bridges, cantilever supports, viaducts, over crossings, under crossings and similar objects. Attributes: - EA Number: Expenditure Account (EA) represents an account which accumulates amounts paid, budgets, expenditures, revenues and/or liabilities incurred for a particular job or account, cost center, section, job or project.

		It is closely related to a cost center, but the data captured could be costs, revenues, statistical, or all three. An EA is also commonly referred to as an EA/Subjob (see Expenditure Account/Subjob); however, neither can be used independently, except that an Expenditure Account can be reported to summarize data for a number of Subjobs associated with one account. - Illumination Count: Electrical fixtures that provide an artificial light source. The value tracked represents a count. - Flasher Signal Count: An electrical device that automatically turns a lamp on and off that warns motorists, bicyclists, and pedestrians of approaching vehicular traffic, trains, or an intersection where a driver must slow or stop before proceeding. - Flasher Beacons Count (Nav_Av): A flashing lamp used to warn sea craft/aircraft of a large structure. The value tracked represents the number of lights, not the number of installations. When there are four flashing lights at an intersection (one pointed in each direction), it is counted as four flashers. - Overpass Screen Count: "Bridge Screen" is a material designed to prevent objects being thrown from a bridge or other elevated structure or section of road, such as an overpass or ramp. Value tracked represents lineal feet. - Attenuator Count: A terminal used to shield a point hazard, where it is not effective or practical to use a longitudinal barrier, or to place a terminal end on a median barrier. An impact attenuator can be attached to a roadside barrier (i.e., a guardrail, cable barrier, or concrete barrier), or it can stand alone. (aka, Impact Attenuator, Crash Cushion) Value tracked represents the number of attenuators. - Paintable Steel Structure Count: A count per ton of paintable steel bridge structures for specified crew. - Bridge Structure Count: A count of the number of major and minor bridge structures and box culverts for specified crew. - Drawbridge Structure Count: A count of the number drawbridge structures for specified crew. - Bridge Illum by Signal Head Count: Electrical fixtures that provide an artificial light source. The value tracked represents a count.
BLM	Bureau of Land Management	Asset: BLM: Land owned and managed by the BLM. Attributes: - Name: Common name, if known.
BYPS	Bypass	Asset: Bypass A road or highway that avoids or "bypasses" a built-up area, town, or village, to let through traffic flow without interference from local traffic, to reduce congestion in the built-up area, and to improve road safety. Attributes: None.
ADRL	Calc Asset Functional COND	- Asset - The asset for which the ADRL rule applies: ADA2 or ADAP. - Ramp Style - The ramp style for which the rule in the asset applies.

		- Push Button Surface Type - The surface type for which the rule in the asset applies. - Calculation Type - Identifies if the rule is driven by an ADRL asset or a calculated function. - Name of Custom Function - The name of the function in the database to call for a custom functional condition check. - Primary Attribute - The attribute that will be checked to determine if the rule passes or fails. This will be an attribute name from the ADA2 or ADAP asset. - Primary Attribute Condition - The operator that will be used in the condition. - Primary Attribute Value - The value to which the attribute will be compared. - DE Type - The design exception type(s) that can remediate the rule if it fails. - Condition on Failure - The functional condition assigned to the ramp if the condition on the primary attribute fails: F or P. - Reason for Non-Compliance - The reason for non-compliance if the rule fails. - Conditional Attribute 1 (AND) - The first attribute in the first set of conditions that determines if the rule on the primary attribute is checked. - Condition Attribute 1 Condition - The condition of the first attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 1 Value - The value of the first attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 2 (AND) - The second attribute in the first set of conditions that determines if the rule on the primary attribute is checked. - Condition Attribute 2 Condition - The condition of the second attribute that determines if the rule on the primary attribute is checked. - Condition Attribute 2 Value - The value of the second attribute that determines if the rule on the primary attribute is checked. - Operator (AND/OR) - The operator that will be used to build the underlying query and tie conditions 1 and 2 to conditions 3-5. Should be entered as AND or OR. If conditions 3-5 aren’t used, the operator is left NULL. - Conditional Attribute 3 - The third attribute in the first set of conditions that determines if the rule on the primary attribute is checked. - Condition Attribute 3 Condition - The condition of the third attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 3 Value - The value of the third attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 4 (AND) - The fourth attribute in the first set of conditions that determines if the rule on the primary attribute is checked. - Condition Attribute 4 Condition - The condition of the fourth attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 4 Value - The value of the fourth attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 5 (AND) - The fifth attribute in the first set of conditions that determines if the rule on the primary attribute is checked.

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		- Condition Attribute 5 Condition - The condition of the fifth attribute that determines if the rule on the primary attribute is checked. - Conditional Attribute 5 Value) - The value of the fifth attribute that determines if the rule on the primary attribute is checked.
CADT	Calculated Direction Of Travel	
CTLG	Cattleguard	Asset: Cattle Guard: Painted or fabricated device designed to discourage livestock from entering the roadway. Attributes: - Cattleguard Type Code: A classification of cattleguard that indicates whether the cattleguard is metal (MG), painted (PG), or unknown (CG).
CITY	City	Asset: City: A relatively large and permanent settlement, particularly a large urban settlement. Attributes: - County: The common name by which an Oregon County is known. - Name: The name of an incorporated populated place.
CILK	City Lookup table for TFIPS	Asset Name: City Lookup table for TFIPS Non-located lookup table for converting the new Federal GNIS Code to the old FIPS code for Oregon cities. Used for recreating the HTRD1 TFIPS table. Attributes: - City Name: The name of an incorporated populated place - County Name: The common name by which an Oregon County is known. - County Sequence: Sequence number for the occurrence of a city/county combination. - FIPS Class Code: This value describes the geo-political characteristics of a place, e.g., Airport (A), Park or Zoo (B), Legal Incorporated Place (C), Indian Reservation (D), County (H). - FIPS_ID: The retired Federal indentifier for a specific place, e.g., a city - Portland (59000) or a county - Marion County (047). Has been replaced with the GNIS ID. - GNIS_ID: Federal Identifier for City as defined by the USGS Geographic Names Information System (GNIS). - Population: A value that represents the most recent population count available for the city identified by the FIPS_ID.
CCID	Construction Contract	Asset: Construction Contract: A business arrangement for the supply of roadway-related work to be done.

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		Attributes: - Contract ID: The contract number is an assigned unique 8-digit value that identifies a roadway-related contract plan of work to be done. - Key Number: The Key Number associated with a particular construction contract. - Vertical File ID: The Vertical File ID associated by the Right of Way Unit with a particular contract. Used to locate contracts in the archives - Title Description: Contract title appearing on the cover sheet of the contract. - Work Type: A listing of work types that will be completed under the contract, e.g., Pave, Grade, Structure, Sign. - Work Type 2-6: Same as “Work Type”. - Review Date: Date the preliminary contract is reviewed for accuracy. - Review Notes: Comments sent back to Project Leader after preliminary contract is reviewed. - Contract Bid Date: The date when the contract was bid on. - Estimated Completion Date: The date when the project is expected to be completed. This date is assigned at the time of the bid let and may be updated at a later date. - Entered Date: The date the contract data entry into Transinfo is completed. - Assigned To: Name of staff person assigned to enter the contract data into Transinfo. - Contract Notes: Any relevant comments about a specific contract. - Bike Ped Indicator: Indicates (Yes/No) if there is any Bike/Ped data on a specific contract that needs to be entered. - Large Construction Project: Indicates if this is a large contract that may require inventory. - Requires Inventory: Indicates that the work completed by this contract will necessitate a field inventory. - Preliminary Data Entered Date: Date that data was entered in a Preliminary state prior to the Estimated Completion Date being reached. - As Built Received Date: Date that As-Built plans are received. - As Built Entry Date: Date that data adjustments are entered based on As-Built plans
DCNT	County Derived Asset	Asset: Derived county County boundaries on highways Attribute: - County Name: The Oregon County name that has jurisdiction for this segment of highway. - County Identifier: Oregon County code (01-36)
CNLK	County Lookup for TFIPS	Asset: County Lookup table for TFIPS Non-located lookup table for converting the new Federal GNIS Code to the old FIPS code for Oregon counties. Used for recreating the HTDR1

		TCNTY table. Attributes: - County Name: The common name by which an Oregon County is known. - FIPS_ID: The retired Federal indentifier for a specific place, e.g., a city - Portland (59000) or a county - Marion County (047). Has been replaced with the GNIS ID. - GNIS_ID: Federal Identifier for County as defined by the USGS Geographic Names Information System (GNIS).
DCUL	Culverts in DFMS	Asset: Culverts in DFMS This asset exists for data entry into the DFMS database. A customization exists to make the appropriate updates in the DFMS database. Culverts are DFMS owned datasource. Asset and attribute definitions are available within DFMS documentation. Since TransInfo is not the primary repository for culverts, no attribute level notes to be provided in metamodel . See asset level note.
CURB	Curb	Asset: Curb: A vertical or sloping member along the edge of a pavement or shoulder forming part of a gutter, strengthening or protecting the edge, and clearly defining the edge of vehicle operators. A curb is a horizontal offset varying from 10” to less than 18”. The surface of the curb facing the general direction of the pavement is called the “face”. Attributes: - Curb Type Code: Code assigned to distinguish type of Curb as either Standard (SC -- no gutter present), Curb with an Integral Gutter (CG), Mountable Curb (M0, RICS Curb Data (RC) or Unknown (U) - Curb Height Code: A code representing the adequacy of curb height as measured from the top of the pavement to the top of the curb, and compared to industry standards. Valid values are: Good (G), Fair (F), Poor (P), Not Needed (B), or Unknown (U). - Curb Condition Code:A value that categorizes the condition of a concrete curb as Good (G), Fair (F), Poor (P), Not Needed (B), or Unknown (U), based on whether or not the concrete is chipped, cracked, and/or out of alignment. - Inspection Year: The year the feature in question was last field inventoried, either from a field inspection or via a review of the Digital Video Log. - Source Type: Indicates if the data source. BKPD -- indicates it was loaded from HITS2.TBKPDBE or input based on Bike/Ped unit standards and criterion. RICS -- indicates it was loaded from HTIS2.TMPDESC or input based the Road Inventory unit standards and criterion. - Notes: A general notation related to the associated Curb section.

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NCRV	Curve Non-State	Curve represents HPMS Curve class information from HGIS15. Asset: NCRV – Horizontal Curve (Non-State) Attributes: -Sample ID: HPMS Sample ID -Curve Class A: Total length of Curve Class A over the sample section (under 3.5 degrees) -Curve Class B: Total length of Curve Class B over the sample section (3.5 – 5.4 degrees) -Curve Class C: Total length of Curve Class C over the sample section (5.5 – 8.4 degrees) -Curve Class D: Total length of Curve Class D over the sample section (8.5 – 13.9 degrees) -Curve Class E: Total length of Curve Class E over the sample section (14.0 – 27.9 degrees) -Curve Class F: Total length of Curve Class F over the sample section (28 or more degrees)
CRVR	Curve Rider Sign	Asset: Curve Rider Sign: The suggested speed for safely navigating curves on roads. Attributes: - Legend: An integer value to indicate the safe speed for the curve being defined.
DRDS	Derive Region District	Asset: Derived Region District The ODOT Region and District boundaries in TransInfo are the boundaries used for asset management, budgeting, and day to day maintenance of the road assets. Attribute: - Region Name: The ODOT Region that has jurisdiction for this segment of highway. - District name: The ODOT District that has jurisdiction for this segment of highway.
DADA	Derived Asset - ADA Network for reporting	
CLOC	DFMS Culvert Locations	
CULV	DFMS Culverts for Reporting	
ELCS	Electric Crew Summary	Asset: Electric Crew Summary Count: Electrical Crews are responsible for the operation and service of electrical assets such as Flashers/Beacons, Illumination, and Traffic signals. Attributes: - Highway EA Number: Expenditure Account (EA) represents an account

		which accumulates amounts paid, budgets, expenditures, revenues and/or liabilities incurred for a particular job or account, cost center, section, job or project. It is closely related to a cost center, but the data captured could be costs, revenues, statistical, or all three. An EA is also commonly referred to as an EA/Subjob; however, neither can be used independently, except that an Expenditure Account can be reported to summarize data for a number of Subjobs associated with one account. - Bridge Illum by Signal Head: Electrical fixtures that provide an artificial light source. - Traffic Signal Count: A count of signalized intersections. - Flasher Beacon Count: A flasher or beacon is associated with aviation and navigation signals, gore points, bicycle warnings on tunnels and with advance warning signs. - Illumination Count: Electrical fixtures that provide an artificial light source.
ENGS	Engineering Station	Asset: Engineering Station: A surveyed line which is measured in increments of 100 feet. Each 100 feet is termed as a 'station'. Attributes: - Engineering Station Identifier: An engineering station is the normal unit of measure in the various phases of design, location, and construction of a highway project. An engineering station is a unit of horizontal measure equal to 100 feet. The precision of the measure is to one one-hundredth of a foot. Whenever the station is part of an equation, the first station is known as the back station (BK) and the second station is known as the ahead station (AH). Both stations occupy the same point. The format of engineering stations is NNNNN+NN.NN. The engineering station 0001+00.00 would be 100.00 feet from the beginning of the survey. - Eng Sta Unit of Measure: A code that indicates the unit of measure of related engineering station. Engineering stations may be recorded in meters or in feet. F - Feet, M - Meters. - Contract ID: the contract number is an assigned unique 8-digit value that identifies a roadway-related contract plan the engineering station data was derived from. - Station Ahead UM: The Unit of Measure (F - Feet or M - Meters) that applies to Engineering Stations following this milepoint - Station Back UM: The Unit of Measure (F - Feet or M - Meters) that applies to Engineering Stations preceding this milepoint. - Station ID Ahead: An identifier for a specific Engineering Station for a contract. Reference to an engineering station is the normal unit of measure in the various phases of design, location, and construction of a highway project. The precision of the measure is to one one hundredths of a foot. Whenever the station is part of an equation, the first station is known as the back station (BK) and the second station is known as the ahead station (AH). Both stations occupy the same point. Each station having an appropriate suffix.

		- Station ID Back: An identifier for a specific Engineering Station for a contract. Reference to an engineering station is the normal unit of measure in the various phases of design, location, and construction of a highway project. The precision of the measure is to one one hundredths of a foot. Whenever the station is part of an equation, the first station is known as the back station (BK) and the second station is known as the ahead station (AH). Both stations occupy the same point. Each station having an appropriate suffix.
EXPR	Expressway	Asset: Expressway: Expressway is a highway classification for a divided highway for high-speed traffic with at least partial control of access. Attributes: - Begin Description: A narrative of the beginning of an expressway. - End Description: A narrative of the ending of an expressway.
FFC	Federal Functional Class	Asset: Functional classification: The system by which roads are grouped into functional systems according to the type of service and amount of traffic the facility carries. This system determines the level of federal funding available for maintenance and improvements. Federal Functional Classification is determined using federal guidelines and is approved by FHWA. Attributes: - Functional Class Code: Code representing the type of service of the road
INVF	Field Inventory	Asset: Field Inventory: The Inventory Field asset is located on all sections of highway that are included in the on-line video log and is used to support video log inventory planning. The asset tracks the last date a section of highway was inventoried, details on who conducted the inventory and notes or deferral information. Each section of highway becomes due for inventory two years after the last inventory unless the override date is used to postpone or advance the inventory. Attributes: - Override Year: The year that the section should be inventoried if its different than the regularly scheduled inventory cycle. Used to schedule special inventory due to construction or when a section can't be completed due to time or Mother Nature (!), for example; - Last Inventory Year: The last year that the section was inventoried; - Inventory Conducted By: Name of the employee who conducted the inventory; - Date Data Entered: Date that the results of the field inventory were entered in TransInfo; - Data Entered By: Name of the employee who entered the field inventory date changes into Transinfo. - Notes: Free text field.

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PCOR	Fix It Priority Corridor	Asset: Fix It Priority Corridor A classification to be used in maintaining statewide mobility and economic viability. It will be used as a consideration when allocating Fix_It STIP dollars. Attributes: - Segment Description: A narrative noting if the priority corridor is an OTIA, Coastal Lifeline, or connecting Signed Route - Corridor Begin Description: A narrative of the beginning of the priority corridor - Corridor End Description: A narrative of the ending of the priority corridor
NGRD	Grade Non-State	Grade represents HPMS Grade class information from HGIS15. Asset: NGRD – Vertical Grade (Non-State) Attributes: -Sample ID: HPMS Sample ID -Grade Class A: Total length of Vertical Grade class A over the sample section (0.0 - .04 percent) -Grade Class B: Total length of Vertical Grade class B over the sample section (0.5 – 2.4 percent) -Grade Class C: Total length of Vertical Grade class C over the sample section (2.5 – 4.4 percent) -Grade Class D: Total length of Vertical Grade class D over the sample section (4.5 – 6.4 percent) -Grade Class E: Total length of Vertical Grade class E over the sample section (6.5 – 8.4 percent) -Grade Class F: Total length of Vertical Grade class F over the sample section (8.5 percent or greater)
HACT	HBUD Asset and Activity information	Asset: HBUD Asset and Activity Information Table used by the HBUD Extract that defines how to build the extract for the various assets and attributes. - Activity: A code for a specific maintenance Activity. Examples include: Minor Surface Repair, Crack Sealing, Snow Removal, Assistance to Others, etc. - Appropriation Code: "This value identifies the general program for which money is approved by the legislature. For most Features Inventory activities, the only valid value is ""010"" (Maintenance). Two other values currently in the files no longer apply: * ""080"" (Special Programs) appears only for Activity 301-Snow Parks, but Features Inventory no longer tracks information for Sno-Parks * ""081"" (used with two Permit-related activities) is no longer valid due to a court ruling." - Asset Type: An asset type value that determines which asset to look for the attribute type. - Attribute Type: An attribute value that determines the asset attribute that is used to derive the value for the HBUD Extract. - Attribute Values: The attribute values that apply for particular

		summations or calculations when not all attribute values are to be used. - Calculation Type: A code value used by the HBUD Extract procedure that determines the type of logice to apply for the defined activity. Values include: 'LENGTH', 'SUMMARY', 'LUMP SUM', and 'CALCULATION'. - Crew Type: The crew type that this activity applies to. - Feature Type: A value to be assigned by the HBUD Extract procedure as the feature type within the HBUD extract. - Time Type: Identifies the basis on which the labor related to a given activity is measured. Examples are: Regular Time (0), Overtime (1), and Lump Sum (2).
HERS	HERS Data	
HSD	Highway Segment Designation	Asset: Highway Segment Designation: It is part of Policy 1B of the Oregon Highway Plan, which adopts the highway segment designations of Special Transportation Areas (STAs), Urban Business Areas (UBAs), and Commercial Centers(CC). These highway segments are tools to implement more compact community development patterns. In implementing Policy 1B, particularly highway segment designations, ODOT recognizes that the policy will be applied under different conditions and may result in some instances where ODOT action may precede local planning implementation: • Existing conditions that meet the policy objectives; • Existing conditions which do not meet the policy objectives. In these circumstances, the policy will be used to gain closer levels of compliance with the objectives and/or actions. In cases where existing conditions are generally static, the policy will be used to ensure that development patterns do not continue in a manner contrary to this policy and will seek out ways to move in the direction of the policy. • A mixture of existing non-compliant conditions and new proposals, projects or developments where higher levels of compliance with the objectives and/or actions would be desirable. In these circumstances, ODOT, the affected local government and affected parties need to work out a way to best achieve compliance with the objectives and/or actions. Attributes: - Segment Designation Code: A code to represent the designation for a highway segment. (CC) Commercial Center; (STA) Special Transportation Area; (UBA) Urban Business Area.
MPHS	Historic Milepost	Asset: Historic Milepost A milepost with historic significance. Reflects the milepoint of historic highway which may not coincide with the current highway. Typically made of stone. Attributes: -Legend - Value applied to the milepost.
HZCV	Horizontal Curve	Asset: Horizontal Curve:

		A series of points of change in direction (in the form of circles of varying radius) that transitions between two intersecting tangent alignments. A horizontal curve is used as a transition element between two tangent alignments that intersect. Attributes: - Begin or End Curve Type: A value that categorizes the type of curve on a road as Simple or Circular (C), Spiral (S), or Tangent (T). - Begin Direction: The direction of curve. The direction the highway curves (toward the left or right) while going in the direction of increasing milepoints. - Begin or End Bearing Code: The bearing of a line at the beginning or end of the curve respectively. Bearings represent one system of designating directions of lines. The bearing of a line is the acute horizontal angle between a reference meridian and the line. The angle is measured from either the north or south, toward the east or west, to give a reading less than 90 degrees. The proper quadrant is shown by letter N or S preceding the angle, and an E or W following it, e.g., N514735W, S334830E, S742730E, S250824W. - Degree of Curve Angle: The degree of a circular curve is defined as the angle subtended by an arc whose length is 100 feet. - Central Angle Degrees: The central angle of the circular curve. If there are no spirals, the change in direction of the tangents is the intersection angle I, which is equal to the central angle (delta) of the circular curve. As expressed in 3 separate fields in Degrees, Minutes, and Seconds. - Central Angle Minutes: The central angle of the circular curve. If there are no spirals, the change in direction of the tangents is the intersection angle I, which is equal to the central angle (delta) of the circular curve. As expressed in 3 separate fields in Degrees, Minutes, and Seconds. - Central Angle Seconds: The central angle of the circular curve. If there are no spirals, the change in direction of the tangents is the intersection angle I, which is equal to the central angle (delta) of the circular curve. As expressed in 3 separate fields in Degrees, Minutes, and Seconds. - Curve Length: Length of the horizontal curve. It is the distance measured along the curve from the P.S.C. to the P.C.S. (or from the P.C. to the P.T. if there are no spirals). - Tangent Length: Tangent distance of a circular curve. If there are no spirals, this tangent distance is the distance measured along the tangent from the point of intersection (P.I.) of the two tangents to either the P.C. of the P.T. - Super-Elevation Rate: Rate of super-elevation in feet per foot. The effect of centrifugal force on a vehicle passing around a curve can be balanced by super-elevation of the outer edge of a highway pavement. - Total Delta Angle: The total central angle of the curve (spirals plus circular curve). This item is not applicable if there are no spirals. If there are spirals then this item is shown on the plans and is required. - Spiral In Length: Length of spiral into curve. Length measured along the spiral, from the P.S. to the P.S.C. in feet. - Spiral In Angle: Central Angle of the incoming spiral. The central angle of the spiral going into the circular curve.

		- Spiral Tangent In Length: Tangent distance of the spiral going in. Distance measured along the tangent from the point of intersection (P.I.) of the two tangents to either the P.S. or the P.T. Should be shown on the plans. - Spiral In or Out Increase: a = D / L where D = degree of circular curve L = length of spiral in. REQUIRED IF THERE IS A SPIRAL. - Spiral Out Length: Length of spiral out of curve. Length of spiral going out of the circular curve in feet. The length is measured along the spiral from the P.C.S. to the P.T. in feet. - Spiral Out Angle: Central Angle of the outgoing spiral. The central angle of the spiral going out of the circular curve. - Spiral Tangent Out Length: Tangent distance of the spiral going out. See Spiral Tangent In Length for further description.
HPCP	HPMS Cracking Percent	Asset: Cracking percent: Estimate of the percent area with fatigue cracking for AC pavements or the percent of slabs with cracking for PCC pavement. Attributes - Data Year: Year data applies to - Cracking: Estimate of the percent area with fatigue cracking for AC pavements or the percent of slabs with cracking for PCC pavement. - Cracking Date: Date that the Cracking was collected - Comments:
HPFT	HPMS Faulting Data	Asset: Faulting - Measure of the average vertical displacement between adjacent jointed concrete panels. Attributes - Data Year: Year data applies to - Faulting: Measure of the average vertical displacement between adjacent jointed concrete panels. - Faulting Date: Date that the Faulting was collected - Comments:
HPPV	HPMS Pavement Data	Asset: Pavement information related to the annual HPMS submittal. Section lengths are determined by Pavement Services Attributes: - Year: Year data applies to - PMS ID: the Pavement Management Section ID - IRI: International Roughness Index. A measure of the roughness/ride of the roadway - Rutting: Measure of the average depth of rutting - Faulting: Measure of the average vertical displacement between adjacent jointed concrete panels - Cracking percent: Estimate of the percent area with fatigue cracking for AC pavements or the percent of slabs with cracking for PCC pavement.

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		- Cracking length: Estimate of relative length in feet per mile of transverse cracking for AC pavements and reflection cracking for PCC pavements. - Surface Type: pavement description that includes the surface material and possibly, the material underneath - Year Last Improvement - Year Last Construction - Year Last Overlay - Thickness Rigid: depth of rigid pavement - Thickness Flexible: depth of flexible pavement - Base Type: description of the base material - Base Thickness: depth of the base material - IRI Date: Date that the IRI was collected
HPRT	HPMS Rutting Data	Asset: The average depth of rutting. Attributes Data Year: Year data applies to Rutting: The average depth of rutting to the nearest 0.10 inch Rutting Date: Date that the rutting was collected Comments
HPMS	HPMS Sample data	Asset: HPMS Sample Data: The HPMS is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways. In general, the HPMS contains administrative and extent of system information on all public roads, while information on other characteristics is represented in HPMS as a mix of universe and sample data for arterial and collector functional systems. Limited information on travel and paved miles is included in summary form for the lowest functional systems. HPMS Asset - Represents the required data items for HPMS submittal that are specific to HPMS samples only and/or do not exist already in other assets.. Attributes: - Data Year: The year which the data represents. - Section ID: A identifier for locating sample on a network. - Sample ID: The unique identifier for the sample. - Signal System Type: The predominant type of signal system over the section. - Percent Green Time: The typical through lane percent green time in effect at intersections over the section. - Stop Sign Count: The count of the number of stop controlled intersections over the section. - Other Intersection Count: The count of the number of at grade uncontrolled intersections over the section. - Widening Obstacle 1: Description of the first type of obstacle to widening the roadway over the section,e.g., Terrain, Dense Development, Parkland, etc.

		- Widening Obstacle 2: Description of the second type of obstacle to widening the roadway over the section,e.g., Terrain, Dense Development, Parkland, etc. - Widening Potential: The number of lanes that it is feasible to widen the roadway over the section. - Percent Passing: The percent of the section length that is striped for passing. - PSR Rating: Present Serviceability Rating - The predominant code that describes the condition of the pavement where an IRI is not given.
HWYA	HWY_ADL	
INDR	Indian Reservation	Asset: Indian Reserve: An area of land managed by a Native American tribe under the United States Department of the Interior's Bureau of Indian Affairs. Attributes: - Name: Common name of the Indian reserve.
ICHG	Interchange - HPMS	Asset: Type of Interchange for reporting to FHWA via the annual HPMS submittal. Attributes: Interchange ID - unique identifier for the Interchange Interchange Type - Description of the type of Interchange, such as Diamond or Cloverleaf
IRI	International Roughness Index	Asset: International Roughness Index: A statistic used to estimate the amount of roughness in a measured longitudinal profile. It's used for investment requirements modeling to estimate pavement deterioration, section deficiencies, and for pavement trends. Data Year – is the data year IRI Date – is the IRI date collected
LDSS	Landscape Crew Summary	Asset: Landscape Crew Summary count: Landscape Crews maintain designated roadside areas (such as landscaped interchanges) to preserve or restore their appearance. Typical features of a landscaped area maintained by a Landscape Crew may include water systems, ornamental trees and shrubs, lawns, etc. Some Rest Areas are maintained by Landscape Crews. Attributes: - Expenditure Account Number: Expenditure Account (EA) represents an account which accumulates amounts paid, budgets, expenditures, revenues and/or liabilities incurred for a particular job or account, cost center, section, job or project. It is closely related to a cost center, but the data captured could be costs, revenues, statistical, or all three. An EA is also commonly referred to as an EA/Subjob; however, neither can be used independently, except that an Expenditure Account can be reported

		to summarize data for a number of Subjobs associated with one account; - Safety Rest Area Count: A designated public facility - usually located along major highways - where vehicles can park, and vehicle occupants can relax, make use of bathrooms, consult map displays, or sleep in their vehicles.; - Landscape Area Acre Count: Landscape areas are designated roadside areas (such as landscaped interchanges) that are maintained to preserve or restore their appearance. Typical features of a landscaped area may include water systems, ornamental trees and shrubs, etc. Areas that need to be mowed are classified as "Mowing Areas", not "Landscaped Areas". Value tracked represents acres.
LOCL	Locale	Asset: Locale: Place at which there is, or was, human activity. It does not include populated places. Attributes: - Locale Name: The common name by which a locale is known.
LCLK	Locale Lookup table for TFIPS	Asset: Locale Lookup table for TFIPS Non-located lookup table for converting the new Federal GNIS Code to the old FIPS code for Oregon Locales. Used for recreating the HTRD1 TMPDESC table. Attributes: - County Name: The common name by which an Oregon County is known. - County Sequence: Sequence number for the occurrence of a locale/county combination. - FIPS Class Code: This value describes the geo-political characteristics of a place, e.g., Airport (A), Park or Zoo (B), Legal Incorporated Place (C), Indian Reservation (D), County (H). - FIPS_ID: The retired Federal indentifier for a specific place, e.g., a city - Portland (59000) or a county - Marion County (047). Has been replaced with the GNIS ID. - GNIS_ID: Federal Identifier for City as defined by the USGS Geographic Names Information System (GNIS). - Locale Name: The common name by which a locale is known.
LVR	Low Volume Highways	Asset: Low Volume Highways Low Volume Highways used to determine pavement policy descriptions on how these roads will be maintained and funded. Attribute:
MBXG	Mid-Block Crossing	Asset: Mid-Block Crossing: A ramp in the sidewalk or median island serving a pedestrian road crossing occurring in the middle of the block rather than the customary corner of the block.

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		Attributes: none
MPST	Milepost	Asset: Milepost A physical entity, ordinarily a sign, placed beside a roadway that displays a number indicating the mileage to that point from some zero point on the roadway. Historic milepost is referenced in another asset. Attributes: -Legend - Numeric value applied to the milepost.
MSTR	Minor Structure	MSTR Asset: Minor Structure : Structure not included on the National Bridge Inventory. A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of less than 6 feet. Attributes: - Structure ID: Bridge_ID is an ODOT assigned, unique structure identifier that appears in Pontis. This is the number that is commonly referred to as the Bridge Number in ODOT. It is the number posted on paddles at a bridge's, physical location. It is called Bridge# in the ODOT Bridge Log, Structure # in the ODOT BDS system, and appears on structure plans as either "Bridge Number" or "Structure Number", depending on the vintage of the plans. - Length: A measurement, in feet, of the length of the structure along centerline of the roadway. ONLY entered from a contract or bridge log. Not captured via inventory. - Span: Width of the structure (in inches) measured along the centerline of the structure. - Rise: Height of the structure (in inches), if known. - Passageway Type: A code that specifies the type of passageway the structure is providing, when there is a passageway; - Feature Name: A free text area for describing the structure. - Structure Type: A code that specifies the type of structure - Water Flag: Y indicates that the structure passes over water.
DMPA	MPA Derived Asset	Asset : Derived Metropolitan Planning Area The geographic area for transportation planning determined by agreement between the Metropolitan Planning Organization (MPO) and the Governor. Attribute: - MPA Name: The common name of the MPA - MPA Description: Full name of the MPA - Governing Body: The governmental body responsible for managing transportation planning for the MPA

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NBI	National Bridge Inventory Str	Asset: National Bridge Inventory Structure : Structure included on the National Bridge Inventory. A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. Attributes: - Structure ID: Bridge_ID is an ODOT assigned, unique structure identifier that appears in Pontis. This is the number that is commonly referred to as the Bridge Number in ODOT. It is the number posted on paddles at a bridge's, physical location. It is called Bridge# in the ODOT Bridge Log, Structure # in the ODOT BDS system, and appears on structure plans as either "Bridge Number" or "Structure Number", depending on the vintage of the plans. - Center Milepoint: A milepoint measure of the center of the bridge. - Length: A measurement, in feet, of the length of the structure. - Feature Name: A free text area for describing the structure. - Structure Name: A less used, free text area for recording the structure name when its name differs from the body of water under the structure. For example, "Marquam Bridge".
NATF	National Forest	Asset: State Forest: Forest land owned by the US Federal Government and managed by the US Forest Service. Attributes: - Name: Common name of the national forest.
NFDR	National Forest Development RD	Asset: National Forest Development Road (NFDR) Indicates that the road is wholly or partly within, or adjacent to, and serving the NFS and which is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources. (NFS - National Forest System) Attributes: none.
NHS	National Highway System	Asset: National Highway System: A network of nationally significant roads approved by Congress as required by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It includes the Interstate system, the Strategic Highway Network (STRAHNET), and over 100,000 miles of arterial and other roads. Designation of the original system was completed on November 28, 1995, when President Clinton signed the National Highway System Designation Act of 1995 (Public Law 104-59). Intermodal Connectors were added to the system in 1998 when Congress approved the Transportation Equity Act for the 21st Century (TEA-21).

		Attributes: - NHS: Code rindicating if the road is Mainline NHS or the type of Intermodal Connector Service the road supplies. - Approval Date: Date roadway was added to the NHS - Facility ID: FHWA designated ID for the Intermodal Connector - Facility: Description of the Intermodal Connector Facility
NHFN	National Hwy Freight Network	Asset: National Highway Freight Network - A National Highway Freight Network designated by the FAST Act to assist in strategically directing resources toward improved movement of freight on highways. The national freight network originally included 776 miles in Oregon and consists of the primary freight network (PFN), any portions of the Interstate System not designated as part of the PFN, and critical urban and rural freight corridors. Attributes: -NHFN Type - CRFC-Critical Rural Freight Corridor (Rural and Small Urban areas where population less than 50,000). CUFC-Critical Urban Freight Corridor (Urban areas where population greater than 50,000). IS-NPFS-Interstate Non Primary Highway Freight System. PHFS-Primary Highway Freight System -CRFC A - is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (Federal Highway Administration vehicle class 8 to 13) -CRFC B - provides access to energy exploration, development, installation, or production areas -CRFC C - connects the PHFS or the Interstate System to facilities that handle more than: 50,000 20-foot equivalent units per year- or 500,000 tons per year of bulk commodities- -CRFC D - provides access to: a grain elevator- an agricultural facility- a mining facility- a forestry facility- or an intermodal facility -CRFC E - connects to an international port of entry- -CRFC F - provides access to significant air, rail, water, or other freight facilities in the State- -CRFC G - is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State -CUFC H - connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility -CUFC I - is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement -CUFC J - serves a major freight generator, logistic center, or manufacturing and warehouse industrial land -CUFC K - is important to the movement of freight within the region, as determined by the MPO or the State -Approval Date - Date that the segment was added to the NHFN by

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		FHWA.
NN	National Network-Fed Truck Rte	Asset: National Network - Federal Truck Route: The composite of the individual network of highways from each State on which vehicles authorized by the provisions of the STAA are allowed to operate. The network in each State includes the Interstate System, exclusive of those portions excepted under §658.11(f) or deleted under §658.11(d), and those portions of the Federal-aid Primary System in existence on June 1, 1991, set out by the FHWA in appendix A to this part. Attributes: Approval Date - The date that a segment of highway was approved as part of the NN.
NATP	National Park	Asset: National Park: A national park is a reserve of natural or semi-natural land, declared or owned by a national government, set aside for human recreation and enjoyment, and protected from most development. Attributes: - Name: Common name of the national park.
NNBI	Non NBI Structure	NNBI Notes: Asset: Non NBI Structure : Structure not included on the National Bridge Inventory. A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of between 6 and 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. Attributes: - Structure ID: Bridge_ID is an ODOT assigned, unique structure identifier that appears in Pontis. This is the number that is commonly referred to as the Bridge Number in ODOT. It is the number posted on paddles at a bridge's, physical location. It is called Bridge# in the ODOT Bridge Log, Structure # in the ODOT BDS system, and appears on structure plans as either "Bridge Number" or "Structure Number", depending on the vintage of the plans. - Length: A measurement, in feet, of the length of the structure along centerline of the roadway. ONLY entered from a contract or bridge log. Not captured via inventory. - Span: Width of the structure (in feet) measured along the centerline of

		the structure. - Rise: Height of the structure (in fee), if known. - Passageway Type: A code that specifies the type of passageway the structure is providing, when there is a passageway; - Feature Name: A free text area for describing the structure. - Structure Type: A code that specifies the type of structure - Water Flag: Y indicates that the structure passes over water.
NSRF	Non State Surface Type	Asset: NSRF – Non State Surface Type Attributes: -Surface Type: A description of the surface material intended to sustain vehicular traffic.
NPRI	Non-State Public Road Inventory	Asset: NPRI – Non-State Public Road Inventory Attributes: - Unique ID: a unique id for the record - County: The County that the mileage is in (regardless of ownership) - Jurisdiction: The Jurisdiction that is the owner of the mileage - City: The City that the mileage is in (regardless of ownership) - Urban Area: The Urban area the mileage is in (regardless of ownership) - Miles – Asphalt Surface Type: a mixture of mineral aggregate and bituminous materials laid down in layers and compacted - Miles – Concrete Surface Type: any type of mixture of Portland cement, aggregate and water with or without rebar or jointing - Miles – Gravel Surface Type: a mix of stone, sand, and fine-sized particles - Miles – Dirt Surface Type: a hard, dirt surface that has been graded - Miles – Oil Mat Surface Type: an earth or gravel surface to which has been added a bituminous surface with or without a seal coat - Miles – Unimproved Surface Type: Natural surface, maintained enough to barely permit passage of 2-wheel drive motor vehicles. May have been bladed and minor improvements may have been made locally. - Miles – Primitive Surface Type: Non-maintained public road that is unimproved, and only passable by high clearance, 4-wheel drive vehicles. Does not fit the definition of public road for certified mileage purposes.
NRDN	Non-State Road Name	Asset: NRDN – Non-State Road Name Attributes: - Prefix: Roadway prefix (i.e. – E) - Name: Roadway name - Road Type: Roadway type (i.e. – ST) - Suffix: Roadway suffix (i.e. – NE)
OFRG	Oregon Freight Route	Asset: Oregon Freight Route: Oregon highways designated as part of the OHP freight system, made up of the Interstate Highways and certain Statewide Highways on the NHS includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to

		ports, intermodal terminals, and urban areas. (OHP – Oregon Highway Plan) Attributes: none
OPOI	Oregon Point of Interest	Asset: Oregon Points of Interest: OPOI's are features encountered along the roadway that are of general interest and may be reference points to help identify a location on the highway. Attributes: - Name: A name or description of the feature - Jurisdiction: The category of ownership of the feature being defined. - Type: Indicates the type of feature that is at this location. For example, a building, veiwpoint, geographic feature, or a park.
OUTP	Outfall Pipe	OUTP - Outfall of type Pipe. Pipe outfalls that directly discharge stormwater runoff into a waterbody. The pipe outfalls of interest include all pipes that end within 100 feet of the waterbody top of bank. Attributes: - Outfall Number: Unique assigned number - DFI Number: The Drainage Facility Identification number, if known, that the pipe outfall is a member of. - Inventory Source: The source of the pipe outfall data collection. IE, contracts, GPS, imagery, no data, etc. - Vertical FIle Identifier: V number obtained from as-built contract plans - Discharge Type: Either Direct or Indirect. Direct discharge is when an ODOT owned pipe outfall releases stormwater directly into a waterbody. Indirect is when an ODOT storm drain system releases stormwater through an outfall owned by others. Until otherwise, all OUTP are Direct. - Horizontal Offset: The distance measured from end of pipe outfall to edge of pavement - Span Measure: The inside horizontal width dimension of the pipe outfall in inches. - Rise Measure: The inside verical height dimension of the pipe outfall in inches. - Shape: The cross sectional shape of the pipe outfall - Material: The primary material of the pipe outfall - Runoff Source: A description of the areas draining into an ODOT storm sewer system. The area can be limited to ODOT areas (ie, Highway) or a combination of ODOT and surrounding surface areas (ie, farmland) - Contributing Impervious Area: Area includes all impervious surface (such as asphalt or concrete) within the strict project limits, plus impervious surface owned or operated by ODOT outside the project limits that drain to the project via direct flow or discrete conveyance. - Receiving Feature: The type of receiving feature downstream of the outfall, ie a lake, pond, river, etc. - Receiving Water Body Name: Name of the waterbody downstream of the outfall.

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		- Treated Code: A code representing if ODOT stormwater runoff is all or partially treated to remove pollutants of concern such as oil and grease metals, debris, etc prior to draining into a waterbody - Latitude: The latitude measurement of the location - Longitude: The longitude measurement of the location - Coordinate Collection Date: Date that the latitude/longitude were collected0 - Coordinate Datum Flag: The reference datum used in determining the latitude/longitude - Comments: Free text field availble for notes. - Coordinate Datum Identifier: Change attribute name from "Coordinate Datum Flag" to Coordinate Datum Identifier. Definition is ok.
NOWN	Ownership-Maintainer	Asset: NOWN – Ownership-Maintainer Attributes: - Owner Name: Name of Authority that is the owner of the roadway. - Maintainer Name: Name of Agency that is responsible for maintenance of the roadway - Originator Name: Name of the Authority that provided network to ODOT.
PARK	Parking	Asset: Parking: A collection of road inventory data to describe roadside parking where available. Attributes: - Parking Type Code: Indicates parking as being either parallel, diagonal, orthogonal, unmarked, or parking area. - Parking Condition Code: A general statement of the condition of the pavement; Good (smooth, new pavement), Fair or Better (reasonably smooth pavement, safe to walk or ride on), Poor (pavement that is badly cracked, heaved, eroded, etc. Pavement which is dangerous to walk or ride on or which is impassable by a wheelchair or stroller). - Parking Width Measure: A measurement, in feet, from the edge of pavement or face of curb to the middle of the parking lane striping or tick marks. NS indicates not striped but the road is wide enough for parking and the curb is not painted yellow or red, but their are no markings indicating the edge of the parking lane. - Parking Inspection Year: The year the parking being defined was last field inventoried. - Source Type: Indicates if the data source. BKPD -- indicates it was loaded from HITS2.TBKPDBE or input based on Bike/Ped unit standards and criterion. RICS -- indicates it was loaded from HTIS2.TMPDESC or input based the Road Inventory unit standards and criterion. - Notes: A general notation related to the associated Parking section.
PASS	Passing	Asset: Passing: For designating where traffic is permitted to pass other vehicles traveling in the same direction using lanes of travel of the opposite traveling

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		direction. Attributes: - Passing Allowed Code: A code to indicate which direction of traffic is permitted to pass. Values are Both, Decreasing only, Increasing only, and Neither.
POPL	Populated Place	Asset: Populated Place Place or area with clustered or scatttered buildings and a permanent human population. Usually is not incorporated and has no legal boundaries. Attributes: Place Name: The name of a federally designated populated place.
PPLK	Populated Place Lookup table for TFIPS	Asset: Populated Place Lookup table for TFIPS Non-located lookup table for converting the new Federal GNIS Code to the old FIPS code for Oregon Unincorporated Populated Places. Used for recreating the HTRD1 TMPDESC table. Attributes: - County Name: The common name by which an Oregon County is known. - County Sequence: Sequence number for the occurrence of a populated place/county combination. - FIPS Class Code: This value describes the geo-political characteristics of a place, e.g., Airport (A), Park or Zoo (B), Legal Incorporated Place (C), Indian Reservation (D), County (H). - FIPS ID: The retired Federal indentifier for a specific place, e.g., a city - Portland (59000) or a county - Marion County (047). Has been replaced with the GNIS ID. - GNIS ID: Federal Identifier for City as defined by the USGS Geographic Names Information System (GNIS). - Populated Place Name: The name of a federally designated populated place.
PFFC	Preliminary Functional Classification	Asset: Preliminary Federal Functional classification: The proposed Federal Functional Classification as submitted by the road authority but not yet approved by FHWA. Attributes: - Functional Class Code: Code representing the type of service of the road.
PRO$	Process Alerts	
RLRD	Railroad	Asset: Railroad: A physical location where railroad tracks cross at grade, under, or over the State Highway System. A railroad track consists of one or more parallel series of iron or steel rails. Attributes:

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		- Railroad Name: The name designating the owner of the railroad property. - Track Count: The number of tracks at a designated location.
RRR	Reduction Review Routes	Asset: Reduction Review Route: The definition for “reduction of vehicle-carrying capacity” presented below was developed specifically to implement ORS 366.215. This definition is not intended to be used for any other purposes beyond implementation of the ORS. The term “Reduction in Vehicle-Carrying Capacity” is defined as either: 1) a reduction in the number of through travel lanes on ORS 366.215 routes, or 2) modifications to ORS 366.215 routes which would require pilot cars or additional pilot cars be a new condition as part of the permitting process, or 3) modifications to ORS 366.215 routes which would restrict or prevent the passage of vehicles that are allowed or permitted to use the route for single-trip permits and continuous permits. This asset was converted from FRGC (Capacity Restriction Freight Routes) within TransInfo on September 5, 2013. Attributes: none
XRDS	Region District Section foreign table	
RQ	Research Question	Represents the location where data questions are still outstanding. Typically these questions are identified through field inventory or end user communication and are resolved through research and/or inventory. Attributes: - Research Question - The issue or open question that requires additional research or follow-up inventory activities - Note - Comments made by the researcher regarding results found - Source - The name of the person who originally identified the issue - Assigned to - The name of the person assigned to conduct research and resolve the open quesiton
REST	Rest Area	Asset: Rest Area: A designated public facility - usually located along major highways - where vehicles can park, and vehicle occupants can relax, make use of bathrooms, consult map displays, or sleep in their vehicles.; Attributes: - Rest Area Name: The common name of the rest area. - Rest Area Jurisdiction Code: A code that designates ownership and maintenance responsibility over the designated rest area. - Rest Area Type: A code that designates the type of rest area. - Rest Area Operated: A code that designates who is responsible for

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		everyday operation of the facility. - Rest Area Location: Narrative description of Rest Area location. Example: 4 miles west of John Day.
RWMP	Right-of-Way Map	Asset: Right-of-Way Map: ODOT Map which delineates the right-of-way. Attributes: - Drawing Number: The drawing number taken off the right-of-way strip map that pertains to a specific contract. - Drawing Date: The date of publication of the described strip map. - Drawing Scale: A code which indicates the scale to which the current strip map is drawn. The scale is the ratio between the actual physical measurements on the ground and the physical measurements. - Drawing Description: The title of a right-of-way strip map. The title of a right-of-way strip map that is intended to describe the portion of the highway depicted by this map. - Contract ID: The contract number is an assigned unique 8-digit value that identifies a roadway-related contract plan of work to be done.
ROAD	Road	Asset: Intersecting Road: A crossing of any public or private way that provides ingress to or egress from property by means of vehicles of other means or that provides travel between places by means of vehicles. Road includes, but is not limited to: ways described as streets, highways, throughways or alleys; road related structures that are in the right of way such as tunnels, culverts or similar structures; and structures that provide for continuity of the right of way such as bridges. Attributes: - Intersecting Road Type: The type of intersecting road or obstruction. Highway, Change in jurisdiction, obstruction, or road. - Intersecting Hwy: The State Highway that is intersecting - Intersecting Hwy MP: The MP on the state highway that is intersecting - Intersecting Road Name: The official name of the road that is being intersected - Alternate Name: A secondary name for the road being intersected. Could be the signed road name, if different than the offical road name. - Additional Information: Additional information about the road that is being intersected. - Jurisdiction: The category of ownership of the road being defined. For example, Federal(FED), City(CITY), County(CNTY). - Type of Control: A code that indicates what means of traffic guidance exists at the road crossing. For example, Uncontrolled(1), Signed(2), Signalized(3), and Unknown(0);
RDBL	Road Block	Asset: RDBL - Road Block Fixed roadblock across a state highway, connection, or frontage road that

		causes a closure of travel on the roadway of either a permanent or intermittent status. Attributes - Road Block Type: Code that indicates the type of feature (such as gate or barrier) that blocks the road.
RDGM	Road Geometry	Asset: Road Geometry: Roadway coverings of bituminous/asphalt and/or concrete. Also include median. NOTE: Data entry is not allowed into the RDGM asset except through the use of schemes manager. This is because schemes manager will also be updating the HTDR1 table, TPVMTBE. Updates directly to RDGM data will not update TPVMTBE. Attributes: NOTE: each of the attributes contain values specific to the portion of pavement described by the selected XSP value. - Document ID: An identifier for the associated type of work order, either a Contract ID, a Betterment ID, or an Inventory ID; - Width Measure: A measure of the width of the pavement, to the nearest foot. - Layer Number: A number to indicate where the portion of paved material being defined resides in the roadway structure made up of materials stacked on top of each other. The typical layers in a roadway are the subbase, base, intermediate pavement layer(s), and the wearing surface. Each layer is of designed thickness and quality. - Depth Measure: A measurement of thickness, in inches, of the pavement material being defined. - Material Type: A code categorizing the material used as the layer being defined. - Lane Median: A code describing the lane type or median type. Valid codes are as follows: 1 – Travel Lane Through, 2 – Travel Lane Auxiliary, 3 – Travel Lane HOV, 4 – Shoulder, 5 – Turn Lane, 6 – Painted Median, 7 – Painted CTL Median, 8 – Curbed Median, 9 – Vegetation Median, 10 – Gravel Median, 11 – Barrier Median, 12 – Jiggle Bars Median - Modifier Type: A code categorizing the modifier added to the pavement material being defined. Examples include: None (Blank), Lime (L), or Polymer (P). - Drainage Indicator: A Yes / No code which indicates the existence of a pavement drainage strategy such as edge drains or free draining base. This information is collected from the construction plans and is pertinent to a particular plan. - Base Flag: A "Y" indicates that the associated portion of pavement is a base layer. - Sub-Base Flag: A "Y" indicates that the associated portion of pavement is a Sub-Base layer. - Type: A code to indicate the type of lane, median, or shoulder as

		defined by the LN_MEDN_TYPE domain. - Geotextile Type: A code to indicate the type of geotextile material used to separate adjacent base layers as defined by the GTEX_TYP domain. - Mix Level Code: A code to indicate the mix level of the asphalt as defined by the MIX_LVL domain.
NRDJ	Roadway Jurisdiction	Asset: NRDJ – Roadway Jurisdiction Attributes: -Jurisdiction Type: General grouping of road authority types -Short Description: Grouped road authorities by type to facilitate searches -Long Description: Official name for road authority used in reports and communications -Jurisdiction ID: Road Authority ID assigned by GISU -Owner-Maintainer: A Yes/No field signifying whether segment is an owner-maintainer -Active Submitter: A Yes/No field signifying whether segment is an Active Submitter -PRI Code: Code representing Public Agency Ownership
SB	Scenic Byway	Asset: Scenic Byway: A designation by the Oregon Transportation Commission and the Oregon Tourism Commission or by the Federal Highway Administration, intended to recognize scenic byways across jurisdictional boundaries, to orient and focus on the tourist or motorist and to show off the best in the way of scenic byways.; Attributes: - Scenic Byway Designation Type: A code representing the type of scenic byway as All American Road, National Scenic Byway, Oregon State Scenic Byway, or Oregon Tour Route. - Scenic Byway Name: Name of the designated byway. - Road Name: Name of the road that the byway is traveling over. - Existing or Proposed Indicator: An indicator to show the status of the byway as either in existence or in a phase of "proposed". - Scenic Byway Begin Description: A description of the beginning of the designated byway. - Scenic Byway End Description: A description of the end of the designated byway.
SCNS	Section Crew Summary	Asset: Section Crew Summary Count: Asset for storing summary counts for features maintained by section crews. Section Crews maintain assets along the highway that are not maintained by Specialty crews. Attributes - Hwy EA: Expenditure Account represents an account which accumulates amounts paid, budgets, expenditures, revenues and/or liabilities incurred for a particular job or account, cost center, section, job or project. It is closely related to a cost center, but the data captured could

		be costs, revenues, statistical, or all three. - Fence: A freestanding structure to restrict or prevent movement across a boundary. - Mowing Acres: Area in the right-of-way mowed by maintenance crews including the area between ramps on highway interchanges as well as Rest Areas, medians and any similar area for which ODOT is responsible. - Ditch Miles: An open channel, usually located parallel to the roadway, which collects surface runoff from the highway right-of-way. - Unpaved Shoulder Code 0: An unpaved area contiguous to a paved roadway and/or shoulder with a width of 4 feet or less. Primarily for use by pedestrians, for the accommodation of stopped vehicles, for emergency use and for lateral support of base and surface courses, and can be maintained through use of equipment with a blade. - Curbed Shoulder Code 0: A vertical or sloping member along the edge of a shoulder, with a width of 4 feet or less, forming part of a gutter, strengthening or protecting the edge, and clearly defining the edge of vehicle operations. A curb is a horizontal offset varying from 10” to less than 18”. - Unpaved Shoulder Code 1: Same as Unpaved Shoulder Code 0 except with a width of greater than 4 feet. - Curbed Shoulder Code 1: Same as a Curbed Shoulder Code 0 except with a width of greater than 4 feet. - Sprayable Shoulder: The area to the side of a road, where chemicals are applied to eradicate, prevent or retard the growth of noxious weeds and other undesirable vegetation. - Concrete Median: A device, made entirely of concrete, which provides a physical barrier through which a vehicle would not normally pass. - Drainage Installations: The system of drains and their operation, by which superfluous water is removed from towns, railway beds, mines, and other works. - Mowable Brush Shoulder: An area adjacent to a roadway and/or paved or unpaved shoulder, which is mechanically mowed to restore sight distance, eliminate hazards and remove undesirable foliage. - Safety Rest Area: A designated public facility - usually located along major highways - where vehicles can park, and vehicle occupants can relax, make use of bathrooms, consult map displays, or sleep in their vehicles. - Landscaped Areas: Landscape areas are designated roadside areas (such as landscaped interchanges) that are maintained to preserve or restore their appearance. - Delineators: A retroreflective device mounted on the roadway surface or at the side of the roadway, set in a series to indicate the alignment of the roadway. - Water Quality Facilities: Water Quality Facilities include the following types of locations: Sedimentation/Detention Ponds; Grassy Swales; Wetlands Used As Treatment Facilities; Wet Detention Ponds; Sediment Manhole/Sumped Inlets; Mitigation Sites; Mitigation Banks; Hazardous Ponds; Fish Passage Issues.

		- Horizontal/Vertical Drains: Slide stabilization drains, and subgrade drains associated with slides. This includes perforated pipes. - Attenuators: A terminal used to shield a point hazard, where it is not effective or practical to use a longitudinal barrier, or to place a terminal end on a median barrier. - Pavement Markers (Reg 3 only): Pavement Marking is any kind of device or material that is used on a road surface in order to convey official information. - Holds Counts Flag: A flag to indicate if the SCNS instance is the primary record for a highway location and therefore holds the counts.
SHUP	Shared Use Path	Asset: Shared Use Path: This refers to a path intended for shared use by bicyclists and pedestrians; it is not a sidewalk. A shared-use path may be adjacent to a roadway, or it may have a separate alignment. This type of path is typically wider than a sidewalk; usually 8-14 feet wide. Attributes: - Path Surface: A value characterizing the type of shared-use paths, Asphalt (Black) or Concrete (White). Unpaved paths are not inventoried. - Path Width: A measurement of the width of a shared-use path as measured in feet from one edge of the path to the other. Adjacent soft surfacing, such as that provided for runners or horses, should not be included in the path width. - Path Condition: A code characterizing the condition of the shared-use path. A Shared Use Path is separated from the roadway and serves both pedestrians and bicyclists. It is normally 8-12 feet wide. - Inspection Year: The year the feature in question was last field inventoried, either from a field inspection or via a review of the Digital Video Log.
SWLK	Sidewalk	Asset: Sidewalk: A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians. Attributes: - Sidewalk Needed Indicator: A value of "Y" indicates that, per standards, there should be a sidewalk on this segment of highway. - Need Status: Indicates if the sidewalk is constructed and in place or is needed and missing. - Surface Type: Denotes the material type of sidewalk. - Buffer Indicator: Indicates if a buffer exists; separates the sidewalk from the roadway. There may be multiple buffer types along one segment of sidewalk. The predominant buffer type will be selected. - Buffer Type: The type of buffer that separates the sidewalk from the roadway. - Sidewalk Width: A measurement of the sidewalk width from the Back of Curb to the edge of the paved surface or to the face of the building.

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		Sidewalk Width = Furniture Zone (Buffer) + Pedestrian Zone + Frontage Zone. If it is paved, it is included in the width of the sidewalk. - Sidewalk Condition: A code characterizing the sidewalk condition is a statement of the condition of the pavement, i.e., Good (G) - smooth, new pavement, Fair (F) - reasonably smooth pavement, or Poor (P) pavement that is badly cracked, heaved, eroded, etc. - Inspection Year: The year the feature in question was last field inventoried, either from a field inspection or via a review of the Digital Video Log. - Sidewalk Notes: A free text area for notations about the pedestrian facility. - Latitude: Latitudinal location of asset - Longitude: Longitudinal location of asset
SNBR	Sign Bridge	Asset: Sign Bridge A structure with supports to one or both sides of the highway that overhangs the travel lanes and supports signs used to inform the general public of appropriate information. - Sign Bridge Type: Identifies the type of sign bridge structure - B (Butterfly), C (Cantelever), T (Truss), or U (Unknown). - Structure Identifier: This is an ODOT assigned, unique structure identifier that appears in Pontis. This is the number that is commonly referred to as the Bridge Number in ODOT. It is called Bridge# in the ODOT Bridge Log, Structure # in the ODOT BDS system, and appears on structure plans as either “Bridge Number” or “Structure Number”, depending on the vintage of the plans.
SGNS	Sign Crew Summary	Asset: Sign Crew Summary Count: Asset for storing summary counts for features maintained by sign crews. Sign Crews are responsible for the following features: Major signs (20 sq. ft. and over), and Minor signs (less than 20 sq. ft). Attributes: - Hwy EA: Expenditure Account (EA) represents an account which accumulates amounts paid, budgets, expenditures, revenues and/or liabilities incurred for a particular job or account, cost center, section, job or project. It is closely related to a cost center, but the data captured could be costs, revenues, statistical, or all three. - Major Signs Over 20 Ft.: Any traffic control device that is intended to communicate specific information to road users through a word or symbol legend (MUTCD). A major sign is greater than or equal to 20 square feet. The value tracked represents a count. - Minor Signs Under 20 Ft.: Any traffic control device that is intended to communicate specific information to road users through a word or symbol legend (MUTCD). A minor sign is less than 20 square feet. The value tracked represents a count.
SNIN	Sign Installation Location	Asset: Installations (SNIN) – Is the parent asset of SNSN, SNSU, and SNML. It contains information about the installation

		Attributes: -City Road Flag: Used to indicate that the sign is physically located on a City street. -County Road Flag: Used to indicate that the sign is physically located on a County street. -Distance from End of Pavement: Distance from End Of Pavement to support -Latitude: The Latitude location of the installation -Location Notes: Freeform location notes entered by the sign crew -Longitude: The Longitude location of the installation -Off Network Notes: Free-form text field for additional information about the installation when it is off network
SNAC	Sign Maintenance Action	Asset: Sign Maintenance Action (SNAC) - Is an unlocated asset that contains a list of all available maintenance action that is used to populate the SIGN_ACTN domain. Attributes: -Action Name: Short description of the action taken by the maintenance crew on the sign/support/installation
SNCS	Sign Maintenance Cause	Asset: Sign Maintenance Cause (SNCS) - Is an unlocated asset that contains a list of all available maintenance causes that is used to populate the SIGN_CAUSE domain. Attributes: -Cause Name: Short description of the cause that triggered a need for the maintenance crew’s work
SNML	Sign Maintenance Log	Asset: Sign Maintenance Log (SNML) – Is a child asset of SNIN. It contains maintenance History Data on work done to the installation, signs, and supports. Attributes: -Accomplishments: -Action: The type of action that was taken at the installation - selected from a drop-down list -Cause: The type of cause that required action at the installation -Comments: Text field for additional information about the action that was taken -Crew Hours: The number of hours that the crew spent on the action at the installation -Equipment Hours: The number of hours that equipment was used to complete the action at the installation -Maintenance History Date: The date that work was performed on the installation, sign, or supports -Materials: Text field to list additional materials that were used

		-Responsible Person: The initials of the person that performed the action at the installation -Sign Details: The ID of the sign that was worked on -Sign Facing: The direction that the sign is facing (N,S,E,W) -Sign Legend: Legend or description of the sign -Sign Size: The size of the sign that was worked on -Support Description: The description of the sign that was worked on
SUPP	Sign Support Information	Asset: Available Sign Supports (SUPP) – Is an unlocated asset that contains a list of all available support types and sizes that is used to populate the SIGN_SUPP domain. Attributes: -Support Type: The abbreviated description of the support that becomes the domain value. -Support Description: The full description of the support type and size. -MMS Number: Materials Management System Sign number
SNSU	Sign Supports	Asset: Installed Sign Supports (SNSU) – Is a child asset of SNIN. The sign supports that are installed Attributes: -Installation Date: The date that the support was installed -Number of Supports: The number of supports at the installation -Support Type: The abbreviated description of the support
SGNL	Signals	Asset: A Signals asset contains statewide signal location data. Attributes: - TSSU ID: A unique identifier assigned when the signal design plan is 90% approved. - Latitude: Latitudinal coordinate in decimal degrees format. - Longitude: Longitudinal coordinate in decimal degrees format. - Location Description: The name of the main street and the cross street as determined from various maps. - Owner: A traffic signal is on either ODOT, City, or County Right of Way, is recorded in the appropriate county's records, and asset ownership has been established through agreement. - Maintainer: A traffic signal that is maintained by ODOT, City, or County, either by ownership or (IGA) Inter Governmental Agreement. - Not Yet Built: A traffic signal is at the design stage of 90% or greater and a TSSU ID is assigned. - Type: Indicates what category of traffic signal is installed at each location. - Cabinet Print: A traffic signal schematic of the wiring and components within a traffic signal controller cabinet which gives information to the maintenance personnel for troubleshooting. - Condition Rating: A percentage based calculation derived from the age and current condition of the traffic signal equipment.

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		- Comments: Comments that give specific information about this particular signalized location.
SPZN	Speed Zone	Asset: Speed Zone: A value that defines the safe capacity for rate of speed of a road. Attributes: - Speed Designation: A value that will contain a specific valid speed limit (such as '25'). - Variable Speed Zone: A designated enforceable speed that changes based on congestion, road conditions, reduced visibility, or weather conditions. - Speed Zone Order Number: The official number assigned by ODOT Traffic Roadway section to the Speed Zone Order.
IATN	Stand Alone Impact Attenuators	Asset: Impact Attenuator An Impact Attenuator is a terminal used to shield a point hazard where it is not effective or practical to use a longitudinal barrier or to place a terminal end on a median barrier. This asset is specifically for Stand Alone Impact Attenuators which act as an independent point feature. Impact Attenuators that are in combination with guardrail systems will be found in the BARR asset. Atributes: Terminal Type: Defines a type of terminal. Terminal Height Code: Defines Height of Terminal. Terminal Condition: Determines terminal condition. - Notes: Notes concerning the Impact Attenuator. - Last Inventory Year: Last year of inventory for the impact attenuator. - Inventory Comments: Standard comments concerning the inventory findings for the impact attenuator. - Latitude: Latitudinal location of the asset - Longitude: Longitudinal location of the asset
SNSN	Standard and Custom Signs	Asset: Installed Signs (SNSN) - Is a child asset of SNIN. It contains data for standard and custom signs that have been installed. Attributes: -Custom Height: The height of the sign -Custom Legend: The lines of text that are on the custom sign that is installed -Custom Picture Path: The path where the photo of the custom sign is located on the computer -Custom Width: The width of the sign -Estimate Replacement Date: The date the sign needs to be reviewed for replacement. 15 years from the date of installation -Facing Direction: The direction that the sign is facing (N,S,E,W) -Fail Flag: A checkbox that indicates if the sign has failed or not -Inspection Date: The date that the sign was inspected -Installation Date: The date that the sign was installed -Recycle Count:

		-SOI Flag: Indicates if the Storeroom Order Invoice number is used -Sheeting: The quality/grade level of material that the sign is made out of -Sign Type: Indicates if the sign is Standard (S) or Custom (C) -Standard Sign Identification: Short description of the standard sign that is installed. -Substrate: The Type of material that the sign is made out of
SNGR	Standard Sign Graphic	Asset: Standard Sign Graphics (SNGR) – Is an unlocated asset that contains the filenames and description for images files of all Standard Signs that is used to populate the SIGN_STD_GRAPH domain. Attributes: -Graphic Description: The full graphic description that is used to populate the meaning field of the domain -Graphic Identification: The unique id for the standard sign graphic -Graphic Name: The short name of the graphic that is used to populate the value field of the domain -Graphic Path: The file path to the location of the sign graphic
SIGN	Standard Signs	Asset: Standard Signs (SIGN) - Is an unlocated asset that contains a list of all available standard signs that is used to populate the SIGN_STD domain. Attributes: -Color: The color codes of the sign. (e.g. SIL/RED) -Graphic Identification: The identifier of the graphic for this sign -Height: The height of the sign -MMS Number: The unique 4 digit # for that Standard Sign assigned by the Sign Construction Shop. Crew can order a Standard sign by the MMS number, or by the description. (Materials Management System Sign number) -Show: Indicates if this sign will display or not -Sign Description: A short description of what the sign is -Sign Size: The height and width of the sign -Sign Storeroom Number: The storeroom number for the standard sign -Square Foot Number: The square footage of the sign -Standard Sign Number: The unique number for the standard sign -Standard Sign Type: The category of sign (e.g. Guide, Construction, Guide, etc.) -Width: The width of the sign
SF	State Forest	Asset: State Forest: Forest land owned by the State of Oregon and managed by the Oregon Department of Forestry. Attributes: - Name: Common name of the state forest.

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SCS	State Highway Classification	Asset: State Highway Classification System: It is the classification of Oregon State Highways into 5 categories based on function: Interstate, Statewide, Regional, and District. Attributes: - State Classification Number: A code that designates a particular State Highway category.
STPK	State Park	Asset: State Park: Outstanding natural, scenic, cultural, historic and recreational sites for the enjoyment and education of present and future generations managed by the Oregon Parks and Recreation Department. Attributes: - Name: Common name of the state park.
STKP	Stockpile	Asset: Stockpile: Designated site where materials are stored for future use. Attributes: - Stockpile Jurisdiction: Designation of ownership of the stockpile site.
STRA	Strategic Highway Network	Asset: Strategic Highway Network: It is a system of public highways that is a key deterrent in United States strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. Most large military convoys use the Strategic Highway Network. These routes connect military bases to the interstate highway network and include over 15,000 miles of roadway nationally. STRAHNET roadways are those which would be used for the rapid mobilization and deployment of armed forces in the event of war or peacekeeping activity. Attributes: - Priority Number: An indication of priority of a roadway to the Strategic Highway Network. - Approval Date: The date that a highway was approved as part of Strahnet.
STPS	Striping Crew Summary	Asset: Striping Crew Summary Count: Asset for storing summary counts for features maintained by striping crews. Striping crews are responsible for maintenance activities that involve marking the travel lanes, shoulders, turn lanes and other areas of the road through the use of paint (striping), pavement markers, etc. Attributes: - Hwy EA: Expenditure Account (EA) represents an account which accumulates amounts paid, budgets, expenditures, revenues and/or liabilities incurred for a particular job or account, cost center, section, job or project. It is closely related to a cost center, but the data captured could

		be costs, revenues, statistical, or all three. - Pavement Markers: Pavement Marking is any kind of device or material that is used on a road surface in order to convey official information. While center lines, edge lines and lane lines are included in the "Striped Lines" category, pavement markings included in this category are: stop lines, yield lines, crosswalk markings, arrows, words (such as ""Stop""), symbols (such as a diamond to indicate a high-occupancy vehicle lane), parking space lines, handicap parking symbols, speed hump indicators, channelizing lines, cross hatching, and any other official markings placed on the pavement. Pavement markings can be raised or recessed. The value tracked represents a count.; - Legends: All word messages, logos, and symbol designs that are intended to convey specific meanings that are affixed to the road surface. Legends are either painted or a durable material attached to the roadway. Examples include crosswalks, turn signs. The value tracked represents a count.; - Striped Line Miles: A line (solid or skipped) on pavement, generally delineating travel lanes, shoulders and medians. The value tracked represents the number of line-miles.
SUMT	Summit	Asset: Summit: The top point of significant mountains or hills. This is either the location of the posted sign, OR the location of the summit as calculated from horizontal curve data. (This location is unlikely to be the surveyed summit location.) Attributes: - Summit Name: The common name for the crossing for the mountain or hill. - Elevation: The number of feet above sea level.
TERR	Terrain - Capacity	Asset: Terrain - Capacity: Attributes: - Terrain Type Code: A code indicating terrain for a section of highway. Level (1) , Rolling (2), and Mountainous (3).
NLN	Thru Lanes Non-State	Asset: NLN – Lanes (Non-State) Attributes: -Number of Through Lanes: The number of travel lanes where through traffic is allowed.
TOLL	Toll Road	Asset: TOLL – Toll Road Attributes: - Toll Facility ID: The Facility ID assigned by the Federal Government for reporting purposes
BARR	Traffic Barrier	Asset: Traffic Barrier A traffic barrier is constructed along the roadway for increased vehicular

		safety. It is a linear asset and consists of a beginning terminal, a barrier of concrete, rail, or cable, and an ending terminal. Attribute: - Barrier Type: Type of barrier as either Cable (CBLE), Rail (RAIL), or Concrete (CONC) - Barrier Description Code: The specific type of Rail, Concrete, or Cable barrier constructed. - Concrete Barrier Construction Type: A coded value for the construction method of Concrete Barrier. - Concrete Barrier Connection: A code identifying the connection method for Concrete Barrier. - Rail Post Spacing Type: A code identifying spacing between posts and presence of block-outs. - Rail Post Type: A code identifying the type of post material. - Blockouts: Block-outs are the section of material between the post and the rail. The block-out material of Rail type barriers can be wood, steel, plastic, or there could be none. They can also be a combination of two of these materials. - Barrier Height Code: Identifies if height of the Barrier meets standard, High, OK, Low. - Barrier Condition: Identifies overall appearance of the condition of the Barrier as Good, Fair, or Poor. - Begin Terminal Type: Defines type of beginning Terminal on the segment which could be a guardrail terminal, impact attenuator, transition, unprotected or unconnected bridge ends, continuation from/down a side road, temporary or undefined. - Begin Terminal Height Code: Defines distance measured from road surface to the top of the Terminal, High, OK, Low. - Begin Terminal Condition: Overall condition of the beginning Terminal as Good, Fair, or Poor. - Shared Begin Terminal Flag: Indicates if the beginning Terminal is used as the End Terminal of one barrier system and also as the Begin Terminal for another barrier system. - End Terminal Type: Defines type of ending Terminal on the segment which could be a guardrail terminal, impact attenuator, transition, unprotected or unconnected bridge ends or continuation, temporary or undefined from/down a side road. - End Terminal Height code: Identifies if the Height of the ending Terminal meets standard, High, OK, Low. - End Terminal Condition: Overall condition of ending Terminal as Good, Fair, or Poor. - Shared End Terminal Flag: Indicates if the ending Terminal is used as the End Terminal of one barrier system and also as the Begin Terminal for another barrier system. - Notes: Notes concerning the segment of Barrier. - Last Inventory Year: Last year of inventory for the segment of Barrier. - Inventory Comments: Standardized comments that contain pertinent information not covered by required fields and describes specifics of

		previous conditions. - Latitude: Latitudinal location of asset - Longitude: Longitudinal location of asset
CTSG	Traffic Count Segment	Asset: CTSG – Traffic Count Segment Attributes: -Count Segment ID: Unique segment ID (not the same as the TI Primary Key) assigned by TSM unit for the linear segment where the traffic characteristics remain the same. -Count Location ID: The Location ID of the responsible point count site where the traffic count is taken. Location ID is created and maintained in OTMS.
CTST	Traffic Count Site	Asset: CTST – Traffic Count Site Attributes: -TCDS Asset ID: Unique ID assigned in the TCDS module of OTMS. -Count Location ID: The Location ID of the point count site where the traffic count is taken. Location ID is created and maintained in the TCDS module of OTMS
TRAF	Traffic Volumes and Class	Asset: Traffic Volumes and Classification: Traffic data includes the Data Year, Annual Avg. Daily Traffic (AADT), FHWA's 13 vehicle classification breakdown, directional Factor, Design Hour Factor, Ton Mileage Factor, and the Days Open. Attributes: - Site ID: Unique number representing the location that the traffic information represents - AADT Count: The average number of vehicles that passed over a specific milepoint segment in a 24 hour period during the most recent traffic count reporting cycle. - Future AADT Count: A value forecasting the number of vehicles that are expected to be passing over a specific milepoint segment of road within a 24-hour period at a time 20 years in the future. - AADT Year: The year that the data is representative of. - Days Open: Used to calculate VMT, the number of days in the Data Year that the location was open to public travel. - Design Hour Factor Rate: The design hour volume is the traffic volume for the 30th highest hour of the year. This volume is established from volume data collected at the Automatic Traffic Recorder. The data is collected by the hour for each day (365 days a year). On highway segments that do not have an ATR, an ATR of a similar location with similar traffic characteristics is used. - Directional Factor: The percent of traffic traveling in the peak direction in the peak hour - Ton Mileage Factor Rate: The average weight per vehicle per mile within the segment. The average weight per vehicle is obtained by taking an average weight of vehicles within each functional class, adding them

		up and dividing by 13. The number of miles within the given milepoint segment is then divided by the average weight per vehicle to give the average weight per vehicle per mile or the ton mileage factor. - Traffic Direction Code: A code characterizing the general direction of travel on this segment of this highway, i.e., North (N), South (S), East (E), West (W). - CLASS_01 Percent: Percent of the AADT (Annual Average Daily Traffic) for motorcycles. - CLASS_02 Percent: Percent of the AADT (Annual Average Daily Traffic) for passenger cars. - CLASS_03 Percent: Percent of the AADT (Annual Average Daily Traffic) for other 2 axles. - CLASS_04 Percent: Percent of the AADT (Annual Average Daily Traffic) for buses. - CLASS_05 Percent: Percent of the AADT (Annual Average Daily Traffic) for 2 axle, 6 tire SUT. - CLASS_06 Percent: Percent of the AADT (Annual Average Daily Traffic) for 3 axle SUT. - CLASS_07 Percent: Percent of the AADT (Annual Average Daily Traffic) for 4 or more axle SUT. - CLASS_08 Percent: Percent of the AADT (Annual Average Daily Traffic) for 4 or less STT. - CLASS_09 Percent: Percent of the AADT (Annual Average Daily Traffic) for 5 axle STT. - CLASS_10 Percent: Percent of the AADT (Annual Average Daily Traffic) for 6 or more STT. - CLASS_11 Percent: Percent of the AADT (Annual Average Daily Traffic) for 5 or less MTT. - CLASS_12 Percent: Percent of the AADT (Annual Average Daily Traffic) for 6 axle MTT. - CLASS_13 Percent: Percent of the AADT (Annual Average Daily Traffic) for 7 or more axle MTT. - SUT Truck Peak Percent: Peak hour percentage of single-unit trucks. - MUT Truck Peak Percent: Peak hour percentage of multi-unit trucks. - Count Date: The last date on which the data was collected. - Count Source: Code that best represents the source, type, and method of collection for the data. - Class Count Date: The last date on which the class data was collected. - Class Count Source: Code that best represents the source, type, and method of collection for the data.
TRAI	Trail	Asset: Trail: A public way physically separated from the roadway (not along the shoulder) that is designated for use by pedestrians and bicyclists. Attributes: - Trail Name: Name of the trail
TRNF	Transfer	Asset: Transfer

		Additional Information in support of the Transfer Group used to add additional attributes to the Transfer Group. Attributes: - AADT Count: The annual average number of vehicles that passes over a specific milepoint segment in a 24 hour period for the indicated AADT year. - AADT Year: The year that the data is representative of. - CLASS_01 Percent: Percent of the AADT (Annual Average Daily Traffic) for motorcycles. - CLASS_02 Percent: Percent of the AADT (Annual Average Daily Traffic) for passenger cars. - CLASS_03 Percent: Percent of the AADT (Annual Average Daily Traffic) for other 2 axles. - CLASS_04 Percent: Percent of the AADT (Annual Average Daily Traffic) for buses. - CLASS_05 Percent: Percent of the AADT (Annual Average Daily Traffic) for 2 axle, 6 tire SUT. - CLASS_06 Percent: Percent of the AADT (Annual Average Daily Traffic) for 3 axle SUT. - CLASS_07 Percent: Percent of the AADT (Annual Average Daily Traffic) for 4 or more axle SUT. - CLASS_08 Percent: Percent of the AADT (Annual Average Daily Traffic) for 4 or less STT. - CLASS_09 Percent: Percent of the AADT (Annual Average Daily Traffic) for 5 axle STT. - CLASS_10 Percent: Percent of the AADT (Annual Average Daily Traffic) for 6 or more STT. - CLASS_11 Percent: Percent of the AADT (Annual Average Daily Traffic) for 5 or less MTT. - CLASS_12 Percent: Percent of the AADT (Annual Average Daily Traffic) for 6 axle MTT. - CLASS_13 Percent: Percent of the AADT (Annual Average Daily Traffic) for 7 or more axle MTT. - Days Open: Used to calculate VMT, the number of days in the Data Year that the location was open to public travel. Does not always equal 365. - Design Hour Factor Rate: The design hour volume is the traffic volume for the 30th highest hour of the year. This volume is established from volume data collected at the Automatic Traffic Recorder. The data is collected by the hour for each day (365 days a year). On highway segments that do not have an ATR, an ATR of a similar location with similar traffic characteristics is used. - Directional Factor: The percent of traffic traveling in the peak direction in the peak hour - Future AADT Count: A value forecasting the number of vehicles that are expected to be passing over a specific milepoint segment of road within a 24-hour period at a time 20 years in the future. - MUT Truck Peak Percent: Percent of AADT, in the peak hour, of

TransInfo MetaData Data Dictionary

		Multiple unit trucks or multiple trailer trucks. - SUT Truck Peak Percent: Percent of AADT, in the peak hour, of Single unit trucks. - Site ID: Unique number representing the location that the traffic information represents. Defined within the Traffic Count Management software in the TSM Unit -Ton Mileage Factor Rate: The average weight per vehicle per mile within the segment. The average weight per vehicle is obtained by taking an average weight of vehicles within each functional class, adding them up and dividing by 13. The number of miles within the given milepoint segment is then divided by the average weight per vehicle to give the average weight per vehicle per mile or the ton mileage factor. - Traffic Direction Code: A code characterizing the general direction of travel on this segment of this highway, i.e., North (N), South (S), East (E), West (W).
SCAL	Truck Scale	Asset: Truck Scale Weight sites used to check for over weight commercial vehicles. Truck Scale Type: Indicates the type of weigh station at this site: F (Fixed Scale Weigh Site, G (Weigh Station Greenlight Site), M (Mobile Enforcement Site, or P (Portable Weigh Site). Jurisdiction: The category of ownership of the Truck Scale being defined. Name: Name of the Truck Scale. Scale Number: The assigned unique identifying number of the specified Truck Scale.
TUNL	Tunnel	Asset: Tunnel: An underground passage that allows water or vehicles to pass through, open to daylight at both ends. Attributes: - Structure ID: A number assigned to the tunnel for identification. - Length (feet): Length in feet of the tunnel. - Center MP: Milepoint at the center of the tunnel. - Tunnel Name: Name of the specified tunnel.
FACL	Type of Facility	Asset: Type of Facility: The operational characteristics of the roadway (ie, one-way, couplet, etc) Attributes: - Facility Type Code: The operational characteristics of the roadway (Values: One-way Roadway(1), Two-way Roadway(2), Couplet(3), Ramp(4), Non-mainline(5), Non-Inventory Direction(6)).
DURB	Urban Derived Asset	Asset: Derived Urban The ODOT Region and District boundaries in TransInfo that are the boundaries used for asset management, budgeting, and day to day maintenance of the road assets.

TransInfo MetaData Data Dictionary

		Attribute: - Urban Name: Name of Federal Aid Urban Boundary - Urban FIPS: Federal Information Processing Standards (FIPS) code for urban - Small Urban: Areas defined by the census with a population of 5,000-49,999
UTLC	Utility Crossing	Asset: Utility Crossing:. A physical location where utility lines pass under or over the State Highway System. Utilities types included are significant electrical transmission lines, gas or petroleum pipelines, fiber optic cables, or utility cables. Attributes: - Utility Type: A code indicating the type of utility being defined. - Utility Name: Name of the owner of the utility.
VRTG	Vertical Grade	Asset: Vertical Grade: Measurement system used to describe a change in elevation. Transition curve, usually in the form of a parabola, of varying radius used to provide a smooth transition between segments of differing grade in the vertical plane. An angle point is called a point of intersection or PI Station; and the change in alignment is defined by a deflection angle. Attributes: - VPI Elevation 1: A measurement of the elevation/grade rise, to get slope. Referenced to VPI_ELEV_2_MEAS. - VPI Elevation 2: A measurement of elevation/grade rise, to get slope. Referenced to VPI_ELEV_1_MEAS. - Length: A measure of the length of the vertical curve in feet. Parabolic curves are used to provide a smooth transition between grade lines (tangents) in the vertical plane. - Percent Grade: A measure of the percent grade (or rate of grade, or gradient) in the rise or fall in feet per 100 feet. Thus a grade of 2.5% means a 2.5 feet difference in elevation per 100 feet horizontally. This value represents the grade (ahead) from the VPI. Ascending grades are plus and descending grades are minus. - Type Code: A code characterizing the type of vertical curve, i.e., Sag (S), Crest (C), or Tangent (T).
INVV	Video Log Inventory	Asset: Inventory Video log: The Inventory Video log asset is located on all sections of highway that are included in the on-line video log and is used to support video log inventory planning. The asset tracks the last date a section of highway was inventoried for the video log, details on who conducted the inventory and notes or deferral information. Each section of highway becomes due for inventory two years after the last inventory unless the override date is used to postpone or advance the inventory.

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		Attributes: - Override Year: The year that the section should be inventoried if its different than the regularly scheduled inventory cycle. Used to schedule special inventory due to construction or when a section can't be completed due to time or Mother Nature (!), for example. - Last Inventory Year: The last year that the section was inventoried. - Collected By: Name of the employee who conducted the inventory. - Notes: Free text field.
WATR	Water	Asset: WATR - Water A waterway being crossed by the highway. Attributes: - Name: The common name for the waterway.
WLFR	Wildlife Refuge	Asset: Wildlife Refuge: Land and waters managed by the National Wildlife Refuge System for the conservation, management, and where appropriate, restoration of fish, wildlife, and plant resources and their habitat. Attributes: - Name: Common name of the wildlife refuge.