

# NCRouteCharacteristics Field Descriptions

## General Notes:

The layer contains route data maintained by the state and counties. Fields dropped from the previous output product will be listed in the 'Removed Fields' section.

The LRS supports a dominant route (1) and up to 5 additional co-routes (2-6) for each segment. When a field definition includes X, the definition applies to each co-route 2-6. For example, the definition for RouteIDX applies to all of the following fields: RouteID2, RouteID3, RouteID4, RouteID5 and RouteID6.

The Data Owner is the group responsible for maintaining the data item. There may be one or more additional business owners associated with that information, but the Data Owner should be the first group to contact when there is a question about the data in this layer.

Domains are represented as descriptions and coded values. The geodatabase version of the file contains the descriptions, while the shapefile version contains the values. Values tend to be abbreviated or numeric versions of the description. If the geodatabase table is exported, the resulting table will contain the values.

NCRouteCharacteristics is a dual-carriageway system. In this system, divided roads (roads with medians) are represented as two separate lines, allowing different characteristics to be coded on each side of the route. On divided roads, most characteristics apply to just that side of the road. Undivided roads are represented as a single line.

The 11-Digit RouteID is a unique identification number assigned to each route. The first digit represents the route class. The second digit represents a route qualifier (for example a business route). The third digit represents the inventory or non-inventory direction. The fourth through eighth digits represent the route number. The ninth through eleventh digits represent the Sap County code. Please see 'Guide to the NCDOT Eleven-Digit Route Number' for further illustration ([Guide to NCDOT Eleven Digit Route Number \(pdf\)](#))

Currently the BeginFeatureID and EndFeatureID fields have six (6) types of representation and are explained below.

1. Dominant intersecting Route which is determined by
  - a. lowest numeric RouteClass then
  - b. lowest numeric RouteQualifier then
  - c. lowest numeric RouteNumber and lastly the
  - d. lowest numeric RouteInventory
2. County Boundary (BC000001 - BC000100) where the last three (3) digits represent the sap county number,
3. State Boundary - BS000901 (Georgia), BS000902 (South Carolina ), BS000903 (Tennessee) and BS000904 (Virginia),
4. Pseudo ( Route event attributes change within a single segment such as StreetName and Pavement Type),
5. Dead-End (the Route terminates) or
6. X-Cross (where a Route intersects itself).

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## Field Definitions:

### 1. OBJECTID

<b>Common Name</b>	Object Identifier
<b>Definition</b>	A unique number that is automatically generated for each segment.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Positive numbers
<b>Notes</b>	The Object Identifier changes with each publication.

### 2. Shape

<b>Common Name</b>	Shape
<b>Definition</b>	Stores the geometry information for each segment. Used by GIS software to display the line.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Polyline ZM

### 3. Division

<b>Common Name</b>	Division
<b>Definition</b>	The NCDOT Division number for each route segment
<b>Data Owner</b>	NC DOT
<b>Extent</b>	Every Segment
<b>Values</b>	Positive numbers; Data Range from 1-14
<b>Notes</b>	

### 4. MaintCntyCode

<b>Common Name</b>	Maintenance County (Sap County Code)
<b>Definition</b>	For state-maintained roads, it is the county responsible for maintaining the section of road. For non-state maintained roads, it is the county that the segment is located in.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text; Coded domain – see metadata or contact the GIS Unit for a full list of codes
<b>Notes</b>	The primary county field.  The coded domain values reflect the alphabetical order of North Carolina's counties, with a range from 001 (Alamance County) to 100 (Yancey County). Codes for roads maintained by NCDOT, but cross the state boundary: 901 (Georgia), 902 (South Carolina), 903 (Tennessee), 904 (Virginia).  In general, the MaintCntyCode will have the same value as other county fields, with exceptions around county boundaries. For example, a portion of SR-1828 is located in Yadkin County, but maintained by Iredell County. The MaintCntyCode for this section is 049 (Iredell County).

### 5. LocCntyCode

<b>Common Name</b>	Location County (Sap County Code)
<b>Definition</b>	The county the segment is physically located in.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text; Coded domain – see metadata or contact the GIS Unit for a full list of codes

### 6. RouteClass

<b>Common Name</b>	Route Class
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<b>Name</b>	
<b>Definition</b>	The NCDOT route class code for dominant route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment except for gap segments
<b>Values</b>	Text; Coded domain
<b>Notes</b>	Route Class is represented by the 1 <sup>st</sup> digit of the Route ID.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Interstate (I)	State-maintained
2	US Route (US)	State-maintained
3	NC Route (NC)	State-maintained
4	Secondary Route (SR)	State-maintained
5	Non-System (NS)	Not state maintained
6	Other State Agency Route (SA)	Federal-aid roads maintained by other state agencies
7	Federal Route (FED)	Federal-aid roads maintained by federal agencies
80	Ramp (RMP)	Typically state-maintained but not counted towards state-maintained mileage
81	Rest Areas (RST)	Typically state-maintained but not counted towards state-maintained mileage
82	Non-System Ramp	Not state maintained
9	Projected (PRJ)	Generalized locations of major facilities that have not yet been built

## 7. RouteNumber

<b>Common Name</b>	Route Number
<b>Definition</b>	The NCDOT route number for the dominant route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers
<b>Notes</b>	The route number represented by the 4 <sup>th</sup> – 8 <sup>th</sup> positions of the Route ID

## 8. RouteQualifier

<b>Common Name</b>	Route Qualifier
<b>Definition</b>	An additional code that further defines the dominant route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text; Coded domain
<b>Notes</b>	On state-maintained routes, values of 0 (Normal) indicate the regular route, while other values indicate a related route (e.g., I-95 and I-95 Business). The Route Qualifier is represented by the 2nd digit of the Route ID (with the exception of Ramps and Rest Areas, where the first two digits of the RouteID are 80 and 81, respectively).

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
0	Normal Route	On most routes this indicates it is the normal route. If the route class is FED, then 0 (Normal) is the Blue Ridge Parkway
1	Alternate Route	If the route class is FED, 1 (Alternative) is military-owned.
2	Bypass Route	
5	East Route	Used only for US-19 East, which is a different route than US-19
6	West Route	Used only for US-19 West, which is a different route than US-19

7	Spur/Connector Route	If the Route Class is Interstate, then the route is a spur If the Route Class is US or NC Route then the route is a connector
8	Truck Route	
80	Ramp	
81	Rest Area	
82	Non-System Ramp	
9	Business Route	

## 9. RouteInventory

<b>Common Name</b>	Route Inventory
<b>Definition</b>	The NCDOT route direction for dominant route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text; Coded domain
<b>Notes</b>	Inventory directions are coded with Inventory (0) or Clockwise (8). All other values indicate the non-inventory direction of the route. To determine if the route is one-way or both directions of travel, use the One-way Direction Flag (i.e., Inventory Route Direction and Both Directions for the One-way Direction Flag imply that the route is bidirectional). The Route Direction is represented in the 3rd position of the RouteID.

Domain:

Value	Description	Notes
0	Inventory	Includes bidirectional, Northbound, Eastbound, and one-way inventory
4	Non-Inventory (Southbound)	On secondary routes, rest areas and non-state maintained route classes, "Southbound" means non-inventory
6	Non-Inventory (Westbound)	Primary routes only (Interstates, US Routes, and NC Routes)
8	Inventory (Clockwise)	Primary routes only (Interstates, US Routes, and NC Routes)
9	Non-Inventory (Counterclockwise)	Primary routes only (Interstates, US Routes, and NC Routes)

## 10. Direction

<b>Common Name</b>	Direction
<b>Definition</b>	Indicates the direction of the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	text; Coded domain
<b>Notes</b>	

Domain:

Value	Description	Notes
BD	Bidirectional	
NB	Northbound	
SB	Southbound	
EB	Eastbound	
WB	Westbound	
OI	Oneway Inventory	
OO	Oneway Opposite	
CW	Clockwise	
CC	Counterclockwise	

## 11. TravelDirection

<b>Common Name</b>	Travel Direction
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<b>Definition</b>	Indicates whether traffic is restricted to one direction or both
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text; Coded domain
<b>Notes</b>	The Route Direction code of 0 can be one-way or both directions, so TravelDirection is used to determine if the route is one-way or bidirectional.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Both	Both directions	
One-way	One direction	

## 12. RouteMaintCode

<b>Common Name</b>	Route Maintenance Code
<b>Definition</b>	The system status of the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text; Derived
<b>Notes</b>	This field has a value of "System" on every record, with the exception of Non-System routes. System Routes = Route Class IN (1,2,3,4,80,81,9); Non-System = Route Class IN (5,6,7,82)

## 13. RouteName

<b>Common Name</b>	Route Name
<b>Definition</b>	The NCDOT name of the dominant route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text
<b>Notes</b>	A concatenation of Route Class, Route Number and Route Qualifier.

## 14. StreetName

<b>Common Name</b>	Street Name
<b>Definition</b>	The name of the street (ex. 'Main Street')
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text
<b>Notes</b>	

## 15. SrcDocType

<b>Common Name</b>	Source Document Type
<b>Definition</b>	The type of source documentation that created the segment, or caused the most recent official change.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	All system routes
<b>Values</b>	Text; Coded domain
<b>Notes</b>	This field should be related to the Source Document field.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
N	Not-Verified	Indicates legacy segments or an unknown source document
M	Municipal Agreement	The municipal agreement number is stored in the Source Document field

P	Petition	The petition number is stored in the Source Document field
R	Project Alignment	
T	TIP	TIP or Project; the project number is stored in the Source Document field
O	Other	

## 16. SrcDocID

<b>Common Name</b>	Source Document
<b>Definition</b>	The document reference that created the segment or caused the most recent official change
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	All system routes
<b>Values</b>	Text
<b>Notes</b>	Typical values are the TIP number or the Petition number. This field should be related to the Source Document Type field.

## 17. GeoDocType

<b>Common Name</b>	Revision Source Type
<b>Definition</b>	The most recent data source type used to draw or modify the segment's alignment/geometry.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	All system routes
<b>Values</b>	Text; Coded domain
<b>Notes</b>	This field should be related to the GeoDocID field. For example, if the value is Aerial Photo and the GeoDocID is 2010, the segment was aligned to an Aerial Photo that was flown in 2010.

Domain:

Value	Description	Notes
N	Not-Verified	Indicates the segment alignment has not been verified by the GIS Unit; the segment has not been photo-revised yet
A	Aerial Photo	Indicates that the segment has been photo revised
C	Local Centerline	
F	Field Research	
G	GPS	
L	Plat	
P	Parcels	
O	Other	

## 18. GeoDocID

<b>Common Name</b>	Revision Source
<b>Definition</b>	The most recent data source reference that was used to draw or modify the segment's alignment/geometry
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment that has been verified
<b>Values</b>	Text
<b>Notes</b>	When Aerial Photo is used as the Revision Source Type, the Revision Source Identifier is the year the photo was flown (or the source of the photo, if the year is unknown).

## 19. RouteID

<b>Common Name</b>	Route Identifier for the dominant route
<b>Definition</b>	The 11-digit composite route number

<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive 11-digit numbers (text field)
<b>Notes</b>	A unique identifier for routes across the state; Should be used as the route identifier when performing LRS analysis with route/milepost referencing.

## 20. MPLength

<b>Common Name</b>	Milepost Length
<b>Definition</b>	The segment length (in miles). Calculated by the ending milepost minus the beginning milepost. The milepost values are based on 3D measures generated from LIDAR data.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	Calculated field

## 21. LaneMiles

<b>Common Name</b>	Lane Miles
<b>Definition</b>	The Milepost Length multiplied by the number of lanes. In cases where the number of lanes is 0 or blank, the number of lanes is assumed to be 1.
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	Lane Miles has been populated on all roads, even unpaved roads. In most cases, reporting on lane miles should exclude unpaved roads.

## 22. BeginMp1

<b>Common Name</b>	Beginning Milepost for the dominant route
<b>Definition</b>	The beginning milepost value at that point on the segment
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places

## 23. EndMp1

<b>Common Name</b>	Ending Milepost for the dominant route
<b>Definition</b>	The ending milepost for the route at that point on the segment
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places

## 24. BeginFeatureID

<b>Common Name</b>	Beginning Intersection Feature for dominant route
<b>Definition</b>	Identifies the intersecting route (or county or route change or dead-end) for the beginning of the associated LRS segment.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text (11-digit Route ID when the feature is a route)
<b>Notes</b>	Use with the Beginning Milepost field.

## 25. EndFeatureID

<b>Common Name</b>	Ending Intersection Feature for dominant route
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<b>Name</b>	
<b>Definition</b>	Identifies the intersecting route (or county or route change or dead-end) for the ending of the associated LRS segment.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text (11-digit Route ID when the feature is a route)
<b>Notes</b>	Use with the Ending Milepost field.

## 26. RouteIDX

<b>Common Name</b>	Route Identifier for co-routes 2-6
<b>Definition</b>	The 11-digit composite route number for co-routes 2-6
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive 11-digit numbers (text field)

## 27. BeginMpX

<b>Common Name</b>	Beginning Milepost for co-routes 2-6
<b>Definition</b>	The beginning milepost value at that point on the segment for co-routes 2-6
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places

## 28. EndMpX

<b>Common Name</b>	Ending Milepost for co-routes 2-6
<b>Definition</b>	The ending milepost value at that point on the segment for co-route 2-6
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places

## 29. AADT

<b>Common Name</b>	AADT
<b>Definition</b>	Annual Average Daily Traffic
<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers (Integer)

## 30. AadtDate

<b>Common Name</b>	AADT Date
<b>Definition</b>	The year AADT data was collected
<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where applicable
<b>Values</b>	Positive 4-digit numbers (Short Integer)

## 31. AADTTruck

<b>Common Name</b>	AADT Truck
<b>Definition</b>	Annual Average Daily Truck Traffic

<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers (Integer)

### 32. AadtMulti

<b>Common Name</b>	AADTT Multi-Unit Trucks
<b>Definition</b>	Annual Average Daily Truck Traffic of Multi-Unit Trucks
<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers (Integer)

### 33. AadtSingle

<b>Common Name</b>	AADTT Single Unit Trucks
<b>Definition</b>	Annual Average Daily Truck Traffic of Single Unit Trucks
<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers (Integer)

### 34. AccessCont

<b>Common Name</b>	Access Control
<b>Definition</b>	Indicates some degree of control of through movements to a road
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	If a record is Null, the road does not have any degree of access control.

Domain:

Value	Description	Notes
Partial	Partial	
Full	Full	

### 35. AddDate

<b>Common Name</b>	Addition Date
<b>Definition</b>	The construction date for the section of the road (or, if built already, the date when the road was added to the state maintenance system)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	State-maintained roads, where available
<b>Values</b>	Dates
<b>Notes</b>	The date 12/31/1901 indicates that the date is unknown. Typically, December 31 <sup>st</sup> is used when the year is known, but the day and month are not.

### 36. AddDocID

<b>Common Name</b>	Addition Document
<b>Definition</b>	The reference number or code of the document that created the segment
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text
<b>Notes</b>	Typical values are the TIP or petition number.



### 37. AddDocType

<b>Common Name</b>	Addition Document Type
<b>Definition</b>	The type of documentation which created the segment or added the road to the state system
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Coded domain
<b>Notes</b>	This field should be related to the Addition Document field

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Petition	Petition	
TIP	TIP	
MA	Municipal Agreement	
Correction	Correction	
Other	Other	

### 38. BarePvmtRoute

<b>Common Name</b>	Bare Pavement System
<b>Definition</b>	A system of designated routes that are the first to be cleared and/or chemically treated in the event of winter weather conditions; generally consists of all interstates, four-lane divided primary routes and some secondary routes.
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Y	Yes	Segment is part of the Bare Pavement System

### 39. BaseDetail

<b>Common Name</b>	Detailed Base Type
<b>Definition</b>	Detailed base layer types
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	New Secondary Routes
<b>Values</b>	Coded domain
<b>Notes</b>	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement, and is used by the Pavement Management Unit.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
ABC	Aggregate Base Course, Stone	
B25.0B	B25.0B	
B25.0C	B25.0C	
I-19.0B	I19.0B	

I-19.0C	I19.0C
I-19.0D	I19.0D
Soil	Soil
STBC	Soil Type Base Course
CABC	Course Aggregate Base Course
SS	Stabilized Subgrade
CTABC	CTBC Cement Treated Aggregate Base Course

#### 40. BaseThickness

<b>Common Name</b>	Base Thickness
<b>Definition</b>	Thickness of the base layer (in inches)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	New Secondary Routes
<b>Values</b>	Positive numbers; Range domain 1-14
<b>Notes</b>	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement, and is used by the Pavement Management Unit.

#### 41. DesignSpd

<b>Common Name</b>	Design Speed
<b>Definition</b>	The speed used to determine the various geometric features of the roadway (in miles per hour)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; Range domain 15 - 80

#### 42. FcltyType

<b>Common Name</b>	Facility Type
<b>Definition</b>	The operational characteristics of the roadway
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

Value	Description	Notes
One Way	One-Way Roadway	
Couplet	Couplet	
GS Ramp	Grade-Separated Ramp	
Non-Main	Non-Mainline	
Public Facility	Public Facility	
Miscellaneous	Miscellaneous	
Non-GS Ramp	Non-Grade-Separated Ramp	

#### 43. FuncClass

<b>Common Name</b>	Functional Classification
<b>Definition</b>	A classification system of roads based on the traffic service they are intended to provide. Approval of changes are done by the Federal Highway Administration, and is managed by the Program Development Branch at NCDOT.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment

<b>Values</b>	Coded domain
<b>Notes</b>	Functional Classification (along with National Highway System and Urban Identification) determines federal-aid eligibility. All roads on the National Highway System are eligible for federal-aid. In addition, all routes functionally classified as Interstate (1) through Major Collector (5), plus urban Minor Collectors, are federal-aid eligible. Ramps are given the highest Functional Classification value of the routes they serve, but are not eligible for federal-aid.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Interstate	
2	PA-FrwyExp	Principal Arterial – Other Freeways and Expressways
3	PA-Other	Principal Arterial – Other
4	Minor Arterial	
5	Major Collector	
6	Minor Collector	
7	Local	

#### 44. FuncClassDate

<b>Common Name</b>	Functional Classification Date
<b>Definition</b>	The date which the road became part of the Federal Highway Administration Managed by the Program Development Branch at NCDOT
<b>Data Owner</b>	
<b>Extent</b>	Where applicable
<b>Values</b>	Dates

#### 45. HOVLnCount

<b>Common Name</b>	HOV Lanes
<b>Definition</b>	The number of HOV (high-occupancy vehicle) lanes
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers; domain range 1 - 12

#### 46. HOVType

<b>Common Name</b>	HOV Type
<b>Definition</b>	The type of HOV lanes
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Full-Time	Full-Time HOV	Section has exclusive HOV lanes (no other use permitted)
Part-Time	Part-Time HOV	Normal through lane(s) used as HOV lanes during specified time periods
Shldr/Prkg	Shoulder/Parking HOV	Shoulder/parking lane(s) used for HOV lanes during specific time periods

#### 47. ImprvtDate

<b>Common Name</b>	Improvement Date
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<b>Definition</b>	The date the most recent improvement that was made to the segment
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Dates
<b>Notes</b>	The date 12/31/1901 indicates that the date is unknown. Typically December 31 <sup>st</sup> is used when the year is known, but the day and month are not.

#### 48. ImprvDocID

<b>Common Name</b>	Improvement Document Identifier
<b>Definition</b>	The reference number or code of the improvement document
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text

#### 49. ImprvDocType

<b>Common Name</b>	Improvement Document Type
<b>Definition</b>	The type of document that references the most recent improvement to the segment
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text
<b>Notes</b>	Typical values are the TIP number.

Domain:

Value	Description	Notes
TIP	TIP	
Resrfc	Resurfacing Package	
PR	Paving Report	
Other	Other	

#### 50. ImprvType

<b>Common Name</b>	Improvement Type
<b>Definition</b>	The most recent improvement made to the segment
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text; Coded domain

Domain:

Value	Description	Notes
BR	Bridge Replacement	The total replacement of a structurally inadequate or functionally obsolete bridge with a new structure constructed in the same general traffic corridor to current geometric construction standards. A bridge removed and replaced with a lesser facility is considered a bridge replacement. Incidental roadway approach work is included.
MI	Minor Widening	The addition of more width per through lane, shoulder improvements, and/or turn lanes (regardless of length or width) to an existing facility without adding through lanes. The existing pavement is salvaged. Also included, where necessary, is the resurfacing of the existing pavement and other incidental improvements such as shoulder and drainage improvements.
MA	Major Widening	The addition of through lanes or dualization of an existing facility where the existing pavement is salvaged. Also included, where necessary, is

		the resurfacing of the existing pavement and other incidental improvements such as shoulder and drainage improvements.
NR	New Construction	Construction of a new route on an original location that does not replace an existing route, but which was designed and built as an independent facility.
RS	Resurfacing	Placement of additional material (concrete, asphalt, etc.) over the existing roadway to improve serviceability or to provide additional strength. There may be upgrading of unsafe features and other incidental work. If resurfacing is done as a final stage of construction, the preceding stage (relocation, reconstruction, minor widening, etc.) is used as the improvement type.
NL	Relocation	Construction of a facility on new location that replaces an existing route. The new facility carries all the through traffic, while the previous facility is closed or retained as a land-service road only.
IP	Initial Paving	This is used the first time an unpaved road is paved.
RE	Reconstruction	Reconstruction on substantially the same alignment. It may include the addition of through lanes, dualization, addition of interchanges or grade separations, or widening of through lanes. Reconstruction may also include the correction of alignment and/or shoulder and drainage deficiencies.
SI	Surface Improvement	Surface improvements such as crack sealing, diamond grinding, subsealing, joint repair, slurry seal, asphalt surface treatment, etc.
OT	Other	Other types of improvements.

### 51. LaneWidth

<b>Common Name</b>	Lane Width
<b>Definition</b>	The width of one travel lane on the section.
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Range Domain 6 - 20

### 52. LftPvdShldrWidth

<b>Common Name</b>	Left Paved Shoulder Width
<b>Definition</b>	The paved shoulder surface width for the left shoulder (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; Domain range: 1-16

### 53. LftShldrType

<b>Common Name</b>	Left Shoulder
<b>Definition</b>	The type of the left shoulder material
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Coded domain
<b>Notes</b>	On combination shoulders, the highest code present is used. For example, a shoulder that is bituminous and gravel would be coded as bituminous On divided roads, this refers to the inside shoulder; On undivided roads it is the shoulder on the left side when facing inventory direction (the line segment direction)

Domain Hierarchy:

Value	Description	Notes
Curb-Con	Curb - Concrete	

Curb-Bit	Curb - Bituminous
Concrete	Concrete
Bitum	Bituminous
Gravel	Gravel Or Stone
Grass	Grass Or Sod

#### 54. LftShldrWidth

<b>Common Name</b>	Left Shoulder Width
<b>Definition</b>	The total shoulder width for the left shoulder (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; Range domain 1-30
<b>Notes</b>	If the Left Shoulder Width is greater than the Left Paved Shoulder Width, then a combination shoulder is present, such as bituminous and grass.

#### 55. LftTrnLnType

<b>Common Name</b>	Left Turn Lane
<b>Definition</b>	The type of left turning lane
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Text; Coded domain
<b>Notes</b>	If left turn lane data is not present, there are no designated left turn lanes.

Domain:

Value	Description	Notes
Single	Single Turn Lane	Single left turn lane
Multiple	Multiple Turn Lanes	Multiple turn lanes; indicates multiple lanes devoted to the same turning movement or that there are single left turn lanes in each direction (if the road is not divided)
Continuous	Continuous Turn Lane	Continuous left turn lane; allows for left turns through multiple intersections
No Peak	No Turns During Peak Time	Left turns are prohibited during peak hours

#### 56. LftTrnLnWidth

<b>Common Name</b>	Left Turn Lane Width
<b>Definition</b>	The total combined width for the left turning lanes (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Positive numbers; Range domain 6-120

#### 57. MaintOps

<b>Common Name</b>	Maintenance Operation
<b>Definition</b>	The agency maintaining the segment,if ownership cannot be derived from Route Class
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers; Coded domain. This field contains exceptions: US, NC or Secondary Routes that are not maintained by NCDOT should have the correct owner identified in this field.

Domain:

Value	Description	Notes
2	County Highway Agency	County highway agency
3	Town or Township Highway Agency	Town or township highway agency
4	City of Municipal Highway Agency	City or municipal highway agency
11	State Park, Forest, or Reservation Agency	State park, forest, or reservation agency
12	Local Park, Forest, or Reservation Agency	Local park, forest, or reservation agency
13	Wildlife Resources Commission	Wildlife Resources Commission
21	Other State Agency	Other state agency
25	Other Local Agency	Other local agency
27	Railroad	Railroad
31	State Toll Road	State toll authority
32	Local Toll Authority	Local toll authority
40	Other Public Instrumentality (e.g., Airport)	Other public instrumentality (e.g., airport, school, university)
50	Indian Tribe Nation	Indian Tribe Nation
60	Other Federal Agency	Other federal agency
62	Bureau of Indian Affairs	Bureau of Indian Affairs
63	Bureau of Fish and Wildlife	Bureau of Fish and Wildlife
64	U.S. Forest Service	U.S. Forest Service
66	National Park Service	National Park Service
67	Tennessee Valley Authority	Tennessee Valley Authority
68	Bureau of Land Management	Bureau of Land Management
69	Bureau of Reclamation	Bureau of Reclamation
70	Corps of Engineers	Corps of Engineers
72	Air Force	Air Force
73	Navy/Marines	Navy/Marines
74	Army	Army
80	Other	Other
98	Private-Residential	Private-Residential
99	Private-Other	Private-Other

## 58. MedianType

<b>Common Name</b>	Median
<b>Definition</b>	The type of median present
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Text; Coded domain
<b>Notes</b>	No data indicates that there is no median present in that section, and that the road is not divided. Roads with a median length of at least 200ft are represented as separate lines (dual-carriageway). Medians that are at least two feet wide are coded in this field, regardless of whether the road is represented as a single line or a pair. Where multiple medians are present, the type that prohibits the most movement of vehicles is coded (for example a grass median with a cable guardrail is coded as a flexible positive barrier).

Domain Hierarchy:

Value	Description	Notes
RPB	Rigid Positive Barrier	Includes jersey barriers
SRPB	Semi-Rigid Positive Barrier	A raised median with a sloped edge; includes guardrails
FPB	Flexible Positive Barrier	Includes cable guardrails
PM	Paved Mountable	
Curb	Curb	This code is used for legacy data; eventually unspecified positive barriers will be coded as semi-rigid, rigid or flexible positive barriers
Grass	Grass	Includes cable guardrail
Striped	Striped	Striped (painted pavement)

## 59. MedianWidth

<b>Common Name</b>	Median Width
<b>Definition</b>	The width of the median (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers; range domain 1-999
<b>Notes</b>	On roads represented as two separate lines (divided), one-half of the median width is stored on each segment. If the road is represented as a single line, but has a median (typically because the median <i>length</i> is less than 200 feet), the entire median width is stored on the segment. Median Widths do not contain turn lanes. Median widths include left paved shoulder widths.

## 60. NHS

<b>Common Name</b>	National Highway System (NHS)
<b>Definition</b>	A network of nationally significant highways approved by Congress in the National Highway System Designation Act of 1995. New routes can also be added to the NHS.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers; Coded domain
<b>Notes</b>	No data indicates that the segment is not part of the NHS. All routes on the National Highway System are eligible for federal-aid.

Domain:

Value	Description	Notes
1	Is on the NHS	Section is on the NHS
2	Major Airport	NHS Connector – Major Airport
3	Major Port Facility	NHS Connector – Major Port Facility
4	Major Amtrak Station	NHS Connector – Major Amtrak Station
5	Major Rail/Truck Terminal	NHS Connector – Major Rail/Truck Terminal
6	Major Inter-city Bus Terminal	NHS Connector – Major Intercity Bus Terminal
7	Major Public Transit Terminal/Multi-modal Passenger Terminal	NHS Connector – Major Public Transit Terminal
8	Major Pipeline Terminal	NHS Connector – Major Pipeline Terminal
9	Major Ferry Terminal	NHS Connector – Major Ferry Terminal
11	Congressional High Priority Corridor	Congressional High Priority Corridors
21	MAP-21	MAP-21

## 61. NHSDate

<b>Common Name</b>	NHS Date
<b>Definition</b>	The date the segment was added to the NHS
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Currently only populated on Map-21 NHS routes
<b>Values</b>	Dates

## 62. OwnerName

<b>Common Name</b>	Ownership Name
<b>Definition</b>	Owner Name
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	
<b>Values</b>	Text



### 63. OwnerType

<b>Common Name</b>	Ownership type
<b>Definition</b>	The agency that maintains the segment, if ownership cannot be derived from Route Class
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Number; Coded domain
<b>Notes</b>	This field contains exceptions: US, NC or Secondary Routes that are not maintained by NCDOT should have the correct owner identified in this field.

Domain:

Value	Description	Notes
2	County Highway Agency	County highway agency
3	Town or Township Highway Agency	Town or township highway agency
4	City or Municipal Highway Agency	City or municipal highway agency
11	State Park, Forest, or Reservation Agency	State park, forest, or reservation agency
12	Local Park, Forest, or Reservation Agency	Local park, forest, or reservation agency
13	Wildlife Resources Commission	Wildlife Resources Commission
21	Other State Agency	Other state agency
25	Other Local Agency	Other local agency
27	Railroad	Railroad
31	State Toll Road	State toll authority
32	Local Toll Authority	Local toll authority
40	Other Public Instrumentality (e.g., Airport)	Other public instrumentality (e.g., airport, school, university)
50	Indian Tribe Nation	Indian Tribe Nation
60	Other Federal Agency	Other federal agency
62	Bureau of Indian Affairs	Bureau of Indian Affairs
63	Bureau of Fish and Wildlife	Bureau of Fish and Wildlife
64	U.S. Forest Service	U.S. Forest Service
66	National Park Service	National Park Service
67	Tennessee Valley Authority	Tennessee Valley Authority
68	Bureau of Land Management	Bureau of Land Management
69	Bureau of Reclamation	Bureau of Reclamation
70	Corps of Engineers	Corps of Engineers
72	Air Force	Air Force
73	Navy/Marines	Navy/Marines
74	Army	Army
80	Other	Other
98	Private-Residential	Private-Residential
99	Private-Other	Private-Other

### 64. RestrictedAccess

<b>Common Name</b>	Restricted Access
<b>Definition</b>	Sections of road that are maintained by a public entity but are inaccessible to the public (for example, roads on military bases)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where Applicable
<b>Values</b>	Text; Coded domain

Domain:

Value	Description	Notes
Y	Yes	Segment has restricted access

### 65. PeakLanes

<b>Common Name</b>	Peak Lanes
<b>Definition</b>	The number of lanes in the peak direction of flow during the peak hour, in cases where it cannot be derived from the number of lanes

<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	HPMS Samples
<b>Values</b>	Positive numbers
<b>Notes</b>	A four-lane road in which one of the lanes is reversed during the peak hour to accommodate traffic movement would have a Peak Lanes value of 3. If there is no data in the field, assume the Peak Lanes is $\frac{1}{2}$ the Number of Lanes on undivided roads, or the Number of Lanes in the peak direction if the road is divided.

#### 66. PostedRoute

<b>Common Name</b>	Posted Route
<b>Definition</b>	A system of designated secondary routes where truck traffic with axle weights exceeding 13,000 pounds is prohibited by ordinance.
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Text
<b>Notes</b>	The value is the ordinance number Any value present indicates that the segment is part of the Posted Route system

#### 67. ROW

<b>Common Name</b>	Right of Way
<b>Definition</b>	The width of land acquired by NCDOT for roadway construction or improvement (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; range domain 9-999
<b>Note</b>	Right of Way can vary continuously along the road. The data has been generalized in areas of widely varying Right of Way to represent significant changes.

#### 68. RtPvdShldrWidth

<b>Common Name</b>	Right Paved Shoulder Width
<b>Definition</b>	The paved shoulder surface width for the right shoulder (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; one decimal place; Range domain 1-30

#### 69. RtShldrType

<b>Common Name</b>	Right Shoulder
<b>Definition</b>	The type of right surface material
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text; Coded domain
<b>Notes</b>	On combination shoulders, the highest code present is used. For example, a shoulder that is bituminous and gravel would be coded as bituminous. On divided roads, this refers to the outside shoulder; on undivided roads it is the shoulder on the right side when facing inventory direction (the line segment direction).

Domain Hierarchy:

Value	Description	Notes
Curb-Con	Curb - Concrete	
Curb-Bit	Curb - Bituminous	
Concrete	Concrete	
Bitum	Bituminous	
Gravel	Gravel or Stone	
Grass	Grass or Sod	

## 70. RtShldrWidth

<b>Common Name</b>	Right Shoulder Width
<b>Name</b>	The total shoulder width for the right shoulder (in feet)
<b>Definition</b>	OPM (Operations Program Management)
<b>Data Owner</b>	
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; Range domain 1-30
<b>Notes</b>	If the Right Shoulder Width is great than the Right Paved Shoulder Width, then a combination shoulder is present, such as bituminous and grass

## 71. RtTrnLnType

<b>Common Name</b>	Right Turn Lane
<b>Definition</b>	The type of right turning lane
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Text; Coded domain
<b>Notes</b>	If right turn lane data is not present, there are no designated right turn lanes..

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Single	Single Turn Lane	Single right turn lane
Multiple	Multiple Turn Lanes	Multiple turn lanes; indicates multiple lanes devoted to the same turning movement or that there are single right turn lanes in each direction (if the road is not divided)
Continuous	Continuous Turn Lane	Continuous left turn lane; allows for left turns through multiple intersections
No Peak	No Turns During Peak Time	Right turns are prohibited during peak hours

## 72. RtTrnLnWidth

<b>Common Name</b>	Right Turn Lane Width
<b>Definition</b>	The total combined width for the right turning lanes (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Positive numbers; Range domain 1-120

## 73. SampleID

<b>Common Name</b>	Sample ID
<b>Definition</b>	The HPMS Sample identification number
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	HPMS Samples
<b>Values</b>	Positive numbers; Range domain 100000-999999
<b>Notes</b>	Samples are reported annually to the Federal Highway Agency as part of the HPMS Report. Detailed data is provided for the samples as part of the report.

## 74. SpeedLimit

<b>Common Name</b>	Speed Limit
<b>Definition</b>	The posted speed limit (in miles per hour)
<b>Data Owner</b>	Traffic Safety Unit
<b>Extent</b>	State maintained roads
<b>Values</b>	Positive numbers
<b>Notes</b>	Data comes from traffic ordinances governing speed limit; where there is no ordinance, the speed limit is 35 within municipalities and 55 outside municipalities.

## 75. MilitaryBase

<b>Common Name</b>	STRAHNET Military Base
<b>Definition</b>	The military base that the STRAHNET route is located within
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Text; Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Pope Air Force Base	Pope Air Force Base
2	Seymour Johnson Air Force Base	Seymour Johnson Air Force Base
3	Fort Bragg Army Base	Fort Bragg Army Base
4	Camp Lejeune Marine Base	Camp Lejeune Marine Base
5	Cherry Point Marine Air Station	Cherry Point Marine Air Station
6	New River Marine Air Station	New River Marine Air Station
7	Elizabeth City Coast Guard Air Station	Elizabeth City Coast Guard Air Station

## 76. SrfcDetail

<b>Common Name</b>	Detailed Surface Type
<b>Definition</b>	The detailed surface type
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text; Coded domain
<b>Notes</b>	Used by the Pavement Management Unit.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Asphalt	Asphalt, Hot Mix Asphalt, Plant Mix Asphalt	
BST	BST	
AST	AST	
S4.75A	S4.75A	
S9.5A	S9.5A	
S9.5B	S9.5B	
S9.5C	S9.5C	
S9.5D	S9.5D	
SF9.5A	SF9.5A	
S12.5B	S12.5B	
S12.5C	S12.5C	
S12.5D	S12.5D	
I-1	I-1	
I-2	I-2	
JCP	Jointed Concrete Pavement	
CRCP	Continuously reinforced concrete pavement	
HDS	Heavy Duty Surface	
Gravel	Gravel	
59.5D	59.5D	

## 77. SrfcThickness

<b>Common Name</b>	Surface Thickness
<b>Definition</b>	The thickness of the surface layer of pavement/concrete in inches
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; two decimal places; range domain 0.25-18

## 78. SrfcType

<b>Common Name</b>	Surface Type
<b>Definition</b>	Th type of surface pavement on the segment
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	State-maintained roads
<b>Values</b>	Text; Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Unpaved	Unpaved	Unpaved (includes Aggregate Base Course)
Bitum	Bituminous	Bituminous
JPCP	JPCP	Jointed Plain Concrete Pavement
CRCP	CRCP	Continuously reinforced concrete pavement
AC_AC	AC overlay on AC	Asphalt-concrete (AC) overlay over existing AC pavement
AC_JCP	AC overlay on JCP	AC overlay over existing jointed concrete pavement
AC_CRCP	AC overlay on CRCP	Bituminous overlay over existing CRCP
UJC_PCC	Unbonded JC Overlay on PCC	Unbonded jointed concrete overlay on PCC pavement
BPCC_PCC	Bonded PCC Overlay on PCC	Bonded PCC overlay on PCC pavement
Other	Other (includes bridge decks, whitetopping, brick)	Other (includes bridge decks, whitetopping, brick, etc.)

## 79. SrfcWidth

<b>Common Name</b>	Surface Width
<b>Definition</b>	The paved surface width (in feet), or the road width from ditch to ditch on unpaved roads (in feet)
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	State-maintained roads
<b>Values</b>	Positive numbers; range domain 9-400
<b>Notes</b>	Surface Width does not include the median width (unless it is a Striped median). On divided roads, the Surface Width value is the paved width on that side of the median. On paved roads, Surface Width is edge of pavement to edge of pavement (includes paved shoulders).

## 80. STRAHNETDate

<b>Common Name</b>	Strategic Highway Network Date
<b>Definition</b>	Date
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Dates

## 81. STRAHNETType

<b>Common Name</b>	STRAHNET
<b>Definition</b>	The military's Strategic Highway Network (a subset of the National Highway System)
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable
<b>Values</b>	Number; Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Regular STRAHNET	STRAHNET route
2	Connector	STRAHNET connector route

## 82. StreetName

<b>Common Name</b>	Street Name
<b>Definition</b>	Local Street Name
<b>Data Owner</b>	Local County GIS / NCDOT GIS
<b>Extent</b>	Where applicable
<b>Values</b>	Text

## 83. TerrainType

<b>Common Name</b>	Terrain
<b>Definition</b>	Generalized terrain classification
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Number; Coded domain

Domain:

Value	Description	Notes
1	Level	
2	Rolling	
3	Mountainous	

## 84. ThruLaneCount

<b>Common Name</b>	Through Lanes
<b>Definition</b>	The number of through lanes
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	State-maintained roads, some non-system roads (where applicable), some ramps (where applicable)
<b>Values</b>	Positive numbers; range 1-12
<b>Notes</b>	Does not include ancillary lanes used for ramps and turning movements On divided roads, the value is the number of through lanes in that direction

## 85. TollCharged

<b>Common Name</b>	Toll Charged
<b>Definition</b>	The travel direction that a toll is charged
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Toll roads
<b>Values</b>	Text; Coded domain

Domain:

Value	Description	Notes
One Dir	One Direction	Toll is charged in one direction only
Both Dir	Both Directions	Toll is charged in both directions
None	No Toll Charged	No toll is charged on the toll road

## 86. TollID

<b>Common Name</b>	Toll ID
<b>Definition</b>	The identification name assigned by FHWA to the toll road.

<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Toll roads
<b>Values</b>	Number; Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
193	Triangle Expressway	
194	Western Wake Expressway	
378	Monroe Expressway	
379	I-77 Express Lanes	

## 87. TollType

<b>Common Name</b>	Toll Type
<b>Definition</b>	The type of toll relating to function and accessibility
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Toll roads
<b>Values</b>	Text; Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Regular	Regular Toll	
HOT	HOT Lanes	HOT (High Occupancy Toll) lanes

## 88. MunPopGroup

<b>Common Name</b>	Municipal Population Group
<b>Definition</b>	Population of the municipality where the segment is located
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments located within Municipal Boundaries
<b>Values</b>	Number; Coded domain
<b>Notes</b>	No data indicates that the segment is not within any city or town limits.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Under 1,000 Population	Municipality population is under 1,000
2	1,000 to 2,499	Municipality population is between 1,000 and 2,499
3	2,500 to 4,999	Municipality population is between 2,500 and 4,999
4	5,000 to 9,999	Municipality population is between 5,000 and 9,999
5	10,000 to 24,999	Municipality population is between 10,000 and 24,999
6	25,000 to 49,999	Municipality population is between 25,000 and 49,999
7	50,000 to 99,999	Municipality population is between 50,000 and 99,999
8	100,000 and over	Municipality population is over 100,000

## 89. TownCode

<b>Common Name</b>	Town Code
<b>Definition</b>	A code identifying the municipality where the segment is located
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments located within Municipal Boundaries
<b>Values</b>	Text; Coded domain – contact the GIS Unit for a full list of codes
<b>Notes</b>	The first two digits of the Town Code are the NCDOT Division number. Towns which cross division boundaries are assigned two different town codes, but only one town code is used for each municipality. Null indicates a segment which is not within any city or town limits.

## 90. TownName

<b>Common Name</b>	Town Name
<b>Definition</b>	The name identifying the municipality where the segment is located
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments located within Municipal Boundaries
<b>Values</b>	Text; Coded domain – contact the GIS Unit for a full list of codes
<b>Notes</b>	

## 91. TrkRoute

<b>Common Name</b>	Truck Route
<b>Definition</b>	Internal and federally-designated truck routes
<b>Data Owner</b>	
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers; Coded domain
<b>Notes</b>	No data indicates that trucks are allowed on the route without restrictions.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
2	Parkway- Trucks/Commercial Vehicles Prohibited	Parkway – trucks and commercial vehicles prohibited
4	Not a Parkway - Trucks/Commercial Vehicles Prohibited	Not a parkway – trucks and commercial vehicles prohibited
3	Not a Parkway- Trucks/Commercial Vehicles Prohibited during specific periods; not a designated Truck Route	Not a parkway – trucks and commercial vehicles prohibited during specific times
5	Designated Truck Route (Federally approved)	National Network (federally approved)

## 92. TrkRouteDate

<b>Common Name</b>	Truck Route Date
<b>Definition</b>	The date which added internal and federally-designated truck routes
<b>Data Owner</b>	
<b>Extent</b>	Where applicable
<b>Values</b>	Dates
<b>Notes</b>	No data indicates that trucks are allowed on the route without restrictions.

## 93. UrbanType

<b>Common Name</b>	Urban Area Type
<b>Definition</b>	The designated code of the Urban Area where the segment is located
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments located within Urbanized and Urban Areas (represented as the Smoothed Urban Boundaries)
<b>Values</b>	Text; Coded domain
<b>Notes</b>	No data indicates a rural segment; any value other than 0 or null indicates an urban segment This field should be used to determine rural/urban designation. This field is not related to whether or not the segment is within a town or city

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Urban Cluster	Urban Cluster	
Urbanized Area	Urbanized Area	



#### 94. UrbanID

<b>Common Name</b>	Urban ID
<b>Definition</b>	The 5-digit census code of the Urban Area where the segment is located
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments located within Urbanized and Urban Areas (represented as the Smoothed Urban Boundaries)
<b>Values</b>	Integer; Coded domain – see the metadata or contact the GIS Unit for a full list of codes
<b>Notes</b>	No data indicates a rural segment; any value other than 0 or null indicates an urban segment This field should be used to determine rural/urban designation. This field is not related to whether or not the segment is within a town or city.

#### 95. UrbanPop

<b>Common Name</b>	Urban Population
<b>Definition</b>	Population based on the Urban Area that the segment is located within
<b>Data Owner</b>	
<b>Extent</b>	Every segment
<b>Values</b>	Integer; Coded domain
<b>Notes</b>	Populations are estimates of urban areas (updated annually). Populations are officially updated by the Census Bureau every ten years. Codes 3-7 are considered Urban. This field is not related to whether or not the segment is within a town or city.

Domain:

Value	Description	Notes
1	< 2,500	Rural
2	2,500 to 4,999	Reserved for future use; the minimum population of a small urban boundary is 5,000
3	5,000 to 24,999	Urban population between 5,000 and 24,999
4	25,000 to 49,999	Urban population between 25,000 and 49,999
5	50,000 to 99,999	Urbanized population between 50,000 and 99,999
6	100,000 to 199,999	Urbanized population between 100,000 and 199,999
7	> 200,000	Urbanized population greater than 200,000

#### 96. Shape\_Length

<b>Common Name</b>	Shape Length
<b>Definition</b>	The two-dimensional length of the segment (in feet)
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	Do not use this field to determine the length of segments or routes. Instead, refer to the MPLength field for an accurate segment length. The official length is based on mileposts, because they reflect three-dimensional measurements.

### Removed Fields:

(Removed starting 1st Quarter 2022)

#### 97. AppaDevHwy

<b>Common Name</b>	Appalachian Development Highway
<b>Definition</b>	Indicates segments part of the Appalachian Development Highway
<b>Data Owner</b>	OPM (Operations Program Management)

<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Y	Yes	Segment participants in the Appalachian Development Highway program

## 98. CounterPkLanes

<b>Common Name</b>	Counter Peak Lanes
<b>Definition</b>	The number of lanes in the counter-peak direction of flow during the peak hour, in cases where it cannot be derived from the number of lanes
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	HPMS Samples
<b>Values</b>	Positive numbers
<b>Notes</b>	For example, a four-lane road in which one of the lanes is reversed during the peak hour to accommodate traffic movement would have a Counter Peak Lanes value of 1 and a Peak Lanes value of 3. If there is no data in the field, assume that the Counter Peak Lanes is $\frac{1}{2}$ the Number of Lanes on undivided roads, or the Number of Lanes in the counter peak direction if the road is divided.

(Removed starting 3<sup>rd</sup> Quarter 2020)

## 99. HOVAccess

<b>Common Name</b>	HOV Access
<b>Definition</b>	The type of access of HOV lanes
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
2 or More	2 or More People	Vehicles with 2 or more persons allowed
Buses	Buses Only	Buses only

(Removed starting 2nd Quarter 2019)

## 100. StructurID

<b>Common Name</b>	Structure ID
<b>Definition</b>	Structure Identifier
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Where available
<b>Values</b>	Text

## 101. StructurType [STRCTR\_CD]

<b>Common Name</b>	Structure Type
<b>Definition</b>	A structure (bridge, tunnel or causeway) is present
<b>Data Owner</b>	OPM (Operations Program Management)
<b>Extent</b>	Populated on primaries; sparsely populated on other route classes

<b>Values</b>	Text; Coded domain
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Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Bridge	Bridge	Bridges and pipes greater than 20 feet
Tunnel	Tunnel	
Causeway	Causeway	

(removed starting 4th Quarter 2016)

## 102. SHS [SHS\_TYP\_CD]

<b>Common Name</b>	State Highway System
<b>Definition</b>	An internal classification system based on route class and Municipal Boundaries
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain (integer)
<b>Notes</b>	"Rural" refers to a segment that is outside of municipality limits and is not related to the Urban Area boundaries.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Rural Primary	Interstate, US or NC route not within a municipal boundary
2	Mun Primary (Over 5000)	Interstate, US or NC route within a municipality with a population over 5,000
3	Mun Primary (Under 5000)	Interstate, US or NC route within a municipality with a population under 5,000
4	Rural Secondary	Secondary Route not within a municipal boundary
5	Mun Secondary (Over 5000)	Secondary Route within a municipality with a population over 5,000
6	Mun Secondary (Under5000)	Secondary Route within a municipality with a population under 5,000
7	Non-System	Municipality-maintained road
8	Other State Agency	Other state agency-maintained road
9	Federal	Federal agency-maintained road
10	Rural Ramp	Ramp not within a municipal boundary
11	Mun Ramp (Over 5000)	Ramp within a municipality with a population over 5,000
12	Mun Ramp (Under 5000)	Ramp within a municipality with a population under 5,000
14	Projected	Projected road