



Pavement Analyst Data Dictionary

DATA COLLECTION SECTIONS

Prepared by

Texas Department of Transportation

Maintenance Division, Pavement Preservation Branch

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Summary

The Pavement Analyst (PA) Data Collection Section Table is a roadbed based file that contains basic location and inventory information.

It is built from the Roadway Highway Network (RHiNo) table in the Geospatial Roadway Inventory Database (GRID) during the annual file build process that is done before the start of the new fiscal year.

The table contains one record for every Data Collection Section on the highway network from FY1996 to present. Data Collection Sections are typically 0.5-mile long, although they can be shorter (down to 0.1-mile). A Data Collection Section is assigned for every roadbed, both main lanes and frontage roads, on a section of highway. The values shown below are from the screens and setup tables in PA.

DATA COLLECTION SECTION TABLE (TX_PMIS_DATA_COL)

[\(Pavement Mgmt > Database > Inventory > PMIS Data Collection Sections\)](#)

AADT CURRENT

THE PUBLISHED AVERAGE DAILY ESTIMATE OF VEHICLES FOR ALL LANES OF TRAFFIC ON A PARTICULAR HIGHWAY (SINGLE DIRECTION FOR MAINLANES, POSSIBLY BOTH DIRECTIONS FOR FRONTAGE ROADS) OVER THE LENGTH OF A TRAFFIC SECTION. THIS FIGURE INCLUDES VARIOUS 'ADJUSTMENTS' SUCH AS AXLE FACTORS, SEASONAL VARIATIONS, GROUP FACTORS, DUMMY FIGURES, ETC. USED TO HELP TRACK TRAFFIC TRENDS EVEN THOUGH IT IS NOT FLAGGED AS AN 'ADJUSTED' AADT. THE HIGHEST ADT FOR ANY PORTION OF THE DATA COLLECTION SECTION IS USED. ADT ACCESSED ONCE A YEAR AT THE BEGINNING OF THE DATA COLLECTION CYCLE. REMAINS UNCHANGED TO INSURE REPORTS PRODUCE CONSISTENT RESULTS. AADT_CURRENT VALUES IN PMIS ARE STORED BY ROADBED.

Column ID: TX_AADT_CURRENT
Format / Length: Integer / 6
Unit:
Values: 0 THRU 999999
Reference:
Comments:

AADT CURRENT 18KIP YEAR

THE FISCAL YEAR WHEN THE CURRENT 18-KIP ESAL WAS COLLECTED.

Column ID: TX_AADT_CURRENT_18KIP_YEAR
Format / Length: Integer / 4
Unit:
Values:

Reference:
Comments: Standard YYYY format

AADT CURRENT YEAR

THE FISCAL YEAR WHEN THE CURRENT ANNUAL AVERAGE DAILY TRAFFIC WAS COLLECTED.

Column ID: TX_AADT_CURRENT_YEAR
Format / Length: Integer / 4
Unit:
Values: 9999
Reference: SEE GRID AADT-CURRENT-YEAR
Comments: Standard YYYY format

ACTUAL WORK CODE

THE ACTUAL WORK THAT WAS DONE AS SHOWN ON DCIS.

Column ID: TX_ACTUAL_WORK_CODE
Format / Length: String / 100
Unit:
Values:

CNF - Convert Non-Freeway To
HES - Hazard Elimination & Safety
MSC - Miscellaneous Construction
NLF - New Location Freeway
NNF - New Location Non-Freeway
OV - Overlay
RER - Rehabilitation of Existing Road
RES - Restoration
RM - Routine Maintenance Project (Not Sealed)
RMS - Routine Maintenance Project (Sealed)
SC - Seal Coat
SKP - SKIP (Exempt from sealing – Transportation Enhancement Project)
SP2 - Super-2 Highway
SSW - Systemic Widening Projects

UGN - Upgrade to Standards Non- Freeway

UPG - Upgrade to Standards Freeway

WF - Widen Freeway

WNF - Widen Non-Freeway

Reference: SETUP_DCIS_PROJ_CLS.DCIS_PROJ_CLS_DESC

Comments: This is a subset of the full list found in the reference. Not populated on PA prior to FY2018

ADT-HISTORY-YEAR1

THE PREVIOUS FISCAL YEAR'S PUBLISHED AVERAGE DAILY ESTIMATE OF VEHICLES FOR ALL LANES OF TRAFFIC ON A PARTICULAR HIGHWAY (SINGLE DIRECTION FOR MAINLANES, POSSIBLY BOTH DIRECTIONS FOR FRONTAGE ROADS) OVER THE LENGTH OF A TRAFFIC SECTION. THIS FIGURE INCLUDES VARIOUS 'ADJUSTMENTS' SUCH AS AXLE FACTORS, SEASONAL VARIATIONS, GROUP FACTORS, DUMMY FIGURES, ETC. USED TO HELP TRACK TRAFFIC TRENDS EVEN THOUGH IT IS NOT FLAGGED AS AN 'ADJUSTED' AADT. THE HIGHEST ADT FOR ANY PORTION OF THE DATA COLLECTION SECTION IS USED. ADT ACCESSED ONCE A YEAR AT THE BEGINNING OF THE DATA COLLECTION CYCLE. REMAINS UNCHANGED TO INSURE REPORTS PRODUCE CONSISTENT RESULTS. AADT_HISTORY_YEAR1 VALUES IN PMIS ARE STORED BY ROADBED.

Column ID: TX_HY_1

Format / Length: Integer / 6

Unit:

Values: 0 THRU 999999

Reference: SEE GRID AADT-HISTORY-YEAR-1

Comments: This refers to the AADT value for the previous fiscal year not the current fiscal year.

ATHWLD 100 LBS

THE ESTIMATED DAILY AVERAGE OF THE TEN HEAVIEST WHEEL LOADS TRAVELING A PARTICULAR TRAFFIC SECTION IN 100'S OF POUNDS.

Column ID: TX_ATHWLD_100_LBS
Format / Length: Number / 3.0
Unit: 100 pounds
Values: 0 THRU 999
Reference: SEE GRID ATHWLD-100lbs
Comments:

ATTACHMENT

THE ID VALUE OF THE ATTACHMENT.

Column ID: COMMENT_ID
Format / Length: Integer / 0
Unit:
Values:
Reference:
Comments: Currently set to NULL

AUDIT REQUIRED FLAG

INDICATES THAT AUDIT DATA NEEDS TO BE COLLECTED FOR THE DATA COLLECTION SECTION.

Column ID: TX_AUDIT_REQUIRED_FLAG
Format / Length: Integer / 1
Unit:
Values: 1 - YES
0 - NO
Reference:
Comments: Previously displayed as Y = Yes and Blank / Null = No. This field is displayed as a checkbox in PA.

BASE THICKNESS (MM)

THE PREDOMINANT THICKNESS OF THE BASE MATERIAL, USED IN THE DATA COLLECTION SECTION.

Column ID: TX_BASE_THICK_MEAS
Format / Length: Number / 2.1
Unit: mm
Values: 0 THRU 99.9
Reference:
Comments:

BASE TYPE CODE

THE PREDOMINANT TYPE OF BASE USED IN THE DATA COLLECTION SECTION.

Column ID: TX_BASE_TYPE_CODE
Format / Length: String / 50
Unit:
Values: 201 - FLEXIBLE BASE GR 1
202 - FLEXIBLE BASE GR 2
203 - FLEXIBLE BASE GR 1-2
204 - FLEXIBLE BASE GR 3
205 - FLEXIBLE BASE GR 4
206 - FLEXIBLE BASE GR 5
207 - LIME TREATED BASE
208 - CEMENT TREATED BASE
209 - FLY ASH TREATED BASE
210 - LIME / FLY ASH TREATED BASE
211 - ASPHALT TREATED BASE
212 - EMULSION TREATED BASE
213 - FOAMED ASPHALT BASE
214 - CEMENT TREATED BASE W/BOND BREAKER
215 - ROLLER COMPACTED CONCRETE (RCC)
216 - ASPHALT DRAINABLE BASE
217 - CONCRETE DRAINABLE BASE
218 - FLEXIBLE BASE (SEMI DRAINABLE-LOW FINES)
219 - HOT MIX ASPHALT (HMA)
Reference: SEE RLS LAYER-MATERIAL-TYPE-CODE WITH PAVEMENT-LAYER-ID = BS (BASE).
Comments: Currently set to NULL

BASE WIDTH

THE PREDOMINANT WIDTH OF THE BASE, TO THE NEAREST FOOT, USED IN THE DATA COLLECTION SECTION.

Column ID: TX_BASE_WIDTH_MEAS
Format / Length: Number / 2.0
Unit: Feet
Values: 0 THRU 99
Reference: RLS LAYER-WIDTH-MEAS WITH PAVEMENT-LAYER-ID = BS (BASE).
Comments:

BEGINNING DFO

THE BEGINNING DISTANCE FROM ORIGIN, THIS IS A CALCULATED VALUE THAT MEASURES THE DISTANCE FROM THE BEGINNING OF THE HIGHWAY TO THE BEGINING OF A DATA COLLECTION SECTION.

Column ID: OFFSET_FROM
Format / Length: Number / 7
Unit: Miles
Values: 0.0 THRU 9999.999
Reference:
Comments:

BEGINNING TRM DISPLACEMENT

THE BEGINNING DISPLACEMENT FROM THE START OF THE REFERENCE MARKER FOR A DATA COLLECTION SECTION.

Column ID: TX_BEG_REF_MRKR_DISP
Format / Length: Number / 5
Unit: Miles
Values: 0.0 THRU 99.999
Reference:
Comments:

BEGINNING TRM NUMBER

THE TEXAS REFERENCE MARKER ASSOCIATED WITH THE BEGINNING OF A DATA COLLECTION SECTION.

THE TEXAS REFERENCE MARKER NUMBER IS A COMBINATION OF THE REFERENCE MARKER NUMBER AND THE REFERENCE MARKER SUFFIX.

THE MARKER NUMBER IS A NUMBER THAT IDENTIFIES THE LOCATION ON A HIGHWAY. IT IS ASSIGNED TO A PHYSICAL MARKER ON THE HIGHWAY OR THE NUMBER IS A VIRTUAL (IMAGINARY) MARKER AT THE HIGHWAY'S ORIGIN AND IS ASSIGNED A VALUE OF 0000. PHYSICAL MARKERS ARE NUMBERED FROM THE STATE-LINE TO STATE-LINE AND FROM WEST TO EAST OR NORTH TO SOUTH (SOUTH TO NORTH FOR INTERSTATE HIGHWAYS).

THE MARKER SUFFIX IS A CHARACTER ASSIGNED TO A REFERENCE MARKER NUMBER WHEN IT IS PHYSICALLY MOVED IN THE FIELD OR ITS LOCATION CHANGES.

Column ID: TX_BEG_REF_MARKER_NBR

Format / Length: Number / 5

Unit:

Values: HIGHWAY NUMBER VALUES:
0000 THRU 9999

HIGHWAY SUFFIX VALUES:

BLANK = ORIGINAL LOCATION

A = FIRST LOCATION CHANGE

B - Z = FURTHER LOCATION CHANGES

Reference:

Comments:

BROAD PAVEMENT TYPE

IDENTIFIES THE BROAD CATEGORY OF PAVEMENT. EACH BROAD PAVEMENT TYPE HAS DIFFERENT VISUAL DISTRESSES THAT ARE RATED.

Column ID: TX_PVMNT_TYPE_BROAD_CODE

Format / Length: Integer / 1
Unit:
Values: DISPLAYED ON THE PA SCREENS
A - ASPHALTIC CONCRETE PAVEMENT (ACP)
C - CONTINUOUSLY REINFORCED CONCRETE
PAVEMENT (CRCP)
J - JOINTED CONCRETE PAVEMENT (JCP)
U - UNPAVED
Reference:
Comments: PA has added a code 4 for unpaved roads but it is not
currently used.

COMMENTS

COMMENTS ON THE WORK ORDER (FROM WORK ORDERS).

Column ID: COMMENT_STR
Format / Length: String / 4000
Unit:
Values:
Reference:
Comments: Currently set to NULL

COMPLETION DATE

THE DATE THAT THE PROJECT WAS COMPLETED.

Column ID: COMPLETION_DATE
Format / Length: Date
Unit:
Values:
Reference:
Comments:

COUNTY

IDENTIFIES ONE OF THE 254 GEOGRAPHIC DIVISIONS WITHIN THE
STATE OF TEXAS (TXDOT COUNTY NUMBER).

NOT THE SAME AS FIPS (FEDERAL INFORMATION PROCESSING SYSTEM) COUNTY CODE USED IN MANY FEDERAL PROGRAMS SUCH AS HPMS.

CONVERSION EQUATION IS: $FIPS = (2 * COUNTY-NBR) - 1$, EXCEPT FOR KENEDY (066), MADISON (154), MARION (155), MARTIN (156), MASON (157), MATAGORDA (158), MAVERICK (159), MCCULLOCH (160), MCLENNAN (161) AND MCMULLEN (162) COUNTIES. KENEDY COUNTY (066) WAS RENAMED AND FIPS ORDERS COUNTIES STARTING WITH 'MC' PRIOR TO COUNTIES STARTING WITH 'M'.

Column ID: TX_COUNTY_NBR

Format / Length: String / 50

Unit:

Values: 1 THRU 254 FOLLOWED BY THE COUNTY NAME

Reference: SEE GRID COUNTY-NBR.

Comments:

CUM 18KIP LAST OVERLAY QTY

REPRESENTS THE SUM OF 18-KIP ESAL (EQUIVALENT SINGLE-AXLE LOADINGS) SINCE THE LAST OVERLAY FOR THE DATA COLLECTION SECTION. THESE VALUES ARE STORED IN THOUSANDS. FOR EXAMPLE, 5 MILLION CUMULATIVE 18-KIP ESAL IS STORED IN THE DATABASE AS 5000. IF NO OVERLAY ON THIS DATA COLLECTION SECTION:

$CUM-18KIP-LAST-OVERLAY-QTY = 0$.

IF $LAST-OVERLAY-DATE > DATE$ OF LAST ANNUAL FILE BUILD:

$CUM-18KIP-LAST-OVERLAY-QTY = (CURRENT-18KIP-MEAS / 20) * (NUMBER\ OF\ MONTHS / 12)$.

IF CURRENT-18KIP-MEAS DOES NOT EXIST:

$CUM-18KIP-LAST-OVERLAY-QTY = (PREVIOUS\ CUM-18KIP-LAST-OVERLAY-QTY) + (PREVIOUS\ CUM-18KIP-LAST-OVERLAY-QTY / 20)$.

OTHERWISE:

$CUM-18KIP-LAST-OVERLAY-QTY =$

$(PREVIOUS\ CUM-18KIP-LAST-OVERLAY-QTY) +$

$(CURRENT-18KIP-MEAS - PREVIOUS\ CURRENT-18KIP-MEAS)$.

Column ID: TX_CUM_18KIP_LAST_OVERLAY_QTY
Format / Length: Integer / 9
Unit: 1000
Values: 0 THRU 999999999
Reference:
Comments:

CUM 18KIP ORIG SURFACE QTY

REPRESENTS THE SUM OF 18-KIP ESAL (EQUIVALENT SINGLE-AXLE LOADINGS) SINCE THE ORIGINAL SURFACE FOR THE DATA COLLECTION SECTION. THESE VALUES ARE STORED IN THOUSANDS. FOR EXAMPLE, 5 MILLION CUMULATIVE 18-KIP ESAL IS STORED IN THE DATABASE AS 5000. IF CURRENT-18KIP-MEAS DOES NOT EXIST: CUM-18KIP-ORIG-SURFACE-QTY = (PREVIOUS CUM-18KIP-ORIG-SURFACE-QTY) + (PREVIOUS CUM-18KIP-ORIG-SURFACE-QTY / 20). IF DATA COLLECTION SECTION WAS NEWLY CONSTRUCTED OR RECONSTRUCTED SINCE LAST COLLECTION YEAR:

CUM-18KIP-ORIG-SURFACE-QTY = (CUM-18KIP-ORIG-SURFACE-QTY / 20) * (NUMBER OF MONTHS / 12).

OTHERWISE:

CUM-18KIP-ORIG-SURFACE-QTY = (PREVIOUS CUM-18KIP-ORIG-SURFACE-QTY) + (CURRENT-18KIP-MEAS - PREVIOUS CURRENT-18KIP-MEAS).

Column ID: TX_CUM_18KIP_ORIG_SURFACE_QTY
Format / Length: Integer / 9
Unit: 1000
Values: 0 THRU 999999999
Reference:
Comments:

CUM ADT LAST OVERLAY QTY

REPRESENTS THE SUM OF ANNUAL ADT (ANNUAL DAILY TRAFFIC) SINCE THE LAST OVERLAY FOR THE DATA COLLECTION SECTION.

IF A NEW OVERLAY APPLIED SINCE LAST COLLECTION YEAR:
CUM-ADT-LAST-OVERLAY-QTY = (AADT-CURRENT * 365) * (NUMBER
OF MONTHS / 12).

IF NO OVERLAY EXISTS ON THE DATA COLLECTION SECTION:
CUM-ADT-LAST-OVERLAY = 0.

OTHERWISE:

CUM-ADT-LAST-OVERLAY-QTY =
(PREVIOUS CUM-ADT-LAST-OVERLAY-QTY) +
(AADT-CURRENT * 365).

Column ID: TX_CUM_ADT_LAST_OVERLAY_QTY

Format / Length: Integer / 9

Unit:

Values: 0 THRU 999999999

Reference:

Comments:

CUM ADT ORIG SURFACE QTY

REPRESENTS THE SUM ANNUAL ADT (AVERAGE DAILY TRAFFIC)
SINCE THE ORIGINAL SURFACE FOR THE DATA COLLECTION
SECTION.

IF THE DATA COLLECTION SECTION WAS NEWLY CONSTRUCTED
OR RECONSTRUCTED SINCE LAST COLLECTION YEAR:

CUM-ADT-ORIG-SURFACE-QTY =
(AADT-CURRENT * 365) * (NUMBER OF MONTHS / 12).

OTHERWISE:

CUM-ADT-ORIG-SURFACE-QTY =
(PREVIOUS CUM-ADT-ORIG-SURFACE-QTY) +
(AADT-CURRENT * 365).

Column ID: TX_CUM_ADT_ORIG_SURFACE_QTY

Format / Length: Integer / 9

Unit:

Values: 0 THRU 999999999

Reference:

Comments:

CURRENT 18KIP ESALS

THE CURRENT 18-KIP ESAL VALUE OBTAINED FROM TRM FOR THE DATA COLLECTION SECTION. ONE 18-KIP ESAL FOR EACH 18,000 POUND EQUIVALENT TRAFFIC LOAD PROJECTED OVER A TWENTY YEAR PERIOD. ONLY THE HIGHEST 18-KIP FOR ANY PORTION OF THE SEGMENT IS USED. 18-KIP IS ANALOGOUS TO THE WORKING LOAD ON THE HIGHWAY. THESE VALUES ARE STORED IN THOUSANDS. FOR EXAMPLE, 5 MILLION 18-KIP ESAL IS STORED IN THE DATABASE AS 5000.

Column ID: TX_CURRENT_18KIP_MEAS

Format / Length: Integer / 6

Unit: 1000

Values: 0 THRU 999999

Reference: USE TRM FLEX-18KIP-ESAL WHEN THE PAVEMENT IS FLEXIBLE (ACP).

USE TRM RIGID-18KIP-ESAL WHEN THE PAVEMENT IS RIGID (JCP OR CRCP).

Comments:

DCIS EST LET DATE

ESTIMATED LET DATA FOR THE PROJECT FROM DCIS.

Column ID: TX_DCIS_LET_DATE

Format / Length: String / 9

Unit:

Values: dd-mmm-yy (ie. 01-OCT-17 for Oct 1, 2017)

Reference:

Comments:

DATE UPDATE

DATE A RECORD IS STORED OR MODIFIED.

Column ID: DATE_UPDATE

Format / Length: Date

Unit:

Values:
Reference:
Comments:

DCIS PROJECT CLASS

THE CLASS OF WORK TO BE DONE BY A PROJECT AS SHOWN ON DCIS.

Column ID: DCIS_PROJ_CLS_ID

Format / Length: String / 100

Unit:

Values: BCF - Border Crossing Facility
BMN -
BR - Bridge Replacement
BWR - Bridge Widening Or Rehabilitation
CNF - Convert Non-Freeway To
Code - Classification
CTM - Corridor Traffic Management
EMS -
FBO - Ferry Boat
FS - Feasibility Studies
GCP - Grade Crossing Protection
HES - Hazard Elimination & Safety
HPR - Remove Hazardous Paint (Bridge Rehab Projects)
INC - Interchange (New or Reconstructed)
JC - Junkyard Control
LSE - Landscape and Scenic Enhancement
MSC - Miscellaneous Construction
NLF - New Location Freeway
NNF - New Location Non-Freeway
OAC - Outdoor Advertising Control
OV - Overlay
PE - Preliminary Engineering
RER - Rehabilitation of Existing Road
RES - Restoration
RM - Routine Maintenance Project (Not Sealed)
RMS - Routine Maintenance Project (Sealed)

ROW - Right of Way
RR - Railroad Relocation
SC - Seal Coat
SFT -
SKP - SKIP (Exempt from sealing – Transportation Enhancement Project)
SP2 - Super-2 Highway
SRA - Safety Rest Area
SSW - Systemic Widening Project
TC - Tunnel Construction
TPD - Traffic Protection Devices
TS - Traffic Signal
UGN - Upgrade to Standards Non- Freeway
UPG - Upgrade to Standards Freeway
UTL - Utility Adjustments
WF - Widen Freeway
WNF - Widen Non-Freeway

Reference: SETUP_DCIS_PROJ_CLS.DCIS_PROJ_CLS_DESC
Comments:

DCIS PROJECT ID/CSJ

THE PROJECT ID OR CSJ FROM DCIS.

Column ID: TX_DCIS_PROJ

Format / Length: String / 9

Unit:

Values: 000000000 THRU 999999999

Reference:

Comments: IF it is CSJ from DCIS it will be formatted as CCCCSSJJJ
where CCCC = Control, SS = Section and JJJ = job.

DETAILED PVMNT TYPE ROAD LIFE

CODE INDICATING PREDOMINANT TRAVEL LANE PAVEMENT TYPE DURING THE DATA COLLECTION YEAR OF THE DATA COLLECTION SECTION.

WILL BE DERIVED USING RLS PAVEMENT LAYER INFORMATION.

Column ID: TX_PVMNT_TYPE_DTL_RD_LIFE_CODE
Format / Length: String / 100
Unit:
Values: 01 - CONTINUOUSLY REINFORCED CONCRETE (CRCP)
02 - JOINTED REINFORCED CONCRETE (JRCP)
03 - JOINTED PLAIN CONCRETE (JPCP)
04 - THICK ASPHALTIC CONCRETE (OVER 5.5")
05 - MEDIUM THICKNESS ASPHALTIC CONCRETE (2.5 - 5.5")
06 - THIN ASPHALTIC CONCRETE (UNDER 2.5")
07 - COMPOSITE (ASPHALT SURFACED CONCRETE)
08 - WIDENED COMPOSITE PAVEMENT
09 - OVERLAID AND WIDENED ASPHALTIC CONCRETE PAVEMENT
10 - THIN SURFACED FLEXIBLE PAVEMENT (SURFACE TREATMENT OR SEAL COAT)
99 - UNPAVED
Reference:
Comments:

DETAILED PVMNT TYPE VISUAL CODE

INDICATES PREDOMINANT TRAVEL LANE PAVEMENT TYPE DURING THE DATA COLLECTION YEAR OF THE DATA COLLECTION SECTION. IS INPUT BY THE VISUAL RATERS. MAY BE DIFFERENT THAN THE DETAILED PAVEMENT TYPE FROM ROAD LIFE. THIS DETAILED PAVEMENT TYPE WILL BE USED IN CALCULATIONS, IF IT HAS BEEN ENTERED, INSTEAD OF THE RLS DETAILED PAVEMENT TYPE. THIS FIELD WILL NOT CARRY OVER FROM YEAR TO YEAR.

Column ID: TX_PVMNT_TYPE_DTL_VISUAL_CODE
Format / Length: String / 100
Unit:
Values: 01 - CONTINUOUSLY REINFORCED CONCRETE (CRCP)
02 - JOINTED REINFORCED CONCRETE (JRCP)
03 - JOINTED PLAIN CONCRETE (JPCP)
04 - THICK ASPHALTIC CONCRETE (OVER 5.5")

-
- 05 - MEDIUM THICKNESS ASPHALTIC CONCRETE (2.5 - 5.5")
 - 06 - THIN ASPHALTIC CONCRETE (UNDER 2.5")
 - 07 - COMPOSITE (ASPHALT SURFACED CONCRETE)
 - 08 - WIDENED COMPOSITE PAVEMENT
 - 09 - OVERLAID AND WIDENED ASPHALTIC CONCRETE PAVEMENT
 - 10 - THIN SURFACED FLEXIBLE PAVEMENT (SURFACE TREATMENT OR SEAL COAT)
 - 99 - UNPAVED

Reference: SEE RLS LAYER MATERIAL INFORMATION - LAYER-MATERIAL-TYPE-CODE.

Comments:

D-FACTOR

THIS IS THE DIRECTIONAL-DISTRIBUTION-FACTOR. IT REPRESENTS THE PERCENTAGE OF THE DESIGN HOURLY VOLUME GOING IN EACH DIRECTION. IF HIGHWAY DESIGN IS ONE-WAY OR ONE-WAY PAIR THEN THE FACTOR = 100.

Column ID: TX_D_FACTOR

Format / Length: Integer / 3

Unit:

Values: 0 THRU 100

Reference:

Comments:

ENDING DFO

THE ENDING DISTANCE FROM ORIGIN, THIS IS A CALCULATED VALUE THAT MEASURES THE DISTANCE FROM THE BEGINNING OF THE HIGHWAY TO THE ENDING OF A DATA COLLECTION SECTION.

Column ID: OFFSET_FROM

Format / Length: Number / 7

Unit: Miles

Values: 0.0 THRU 9999.999

Reference:
Comments:

ENDING TRM DISPLACEMENT

THE ENDING DISPLACEMENT FROM THE START OF THE REFERENCE MARKER FOR A DATA COLLECTION SECTION.

Column ID: TX_END_REF_MRKR_DISP
Format / Length: Number / 5
Unit:
Values: 0.0 THRU 99.999
Reference:
Comments:

ENDING TRM NUMBER

THE TEXAS REFERENCE MARKER ASSOCIATED WITH THE ENDING OF A DATA COLLECTION SECTION.

THE TEXAS REFERENCE MARKER NUMBER IS A COMBINATION OF THE REFERENCE MARKER NUMBER AND THE REFERENCE MARKER SUFFIX.

THE MARKER NUMBER IS A NUMBER THAT IDENTIFIES THE LOCATION ON A HIGHWAY. IT IS ASSIGNED TO A PHYSICAL MARKER ON THE HIGHWAY OR THE NUMBER IS A VIRTUAL (IMAGINARY) MARKER AT THE HIGHWAY'S ORIGIN AND IS ASSIGNED A VALUE OF 0000. PHYSICAL MARKERS ARE NUMBERED FROM THE STATE-LINE TO STATE-LINE AND FROM WEST TO EAST OR NORTH TO SOUTH (SOUTH TO NORTH FOR INTERSTATE HIGHWAYS).

THE MARKER SUFFIX IS A CHARACTER ASSIGNED TO A REFERENCE MARKER NUMBER WHEN IT IS PHYSICALLY MOVED IN THE FIELD OR ITS LOCATION CHANGES.

Column ID: TX_END_REF_MARKER_NBR
Format / Length: Number / 5
Unit:
Values: HIGHWAY NUMBER VALUES:

0000 THRU 9999

HIGHWAY SUFFIX VALUES:

BLANK = ORIGINAL LOCATION

A = FIRST LOCATION CHANGE

B - Z = FURTHER LOCATION CHANGES

Reference:

Comments:

FEDERAL AID FLAG

IF THE HIGHWAY IT IS QUALIFIED FOR FEDERAL FUNDING OR NOT.

Column ID: TX_FEDERAL_AID

Format / Length: Integer / 1

Unit:

Values: 1 = YES

0 = NO

Reference:

Comments: This field is displayed as a checkbox on PA.

FISCAL YEAR

INDICATES THE YEAR PAVEMENT CONDITION DATA IS COLLECTED.

Column ID: EFF_YEAR

Format / Length: Integer / 4

Unit:

Values: 9999

Reference:

Comments: Basic year format of YYYY

FUNCTIONAL-SYSTEM

A GENERAL DESCRIPTION OF THE TYPE OF SERVICE THAT THE PMIS DATA COLLECTION SECTION IS INTENDED TO PROVIDE OVER

TIME. IN SOME CASES, THIS INFLUENCES THE DESIGN OF THE HIGHWAY OR ITS FUNDING.

Column ID: TX_FUNCTIONAL_SYSTEM

Format / Length: String / 50

Unit:

Values: 1 - RURAL INTERSTATE
2 - RURAL PRINCIPAL ARTERIAL (OTHER)
6 - RURAL MINOR ARTERIAL
7 - RURAL MAJOR COLLECTOR
8 - RURAL MINOR COLLECTOR
9 - RURAL LOCATL
11 - URBAN PRINCIPAL ARTERIAL (INTERSTATE)
12 - URBAN PRINCIPAL ARTERIAL (OTHER FREEWAY)
14 - URBAN PRINCIPAL ARTERIAL (OTHER)
16 - URBAN MINOR ARTERIAL
17 - URBAN COLLECTOR
19 - URBAN LOCAL

Reference:

Comments:

GEOGRAPHIC DISTRICT

GEOGRAPHIC DISTRICT, INTEGER MEANS DISTRICT NUMBER, STRING MEANS DISTRICT NAME.

Column ID: TX_GEOG_DISTRICT

Format / Length: Integer-String / 19 (Integer = 2 and String = 17)

Unit:

Values: 01 - PARIS
02 - FORT WORTH
03 - WICHITA FALLS
04 - AMARILLO
05 - LUBBOCK
06 - ODESSA
07 - SAN ANGELO
08 - ABILENE
09 - WACO

-
- 10 - TYLER
 - 11 - LUFKIN
 - 12 - HOUSTON
 - 13 - YOAKUM
 - 14 - AUSTIN
 - 15 - SAN ANTONIO
 - 16 - CORPUS CHRISTI
 - 17 - BYRAN
 - 18 - DALLAS
 - 19 - ATLANTA
 - 20 - BEAUMONT
 - 21 - PHARR
 - 22 - LAREDO
 - 23 - BROWNWOOD
 - 24 - EL PASO
 - 25 - CHILDRESS

Reference:

Comments:

GEOGRAPHIC MAINTENANCE SECTION

AN ORAGANIZATIONAL AND GEOGRAPHICAL SUBDIVISION OF A DISTRICT FOR PURPOSES OF ROADWAY MAINTENANCE. A MINIMUM OF ONE MAINTENANCE SECTION PER COUNTY IS REQUIRED BY LAW. THERE MAY BE MORE THAN ONE MAINTENANCE SECTION PER COUNTY ESPECIALLY IN URBAN AREAS. MAINTENANCE SECTIONS ARE OFTEN BASED ON COUNTY BOUNDARIES.

THE FIRST INTEGER MEANS DISTRICT NUMBER,
THE SECOND INTEGER MEANS MAINTENANCE SECTION NUMBER,
THE STRING MEANS MAINTENANCE SECTION NAME.

Column ID: TX_MAINTENANCE_SECTION

Format / Length: String / 50

Unit:

Values:

Reference:

Comments: For example: '05 - 08 - LUBBOCK - NORTHEAST'

GROWTH FACTOR ADT PCT

GROWTH FACTOR FOR TRAFFIC ADT FOR THE DATA COLLECTION SECTION, IT IS EQUAL TO (AADT-CURRENT-AADT-HISTORY)/AADT-HISTORY.

Column ID: TX_GROWTH_FACTOR_ADT_PCT
Format / Length: Number / 0.4
Unit:
Values: 0 THRU .9999
Reference: SEE GRID AADT-CURRENT AADT-HISTORY.
Comments:

HIGHWAY DESIGN CODE

INDICATES A GENERAL CATEGORY OF SERVICE INTENDED FOR THE HIGHWAY FACILITY UNDER CONSIDERATION. THIS FIELD CAN POSSIBLY IDENTIFY THE NUMBER OF ROADBEDS AND INDICATES THE PREDOMINANT HIGHWAY DESIGN TYPE FOR THE DATA COLLECTION SECTION.

Column ID: TX_HIGHWAY_DESIGN_CODE
Format / Length: String / 100
Unit:
Values: 00 - ONE-WAY PAIR
10 - ONE-WAY TRAFFIC
20 - TWO-WAY TRAFFIC
30 - BOULEVARD
40 - EXPRESSWAY (NO SERVICE ROADS)
50 - EXPRESSWAY (ONE SERVICE ROAD)

0 - ONE-WAY PAIR
1 - ONE-WAY TRAFFIC
2 - TWO-WAY TRAFFIC
3 - BOULEVARD
0A - ONE-WAY PAIR - WITH HOV LANES (SEE HOV-TYPE FOR TYPE)

1A - ONE-WAY TRAFFIC - WITH HOV LANES (SEE HOV-TYPE FOR TYPE)
2A - TWO-WAY TRAFFIC - WITH HOV LANES (SEE HOV-TYPE FOR TYPE)
3A - BOULEVARD - WITH HOV LANES (SEE HOV-TYPE FOR TYPE)
4A - EXPRESSWAY (NO SERVICE ROADS) - WITH HOV LANES (SEE HOV-TYPE FOR TYPE)
5A - EXPRESSWAY (ONE SERVICE ROAD) - WITH HOV LANES (SEE HOV-TYPE FOR TYPE)
0B - ONE-WAY PAIR - WITH RAILWAYS
1B - ONE-WAY TRAFFIC - WITH RAILWAYS
2B - TWO-WAY TRAFFIC - WITH RAILWAYS
3B - BOULEVARD - WITH RAILWAYS
4B - EXPRESSWAY (NO SERVICE ROADS) - WITH RAILWAYS
5B - EXPRESSWAY (ONE SERVICE ROAD) - WITH RAILWAYS
0C - ONE-WAY PAIR - TOLL ROAD
1C - ONE-WAY TRAFFIC - TOLL ROAD
2C - TWO-WAY TRAFFIC - TOLL ROAD
3C - BOULEVARD - TOLL ROAD
4C - EXPRESSWAY (NO SERVICE ROADS) - TOLL ROAD
5C - EXPRESSWAY (ONE SERVICE ROAD) - TOLL ROAD
4 - EXPRESSWAY (NO SERVICE ROADS)
5 - EXPRESSWAY (ONE SERVICE ROAD)

Reference: SEE GRID HIGHWAY-DESIGN

Comments:

LAST CHANGE DATE

DATE OF THE LAST CHANGE TO THE RECORD. USES THE SYSTEM DATE.

THIS FIELD DOES NOT SPECIFY THE TYPE OF CHANGE TO THE RECORD, NOR DOES IT SPECIFY WHO AUTHORIZED OR MADE THE CHANGE.

Column ID: TX_LAST_CHANGE_DATE

Format / Length: Date
Unit:
Values:
Reference:
Comments:

LAST OVERLAY DATE

DATE OF THE LAST OVERLAY, IF ANY, PLACED ON THE DATA COLLECTION SECTION.

Column ID: TX_LAST_OVERLAY_DATE
Format / Length: Date
Unit:
Values:
Reference: SEE RLS LAYER-PLACED-DATE WITH PAVEMENT-LAYER-ID = OV (OVERLAY).
Comments:

LAST OVERLAY THICKNESS

THICKNESS, IN TENTHS OF AN INCH, OF THE LAST OVERLAY, IF ANY, PLACED ON THE DATA COLLECTION SECTION.

Column ID: TX_LAST_OVERLAY_THICK_MEAS
Format / Length: Number / 3.1
Unit: Inches
Values: 0 THRU 999.9
Reference:
Comments:

LAST OVERLAY TYPE CODE

A THREE-CHARACTER CODE REPRESENTING THE TYPE OF MOST RECENT OVERLAY, IF ANY, PLACED ON THE DATA COLLECTION SECTION.

Column ID: TX_LAST_OVERLAY_TYPE_CODE

Format / Length: String / 150

Unit:

Values: EITHER:
101-OV - DENSE GRADED HOT (WARM) MIX ASPHALT
TYPE C
102-OV - DENSE GRADED HOT (WARM) MIX ASPHALT
TYPE D
103-OV = DENSE GRADED HOT (WARM) MIX ASPHALT
TYPE F
104-OV - STONE MATRIX ASPHALT (SMA-C)
105-OV - STONE MATRIX ASPHALT (SMA-D)
106-OV - STONE MATRIX ASPHALT (SMA-F)
107-OV - STONE MATRIX ASPHALT (SMAR-C)
108-OV - STONE MATRIX ASPHALT (SMAR-F)
109-OV - PERMEABLE FRICTION COURSE (PFC-C)
110-OV - PERMEABLE FRICTION COURSE (PFC-F))
111-OV - PERMEABLE FRICTION COURSE (PFCR-C)
112-OV - PERMEABLE FRICTION COURSE (PFCR-F)
113-OV - THIN OVERLAY MIX (TOM-C)
114-OV - THIN OVERLAY MIX (TOM-F)
115-OV - SUPERPAVE MIX (SP-C)
116-OV - SUPERPAVE MIX (SP-D)
117-OV - BONDED CONCRETE OVERLAY
118-OV - UNBONDED CRCP CONCRETE OVERLAY
119-OV - UNBONDED JOINTED CONCRETE OVERLAY
120-OV - ULTRA-THIN WHITE TOPPING

OR:

FIRST CHARACTER

1 = CONTINUOUS REINFORCED CONCRETE (CRCP)

2 = JOINTED REINFORCED CONCRETE (JRCP)

3 = JOINTED PLAIN CONCRETE (JPCP)

4 = HOT-MIX (ASPHALT OVERLAY > 5.5 INCHES)

5 = HOT-MIX (ASPHALT OVERLAY 2.5 - 5.5 INCHES)

I = HOT-MIX (THICKNESS UNKNOWN)

6 = HOT-MIX (ASPHALT OVERLAY < 2.5 INCHES)

A = CRCP WITH ASPHALT OR SEAL COAT OVERLAY

B = JRCP OR JCP WITH ASPHALT OR SEAL COAT
OVERLAY

K = SURFACE TREATMENT

F = FOG SEAL

O = 1-COURSE SURFACE TREATMENT

T = 2-COURSE SURFACE TREATMENT

S = SLURRY SEAL

R = RUBBERIZED CHIP SEAL

M = MICROSURFACING

P = PLANT MIX SEAL

L = LIMESTONE ROCK ASPHALT

W = WHITETOPPING (CONCRETE THICKNESS > 8
INCHES)

V = THIN WHITETOPPING (CONCRETE THICKNESS 4-8
INCHES)

U = ULTRA-THIN WHITETOPPING (CONCRETE
THICKNESS < 4 INCHES)

Z = AGGREGATE

Y = BRICK OR BLOCK

X = UNKNOWN.

SECOND CHARACTER

X = REGULAR (NOT RECYCLED OR
BONDED/UNBONDED CONCRETE)

R = RECYCLED

B = BONDED CONCRETE

U = UNBONDED CONCRETE.

THIRD CHARACTER (VALID FOR HOT-MIX ONLY;
'FIRST BYTE' VALUES OF 4,5,I,6,A,B)

BLANK = UNDEFINED

0 = OTHER (NOT ONE OF THOSE LISTED BELOW)

1 = TYPE C HOT-MIX

2 = TYPE D HOT-MIX

3 = SUPERPAVE (1/2 INCH TOPSIZE)

-
- 4 = SUPERPAVE (3/4 INCH TOPSIZE)
 - 5 = SUPERPAVE (OTHER TOPSIZE)
 - 6 = CMHB (COARSE MATRIX, HIGH BINDER)
 - 7 = SMA (STONE MASTIC ASPHALT)
 - 8 = POROUS FRICTION COURSE

Reference:

Comments: PA backend tables show this as a 4 digit code.

LAST OVERLAY WIDTH

THE WIDTH OF AN OVERLAY, TO THE NEAREST FOOT, IN THE DATA COLLECTION SECTION.

Column ID: TX_LAST_OVERLAY_WIDTH_MEAS

Format / Length: Number / 4.0

Unit: Feet

Values: 0 THRU 9999

Reference: SEE RLS LAYER-WIDTH-MEAS WITH PAVEMENT-LAYER-ID = OV (OVERLAY).

Comments: Currently all records are set to '0'.

LAST SEAL COAT DATE

DATE OF THE LAST SEAL COAT, IF ANY, PLACED ON THE DATA COLLECTION SECTION.

Column ID: TX_LAST_SEAL_DATE

Format / Length: Date

Unit:

Values: mm/dd/yyyy (ie. 10/1/2017 for Oct 1, 2017)

Reference: SEE RLS LAYER-PLACED-DATE WITH THE PAVEMENT-LAYER-ID = SC (SEAL COAT).

Comments:

LAST SEAL COAT TYPE CODE

THE TYPE OF SEAL COAT APPLIED.

Column ID: TX_LAST_SEAL_TYPE_CODE
Format / Length: String / 50
Unit:
Values: 101-ST - SEAL COAT GRADE 2
101-ST - SEAL COAT GRADE 3
101-ST - SEAL COAT GRADE 4
101-ST - SEAL COAT GRADE 5
105-ST - STRIP SEAL
106-ST - THIN BONDED FRICTION COURSE
107-ST - HOT IN-PLACE RECYCLING
108-ST - HIGH FRICTION SURFACE TREATMENT (HFST)
F - FOG SEAL
O - 1-COURSE SURFACE TREATMENT
T - 2-COURSE SURFACE TREATMENT
S - SLURRY SEAL
R - RUBBERIZED CHIP SEAL
M - MICROSURFACING
P - PLANT MIX SEAL
K - SURFACE TREATMENT

Reference:
Comments:

LEFT SHOULDER TYPE

IDENTIFIES THE TYPE OF MATERIALS THAT MAKE UP THE LEFT SHOULDER, IF ANY, OF THE DATA COLLECTION SECTION.

Column ID: TX_SHOULDER_TYPE_LEFT_CODE
Format / Length: String / 200
Unit:
Values: 0 - PRIOR TO FY 2016 - NONE (NO SHOULDERS EXIST)
1 - NONE (UNPAVED)
1 - PRIOR TO FY 2016 - SURFACED WITH BITUMINOUS MATERIAL--A BITUMINOUS COURSE OVER A GRANULAR OR STABILIZED BASE
2 - SURFACED (PAVED)
2 - PRIOR TO FY 2016 - SURFACED WITH PORTLAND CEMENT CONCRETE (NOT TIED)--A PORTLAND

CEMENT STABILIZED BASE THAT IS PART OF THE
MAINLANE PAVEMENT
STABILIZED BASE THAT IS PART OF THE MAINLANE
PAVEMENT
3 - STABILIZED-SURFACED WITH FLEX (UNPAVED)
3 - PRIOR TO FY 2016 - SURFACED WITH TIED
PORTLAND CEMENT CONCRETE--A PORTLAND
CEMENT CONCRETE COURSE OVER A GRANULAR OR
STABILIZED BASE THAT IS PART OF THE MAINLANE
PAVEMENT
4 - COMBINATION-SURFACE/STABILIZED (UNPAVED)
4 - PRIOR TO FY 2016 - STABILIZED--GRAVEL OR
OTHER GRANULAR MATERIAL WITH OR WITHOUT
ADMIXTURE, CAPABLE OF SUPPORTING MOST LOADS
EVEN UNDER WET CONDITIONS
5 - EARTH-WITH OR WITHOUT TURF (UNPAVED)
5 - PRIOR TO FY 2016 - COMBINATION--A PART OF THE
SHOULDER WIDTH IS SURFACED, AND/OR A PART IS
STABILIZED, AND/OR A PART IS TURF, ETC. (SOME
COMBINATION OF CODES 2-5, 7)
6 - PRIOR TO FY 2016 - EARTH--NATURAL EARTH WITH
OR WITHOUT TURF
7 - PRIOR TO FY 2016 - OTHER--ANY OTHER
OCCURRENCE THAT IS NOT COVERED BY THE ABOVE
CODES

Reference: SEE GRID SHOULDER-TYPE-LEFT-CODE

Comments:

LEFT SHOULDER WIDTH

USUAL WIDTH OF THE SHOULDER, TO THE NEAREST FOOT,
MEASURED FROM THE OUTSIDE EDGE OF THE THROUGH-LANE TO
THE OUTSIDE EDGE OF THE SHOULDER.
THE OUTSIDE EDGE OF THE THROUGH-LANE CAN BE IDENTIFIED
BY THE INSIDE EDGE OF THE PAVEMENT EDGE STRIPE, COLOR
CONTRAST OR OUTER EDGE OF THE LANE.

THE OUTSIDE EDGE OF THE SHOULDER CAN BE IDENTIFIED BY THE FACE OF A CURB, CHANGE IN SLOPE/CROWN BREAK OR OUTER EDGE OF SHOULDER PAVEMENT.

Column ID: TX_SHOULDER_WIDTH_LEFT_MEAS
Format / Length: Integer / 2
Unit: Feet
Values: 0 THRU 99
Reference: SEE GRID SHOULDER-WIDTH-LEFT-MEAS
Comments:

MAINTENANCE COST AMT

THE COST OF PAVEMENT MAINTAINENCE DONE ON THE MAIN TRAVEL LANES DURING THE PREVIOUS YEAR OF DATA COLLECTION FOR THE DATA COLLECTION SECTION. THIS IS CALCULATED FROM MAINTENANCE COSTS IN MMIS, USING PAVEMENT-RELATED MMIS FUNCTION CODES ONLY. FOR EXAMPLE, FY 2003 PMIS DATA COLLECTION SECTIONS WILL HAVE FY 2002 MAINTENANCE-COST-AMT VALUES.

Column ID: TX_MAINTENANCE_COST_AMT
Format / Length: Integer / 6
Unit:
Values: 0 THRU 999999
Reference: SEE MMIS MTD-LABOR-AMOUNT
MTD-EQUIPMENT-AMOUNT
MTD-MATERIAL-AMOUNT
MTD-MISC-AMOUNT
MTD-CONTRACTOR-AMOUNT
MTD-PREPARATION-AMOUNT
Comments:

METRO-PLANNING-AREA

THIS CODE IS THE NUMBER ASSIGNED TO A SPECIFIC AREA SURROUNDING AND INCLUDING AN URBANIZED AREA WHERE THE

METROLOLITAN PLANNING ORGANIZATION (MPO) HAS DEFINED PLANNING RESPONSIBILITIES.

Column ID: TX_MPA
Format / Length: Integer / 3
Unit:
Values: 0 = NOT AN MPA
> 0 = MPA
Reference:
Comments:

MINIMUM ROW WIDTH

THE MINIMUM WIDTH, IN EVEN FEET, OF THE STRIP OF LAND ACQUIRED FOR A HIGHWAY, ROAD, STREET OR OTHER TRANSPORTATION PURPOSES.
THE TOTAL WIDTH ON BOTH SIDES OF THE CENTERLINE, IN FEET, FOR THE ROW (RIGHT OF WAY) OF THE DATA COLLECTION SECTION.

Column ID: TX_ROW_WIDTH_MIN_MEAS
Format / Length: Integer / 4
Unit: Feet
Values: 0 THRU 9999
Reference: SEE GRID ROW-WIDTH-MIN-MEAS
Comments:

NATIONAL TRUCK ROUTE FLAG

INDICATES IF THE DATA COLLECTION SECTION IS DESIGNATED AS A NATIONAL TRUCK ROUTE.

Column ID: TX_NATL_TRUCK_ROUTE
Format / Length: Integer / 1
Unit:
Values: 1 = YES = TRUE
NULL / BLANK = FALSE
Reference:

Comments: Populated as NULL prior to 2016 and as '1' for all records for 2017. This field is displayed as a checkbox on PA.

NATL HIGHWAY SYSTEM CODE

INDICATES THAT THE DATA COLLECTION SECTION IS PART OF A HIGHWAY THAT IS ON THE NATIONAL HIGHWAY SYSTEM (NHS). NHS IS A NETWORK OF MAJOR HIGHWAYS DEEMED TO BE OF NATIONAL SIGNIFICANCE BY FHWA. BY DEFINITION, IT INCLUDES ALL INTERSTATE (IH) HIGHWAYS. CONGRESS APPROVED THE NHS NETWORK IN DECEMBER 1995.

Column ID: TX_NATL_HIGHWAY_SYSTEM_CODE

Format / Length: Integer / 1

Unit:

Values: 1 = YES = TRUE

NULL / BLANK = FALSE

Reference: SEE GRID SECONDARY-RTE-DESIGNATION.

Comments: VALUES ON RHiNo ARE 0 = NO AND 1 THRU 9 = NHS.
This field is displayed as a checkbox on PA.

NEG BEGINNING REF MARKER DISPLACEMENT

SPECIFIES THE DISTANCE TO A REFERENCE MARKER. WILL ONLY HAVE DATA IF A NEGATIVE BEGINNING REFERENCE MARKER DISPLACEMENT HAS BEEN CALCULATED FOR THE BEGINNING LIMIT OF THE DATA COLLECTION SECTION DUE TO CONCURRENCIES, GAPS OR HIGHWAY ORIGINS WITHOUT PHYSICAL REFERENCE MARKERS.

Column ID: TX_NEG_BEG_REF_MARKER_DISP

Format / Length: Number / 2.3

Unit: Miles

Values: -99.999 THRU 00.0

WHERE 00.0 INDICATES NO DISPLACEMENT CALCULATED.

DISPLACEMENTS ON PA BEFORE FY2017 ARE DISPLAYED IN THENTHS OF A MILE OR -99.9 THRU 00.0

Reference:
Comments:

NEG BEGINNING REF MARKER NUMBER

THIS FIELD CONTAINS REFERENCE MARKER NUMBER AND REFERENCE MARKER SUFFIX. THE REFERENCE MARKER NUMBER IS A PHYSICAL REFERENCE MARKER ASSOCIATED WITH A NEGATIVE DISPLACEMENT. THIS VALUE WILL EXIST ONLY IF A NEGATIVE BEGINNING REFERENCE MARKER DISPLACEMENT HAS BEEN CALCULATED FOR THE BEGINNING LIMIT OF THE HIGHWAY ORIGINS WITHOUT PHYSICAL REFERENCE MARKERS. THE REFERENCE MARKER SUFFIX IS A SINGLE CHARACTER ASSIGNED TO A REFERENCE MARKER NUMBER (AND DISPLAYED ON THE PHYSICAL POST) WHEN THE MARKER / POST IS PHYSICALLY MOVED IN THE FIELD OR ITS LOCATION CHANGES.

Column ID: TX_NEG_BEG_REF_MARKER_NBR

Format / Length: String / 5

Unit:

Values: REFERENCE MARKER NUMBER VALUES ARE:
BLANK OR 0010 THRU 9999 (EXCEPT IH, WHICH BEGINS WITH 0000)
REFERENCE MARKER SUFFIX VALUES ARE:
BLANK = ORIGINAL LOCATION
'A' = FIRST LOCATION CHANGE
'B' - 'Z' = FURTHER LOCATION CHANGES

Reference:
Comments:

NEG ENDING REF MARKER DISP

SPECIFIES THE DISTANCE TO A REFERENCE MARKER. WILL ONLY HAVE DATA IF A NEGATIVE BEGINNING REFERENCE MARKER DISPLACEMENT HAS BEEN CALCULATED FOR THE BEGINNING LIMIT OF THE DATA COLLECTION SECTION DUE TO CONCURRENCIES, GAPS OR HIGHWAY ORIGINS WITHOUT PHYSICAL REFERENCE MARKERS.

Column ID: TX_NEG_END_REF_MARKER_DISP
Format / Length: Number / 2.3
Unit: Miles
Values: -99.999 THRU 00.0
WHERE 00.0 INDICATES NO DISPLACEMENT
CALCULATED.
DISPLACEMENTS ON PA BEFORE FY2017 ARE
DISPLAYED IN THENTHS OF A MILE OR -99.9 THRU 00.0
Reference:
Comments:

NEG ENDING REF MARKER NBR

THIS FIELD CONTAINS REFERENCE MARKER NUMBER AND REFERENCE MARKER SUFFIX. THE REFERENCE MARKER NUMBER IS A PHYSICAL REFERENCE MARKER ASSOCIATED WITH A NEGATIVE DISPLACEMENT. THIS VALUE WILL EXIST ONLY IF A NEGATIVE BEGINNING REFERENCE MARKER DISPLACEMENT HAS BEEN CALCULATED FOR THE BEGINNING LIMIT OF THE HIGHWAY ORIGINS WITHOUT PHYSICAL REFERENCE MARKERS. THE REFERENCE MARKER SUFFIX IS A SINGLE CHARACTER ASSIGNED TO A REFERENCE MARKER NUMBER (AND DISPLAYED ON THE PHYSICAL POST) WHEN THE MARKER / POST IS PHYSICALLY MOVED IN THE FIELD OR ITS LOCATION CHANGES.

Column ID: TX_NEG_END_REF_MARKER_NBR
Format / Length: String / 5
Unit:
Values: REFERENCE MARKER NUMBER VALUES ARE:
BLANK OR 0010 THRU 9999 (EXCEPT IH, WHICH
BEGINS WITH 0000)
REFERENCE MARKER SUFFIX VALUES ARE:
BLANK = ORIGINAL LOCATION
'A' = FIRST LOCATION CHANGE
'B' - 'Z' = FURTHER LOCATION CHANGES
Reference:
Comments:

NUMBER THRU LANES

THE TOTAL NUMBER OF THRU-LANES IN A ROADBED FOR A DATA COLLECTION SECTION, EXCLUDING ALL SPECIAL TURNING LANES (CONTINUOUS LEFT, ETC.).

Column ID: TX_NUMBER_THRU_LANES
Format / Length: Integer / 2
Unit:
Values: 0 THRU 99
Reference: SEE GRID NUMBER-THRU-LANES.
Comments:

ORIGINAL NATIONAL HIGHWAY SYSTEM CODE

THIS IS THE ORIGINAL NATIONAL HIGHWAY SYSTEM (NHS) CODE FROM TRM / RHiNo. IT INDICATES IF AND WHY THE DATA COLLECTION SECTION IS PART OF THE NHS NETWORK OF MAJOR HIGHWAYS DEEMED TO BE OF NATIONAL SIGNIFICANCE BY FHWA. CONGRESS APPROVED THE NHS NETWORK IN DECEMBER 1995.

Column ID: TX_NATL_HIGHWAY_SYSTEM_CD
Format / Length: Integer / 1
Unit:
Values: 0 = NOT ON THE NHS
1 = ON THE NHS, NOT AN INTERMODAL CONNECTOR
2-9 = ON THE NHS, IS AN INTERMODAL CONNECTOR:
2 = MAJOR AIRPORT
3 = MAJOR PORT FACILITY
4 = MAJOR AMTRAK STATION
5 = MAJOR RAIL / TRUCK TERMINAL
6 = MAJOR INTER-CITY BUS TERMINAL
7 = MAJOR PUBLIC TRANSIT / MULTI-MODAL PASSENGER TERMINAL
8 = MAJOR PIPELINE TERMINAL
9 = MAJOR FERRY TERMINAL
Reference:

Comments:

ORIGINAL SURF DATE

THE DATE OF THE ORIGINAL SURFACE PLACED ON THE DATA COLLECTION SECTION. THIS DATE WILL CHANGE IF THE DATA COLLECTION SECTION IS RECONSTRUCTED.

Column ID: TX_ORIGINAL_SURF_DATE

Format / Length: Date

Unit:

Values:

Reference:

Comments:

ORIGINAL SURF THICKNESS (MM)

THE THICKNESS OF THE ORIGINAL SURFACE, IN TENTHS OF AN INCH, PLACED ON THE DATA COLLECTION SECTION. THIS THICKNESS WILL CHANGE IF THE DATA COLLECTION SECTION IS RECONSTRUCTED.

Column ID: TX_ORIGINAL_SURF_THICK_MEAS

Format / Length: Integer / 3.1

Unit: Inches

Values: 0.0 THRU 999.9

Reference:

Comments: Currently set to 0 for all records. Although this field indicates it should be measured in millimeters (MM), it appears to be in inches at this time.

ORIGINAL SURF TYPE CODE

THE ORIGINAL SURFACE TYPE PLACED ON THE DATA COLLECTION SECTION. THIS TYPE WILL CHANGE IF THE DATA COLLECTION SECTION IS RECONSTRUCTED. THIS IS A ONE, TWO OR THREE CHARACTER CODE FOLLOWED BY THE CONCTENATED TEXT DESCRIPTIONS ASSOCIATED WITH THOSE CODES.

Column ID: TX_ORIGINAL_SURF_TYPE_CODE

Format / Length: String / 150

Unit:

Values: EITHER

101 - JOINTED REINFORCED CONCRETE

102 - JOINTED PLAIN CONCRETE

103 - CONTINUOUS REINFORCED CONCRETE (CRCP)

104 - DENSE GRADED HOT (WARM) MIX ASPHALT TYPE
C

105 - DENSE GRADED HOT (WARM) MIX ASPHALT TYPE
D

106 - DENSE GRADED HOT (WARM) MIX ASPHALT TYPE
F

107 - STONE MATRIX ASPHALT (SMA-C)

108 - STONE MATRIX ASPHALT (SMA-D)

109 - STONE MATRIX ASPHALT (SMA-F)

110 - STONE MATRIX ASPHALT (SMAR-C)

111 - STONE MATRIX ASPHALT (SMAR-F)

112 - 1-COURSE SURFACE TREATMENT

113 - 2-COURSE SURFACE TREATMENT

114 - 3-COURSE SURFACE TREATMENT

115 - PERMEABLE FRICTION COURSE (PFC-C)

116 - PERMEABLE FRICTION COURSE (PFC-F))

117 - PERMEABLE FRICTION COURSE (PFCR-C)

118 - PERMEABLE FRICTION COURSE (PFCR-F)

119 - THIN OVERLAY MIX (TOM-C)

120 - THIN OVERLAY MIX (TOM-F)

121 - SUPERPAVE MIX (SP-C)

122 - SUPERPAVE MIX (SP-D)

123 - COARSE MATRIX HIGH BINDER (CMHB)

OR:

FIRST CHARACTER

1 = CONTINUOUS REINFORCED CONCRETE (CRCP)

2 = JOINTED REINFORCED CONCRETE (JRCP)

3 = JOINTED PLAIN CONCRETE (JPCP)

4 = HOT-MIX (ASPHALT OVERLAY > 5.5 INCHES)
5 = HOT-MIX (ASPHALT OVERLAY 2.5 - 5.5 INCHES)
I = HOT-MIX (THICKNESS UNKNOWN)
6 = HOT-MIX (ASPHALT OVERLAY < 2.5 INCHES)
A = CRCP WITH ASPHALT OR SEAL COAT OVERLAY
B = JRCP OR JCP WITH ASPHALT OR SEAL COAT
OVERLAY
K = SURFACE TREATMENT
F = FOG SEAL
O = 1-COURSE SURFACE TREATMENT
T = 2-COURSE SURFACE TREATMENT
S = SLURRY SEAL
R = RUBBERIZED CHIP SEAL
M = MICROSURFACING
P = PLANT MIX SEAL
L = LIMESTONE ROCK ASPHALT
W = WHITETOPPING (CONCRETE THICKNESS > 8
INCHES)
V = THIN WHITETOPPING (CONCRETE THICKNESS 4-8
INCHES)
U = ULTRA-THIN WHITETOPPING (CONCRETE
THICKNESS < 4 INCHES)
Z = AGGREGATE
Y = BRICK OR BLOCK
X = UNKNOWN.

SECOND CHARACTER

X = REGULAR (NOT RECYCLED OR
BONDED/UNBONDED CONCRETE)
R = RECYCLED
B = BONDED CONCRETE
U = UNBONDED CONCRETE.

THIRD CHARACTER (VALID FOR HOT-MIX ONLY;
'FIRST BYTE' VALUES OF 4,5,I,6,A,B)

BLANK = UNDEFINED

-
- 0 = OTHER (NOT ONE OF THOSE LISTED BELOW)
 - 1 = TYPE C HOT-MIX
 - 2 = TYPE D HOT-MIX
 - 3 = SUPERPAVE (1/2 INCH TOPSIZE)
 - 4 = SUPERPAVE (3/4 INCH TOPSIZE)
 - 5 = SUPERPAVE (OTHER TOPSIZE)
 - 6 = CMHB (COARSE MATRIX, HIGH BINDER)
 - 7 = SMA (STONE MASTIC ASPHALT)
 - 8 = POROUS FRICTION COURSE

Reference:

Comments: PA backend tables show this as a 4 digit code.

ORIGINAL SURF WIDTH

THE PREDOMINANT WIDTH OF THE ORIGINAL SURFACE, TO THE NEAREST FOOT, PLACED ON THE DATA COLLECTION SECTION. WIDTH IS MEASURED FROM OUTSIDE EDGE TO OUTSIDE EDGE OF THE PAVEMENT. THIS WIDTH WILL CHANGE IF THE DATA COLLECTION SECTION IS RECONSTRUCTED.

Column ID: TX_ORIGINAL_SURF_WIDTH_MEAS

Format / Length: Number / 4.0

Unit: Feet

Values: 0 THRU 9999

Reference:

Comments: Currently set to 0 for all records.

PMIS HIGHWAY SYSTEM

BROAD CATEGORY OF HIGHWAYS USED IN PMIS TO SIMPLIFY ANALYSIS AND REPORTING.

Column ID: TX_PMIS_HIGHWAY_SYSTEM

Format / Length: String / 50

Unit:

Values: BUSINESS ROUTE

INCLUDES:

BI - OFF INTERSTATE HIGHWAY

BU - OFF US HIGHWAY
BS - BUSINESS OFF STATE
BF - OFF FARM OR RANCH TO MARKET ROAD
FARM TO MARKET
INCLUDES:
FM - FARM TO MARKET
RM - RANCH TO MARKET
RR - RANCH ROAD
FS - FARM TO MARKET SPUR
RS - RANCH TO MARKET SPUR
RU - RANCH ROAD SPUR
INTERSTATE
INCLUDES:
IH - INTERSTATE HIGHWAY
PARK ROAD
INCLUDES:
PR - PARK ROAD
RE - RECREATION ROAD
RP - RECREATION ROAD SPUR
PRINCIPAL ARTERIAL STREET SYSTEM
INCLUDES:
PA - PRINCIPAL ARTERIAL STREET SYSTEM
STATE HIGHWAY (INCLUDES NASA1 AND OLD SPANISH
ROUTE – OSR)
INCLUDES:
SH - STATE HIGHWAY (INCLUDES NASA1 AND
OLD SPANISH ROUTE)
SA - STATE HIGHWAY ALTERNATE
SL - STATE HIGHWAY LOOP
SS - STATE HIGHWAY SPUR
US HIGHWAY
INCLUDES:
US - US HIGHWAY
UA - US ALTERNATE
UP - US SPUR

Reference:

Comments: Only the primary text description associated with each highway system is displayed on the screen in PA.

PREVIOUS CUMULATIVE ADT FOR ORIGINAL SURFACE

PREVIOUS CUMULATIVE ADT FOR ORIGINAL SURFACE FOR CALCULATIONS IN TX_CUM_ADT_ORIG_SURFACE_QTY.

Column ID: TX_PREV_CUM_ADT_ORIG_SRF_QTY
Format / Length: Integer / 9
Unit:
Values: 0 THRU 999999999
Reference:
Comments:

PREVIOUS CUMULATIVE ADT SINCE LAST OVERLAY

PREVIOUS CUMULATIVE ADT SINCE LAST OVERLAY FOR CALCULATIONS IN TX_CUM_ADT_LAST_OVERLAY_QTY.

Column ID: TX_PREV_CUM_ADT_LAST_OLY_QTY
Format / Length: Integer / 9
Unit:
Values: 0 THRU 999999999
Reference:
Comments:

PREVIOUS CURRENT 18KIP ESALS

THE PREVIOUS FISCAL YEAR'S CURRENT 18-KIP ESAL VALUE OBTAINED FROM TRM FOR THE DATA COLLECTION SECTION. ONE 18-KIP ESAL FOR EACH 18,000 POUND EQUIVALENT TRAFFIC LOAD PROJECTED OVER A TWENTY YEAR PERIOD. ONLY THE HIGHEST 18-KIP FOR ANY PORTION OF THE SEGMENT IS USED. 18-KIP IS ANALOGOUS TO THE WORKING LOAD ON THE HIGHWAY. THESE VALUES ARE STORED IN THOUSANDS. FOR EXAMPLE, 5 MILLION 18-KIP ESAL IS STORED IN THE DATABASE AS 5000.

Column ID: TX_PREV_CURRENT_18KIP_MEAS
Format / Length: Integer / 6

Unit: 1000
Values: 0 THRU 999999
Reference: USE TRM FLEX-18KIP-ESAL WHEN THE PAVEMENT IS FLEXIBLE (ACP).
USE TRM RIGID-18KIP-ESAL WHEN THE PAVEMENT IS RIGID (JCP OR CRCP).
Comments:

PREVIOUS DISTRESS SCORE

THE PREVIOUS DISTRESS SCORE FOR AUDITING PURPOSES.

Column ID: TX_PREV_DISTRESS_SCORE
Format / Length: Integer / 3
Unit:
Values: 0 THRU 999
Reference:
Comments:

PREVIOUS ORIGINAL SURFACE CUMULATIVE 18KIP ESALS

PREVIOUS CUMULATIVE 18KIP ESALS FOR ORIGINAL SURFACE FOR CALCULATIONS IN TX_CUM_18KIP_ORIG_SURFACE_QTY.

Column ID: TX_PREV_CUM_18KIP_ORIG_SRF_QTY
Format / Length: Integer / 9
Unit: 1000
Values: 0 THRU 999999999
Reference:
Comments:

PREVIOUS YEAR'S CUMULATIVE 18 KIP ESALS

THE PREVIOUS FISCAL YEAR'S 18 KIP ESALS USED FOR CALCULATIONS IN CURRENT YEAR'S TX_CUM_18KIP_LAST_OVERLAY_QTY.

Column ID: TX_PREV_CUM_18KIP_LAST_OL_QTY

Format / Length: Integer / 9
Unit: 1000
Values: 0 THRU 999999999
Reference:
Comments:

PROFILER AUDIT FLAG

INDICATES THAT PROFILER AUDIT DATA NEEDS TO BE COLLECTED FOR THE DATA COLLECTION SECTION.

Column ID: TX_PROF_AUDIT_FLAG
Format / Length: Integer / 1
Unit:
Values: 1 = YES = TRUE
NULL / BLANK = FALSE
Reference:
Comments: This field is displayed as a checkbox In PA. Not populated prior to FY2018

PROJECT CSJ

THE CSJ ASSOCIATED WITH THE PROJECT.

Column ID:
Format / Length: String / 9
Unit:
Values: 000000000 THRU 999999999
Reference: CNTRCT_NAME
Comments: CCCCSSJJJ where CCCC = Control, SS = Section and JJJ = job.

RATED LANE NUMBER

INDICATES THE LANE THAT WAS RATED FOR A ROADBED.

Column ID: TX_LANE_ID
Format / Length: Integer / 1

Unit:

Values: WITHIN A ROADBED:
 0 = ALL
 1 = OUTER / RIGHT-MOST LANE
 2 = NEXT LEFT LANE
 3 = NEXT LEFT LANE
 4 = NEXT LEFT LANE
 5 = NEXT LEFT LANE
 6 = NEXT LEFT LANE
 7 = NEXT LEFT LANE
 8 = NEXT LEFT LANE
 9 = INNER /LEFT-MOST LANE

Reference:

Comments: Only the numeric value for each lane number is displayed on the screen in PA.

RESPONSIBLE DISTRICT

THE DISTRICT RESPONSIBLE FOR RATING AND MAINTAINING THE DATA COLLECTION SECTION. IN SOME RARE CASES, ONE DISTRICT MAY HAVE A HIGHWAY WITHIN ITS BOUNDARIES BUT FOR REASONS OF CONVENIENCE ANOTHER DISTRICT WILL ACTUALLY PERFORM WORK ON IT.

Column ID: TX_DISTRICT_NUM_ID

Format / Length: String / 50

Unit:

Values: 01 - PARIS
 02 - FORT WORTH
 03 - WICHITA FALLS
 04 - AMARILLO
 05 - LUBBOCK
 06 - ODESSA
 07 - SAN ANGELO
 08 - ABILENE
 09 - WACO
 10 - TYLER
 11 - LUFKIN

-
- 12 - HOUSTON
 - 13 - YOAKUM
 - 14 - AUSTIN
 - 15 - SAN ANTONIO
 - 16 - CORPUS CHRISTI
 - 17 - BRYAN
 - 18 - DALLAS
 - 19 - ATLANTA
 - 20 - BEAUMONT
 - 21 - PHARR
 - 22 - LAREDO
 - 23 - BROWNWOOD
 - 24 - EL PASO
 - 25 - CHILDRESS
 - 99 - STATEWIDE

Reference:

Comments:

RESPONSIBLE MAINTENANCE SECTION

THE NUMBER ASSIGNED TO THE MAINTENANCE SECTION WHICH IS ACTUALLY RESPONSIBLE FOR MAINTENANCE ON THE DATA COLLECTION SECTION. THIS ROAD CAN BE IN THIS MAINTENANCE SECTION OR OTHER ASSIGNED MAINTENANCE SECTIONS.

Column ID: TX_RESPONSIBLE_MAINT_SECT_ID

Format / Length: String / 50

Unit:

Values: THE MAINTENANCE SECTION IS DIVIDED INTO THREE GROUPS: NN – NN - XXXXXXXXXXXX
FIRST GROUP IS THE RESPONSIBLE DISTRICT: 01 – 25
SECOND GROUP IS THE MAINTENANCE SECTION NUMBER WHICH IS NORMALLY BETWEEN 01 AND 20.
HOWEVER, THERE ARE SOME SPECIAL MAINTENANCE SECTIONS THAT USE 21 - 99 WHICH ARE OUTSIDE PMIS SCOPE.

THIRD GROUP IS THE ACTUAL NAME OF THE MAINTENANCE SECTION SUCH AS BONHAM OR ARLINGTON

Reference:

Comments: The backend table TX_PMIS__DATA_COL uses a 3 digit ID to uniquely identify each maintenance section and is cross referenced with the SETUP_MAINTENANCE_SECTIONS table to obtain the values displayed in the frontend.

REVISED COMPLETION DATE

THE UPDATED DATE THAT THE PROJECT WAS COMPLETED.

Column ID: REVISED_DATE

Format / Length: Date

Unit:

Values:

Reference:

Comments:

REVISED PROJECT CSJ

AN UPDATED CSJ ASSOCIATED WITH THE PROJECT.

Column ID:

Format / Length: String / 9

Unit:

Values: 000000000 THRU 999999999

Reference: CNTRCT_NAME

Comments: CCCCSSJJJ where CCCC = Control, SS = Section and JJJ = job.

RIGHT SHOULDER TYPE CODE

IDENTIFIES THE TYPE OF MATERIALS THAT MAKE UP THE SHOULDER, IF ANY, OF THE DATA COLLECTION SECTION.

Column ID: TX_SHOULDER_TYPE_RIGHT_CODE

Format / Length: String / 200

Unit:

Values: 0 - PRIOR TO FY 2016 - NONE (NO SHOULDERS EXIST)
1 - NONE (UNPAVED)
1 - PRIOR TO FY 2016 - SURFACED WITH BITUMINOUS MATERIAL--A BITUMINOUS COURSE OVER A GRANULAR OR STABILIZED BASE
2 - SURFACED (PAVED)
2 - PRIOR TO FY 2016 - SURFACED WITH PORTLAND CEMENT CONCRETE (NOT TIED)--A PORTLAND CEMENT STABILIZED BASE THAT IS PART OF THE MAINLANE PAVEMENT
STABILIZED BASE THAT IS PART OF THE MAINLANE PAVEMENT
3 - STABILIZED-SURFACED WITH FLEX (UNPAVED)
3 - PRIOR TO FY 2016 - SURFACED WITH TIED PORTLAND CEMENT CONCRETE--A PORTLAND CEMENT CONCRETE COURSE OVER A GRANULAR OR STABILIZED BASE THAT IS PART OF THE MAINLANE PAVEMENT
4 - COMBINATION-SURFACE/STABILIZED (UNPAVED)
4 - PRIOR TO FY 2016 - STABILIZED--GRAVEL OR OTHER GRANULAR MATERIAL WITH OR WITHOUT ADMIXTURE, CAPABLE OF SUPPORTING MOST LOADS EVEN UNDER WET CONDITIONS
5 - EARTH-WITH OR WITHOUT TURF (UNPAVED)
5 - PRIOR TO FY 2016 - COMBINATION--A PART OF THE SHOULDER WIDTH IS SURFACED, AND/OR A PART IS STABILIZED, AND/OR A PART IS TURF, ETC. (SOME COMBINATION OF CODES 2-5, 7)
6 - PRIOR TO FY 2016 - EARTH--NATURAL EARTH WITH OR WITHOUT TURF
7 - PRIOR TO FY 2016 - OTHER--ANY OTHER OCCURRENCE THAT IS NOT COVERED BY THE ABOVE CODES

Reference: SEE GRID SHOULDER-RIGHT-LEFT-CODE

Comments:

RIGHT SHOULDER WIDTH

USUAL WIDTH OF THE SHOULDER, TO THE NEAREST FOOT, MEASURED FROM THE OUTSIDE EDGE OF THE THROUGH-LANE TO THE OUTSIDE EDGE OF THE SHOULDER.

THE OUTSIDE EDGE OF THE THROUGH-LANE CAN BE IDENTIFIED BY THE INSIDE EDGE OF THE PAVEMENT EDGE STRIPE, COLOR CONTRAST OR OUTER EDGE OF THE LANE.

THE OUTSIDE EDGE OF THE SHOULDER CAN BE IDENTIFIED BY THE FACE OF A CURB, CHANGE IN SLOPE/CROWN BREAK OR OUTER EDGE OF SHOULDER PAVEMENT.

Column ID: TX_SHOULDER_WIDTH_RIGHT_MEAS
Format / Length: Integer / 2
Unit: Feet
Values: 0 THRU 99
Reference: SEE GRID SHOULDER-WIDTH-RIGHT-MEAS.
Comments:

ROADBED WIDTH

MEASUREMENT OF THE PORTION OF A HIGHWAY INTENDED FOR USE BY VEHICLES CONSISTING OF THE DRIVING LANES, CONTINUOUS LEFT TURN, SHOULDERS AND / OR PARKING LANES. MEASURED TO THE NEAREST FOOT.

Column ID: TX_ROADBED_WIDTH
Format / Length: Integer / 3
Unit: Feet
Values: 0 THRU 999
Reference:
Comments:

RURAL-URBAN-CODE

A CODE THAT INDICATES IF DATA COLLECTION SECTION IS IN A RURAL, SMALL URBAN OR URBANIZED AREA.

Column ID: TX_RURAL_URBAN_CODE

Format / Length: String / 100
Unit:
Values: 1 - RURAL, POPULATION LESS THAN 5,000
2 - SMALL URBAN, POPULATION 5,000 TO 49,999
3 - URBANIZED, POPULATION GREATER THAN OR
EQUAL TO 50,000 AND LESS THAN OR EQUAL TO
199,999
4 - URBANIZED, POPULATION GREATER THAN 200,000
Reference:
Comments:

SECT LENGTH CENTERLINE

THE CENTERLINE LENGTH FOR THE DATA COLLECTION SECTION.

Column ID: TX_SECT_LENGTH_CENTERLINE_MEAS
Format / Length: Number / 4.3
Unit: Miles
Values: 0.0 THRU 9999.999
Reference:
Comments: Prior to FY2017, the centerline length was measured in tenths of a mile (0.0 thru 99.9).
Currently data collection sections are normally .5 miles but can range from .1 to .8 miles.

SECT LENGTH ROADBED NEW

THE UPDATED ROADBED MILEAGE FOR THE DATA COLLECTION SECTION.

Column ID: TX_SECT_LNGTH_RDBD_NEW_MEAS
Format / Length: Number / 4.3
Unit: Miles
Values: 0 = NO CHANGE
> 0 IF CURRENT 'OLD' VALUE NEEDS UPDATING.
Reference:
Comments: Prior to FY2017 this field was measured in tenths of a mile (0.0 thru 99.9). This value is usually only populated if the

mileage for a data collection section is found to be different than that displayed in the 'OLD MEAS' field during a collection cycle.

SECT LENGTH ROADBED OLD

THE ROADBED MILEAGE FOR THE DATA COLLECTION SECTION. THIS FIELD WILL BE THE SAME AS SECTION LENGTH CENTERLINE INITIALLY.

Column ID: TX_SECT_LNGTH_RDBD_OLD_MEAS
Format / Length: Number / 4.3
Unit: Miles
Values: 0.0 THRU 9999.999
Reference:
Comments: Prior to FY2017 this field was measured in tenths of a mile (0.0 thru 99.9).

SIGNED HIGHWAY ROADBED ID

IDENTIFIES THE HIGHWAY ASSOCIATED WITH A DATA COLLECTION SECTION. THIS FIELD INCLUDES THE HIGHWAY SYSTEM, HIGHWAY NUMBER, HIGHWAY SUFFIX, AND THE ROADBED ID. THE HIGHWAY SYSTEM IS A CODE THAT DESCRIBES THE SIGNING OF A HIGHWAY SECTION. THE HIGHWAY NUMBER IS AN IDENTIFICATION NUMBER ATTACHED TO THE HIGHWAY SYSTEM. THE HIGHWAY SUFFIX IS A CHARACTER ATTACHED TO THE HIGHWAY NUMBER TO INDICATE THE GEOGRAPHICAL ROUTING AND TO FURTHER PARTITION THE HIGHWAY NUMBER. THE ROADBED IDENTIFICATION IS A CODE IDENTIFYING SEPARATE ROADBEDS THAT CONSTITUTE A HIGHWAY SECTION.

Column ID: TX_SIGNED_HIGHWAY_RDBD_ID
Format / Length: String / 8
Unit:
Values: HIGHWAY SYSTEM VALUES:
IH = INTERSTATE HIGHWAY

US = US HIGHWAY
UA = US HIGHWAY ALTERNATE
UP = US HIGHWAY SPUR
SH = STATE HIGHWAY
SA = STATE HIGHWAY ALTERNATE
SL = STATE HIGHWAY LOOP
SS = STATE HIGHWAY SPUR
BI = INTERSTATE BUSINESS ROUTE
BU = US HIGHWAY BUSINESS ROUTE
BS = STATE HIGHWAY BUSINESS ROUTE
BF = FARM OR RANCH TO MARKET ROAD BUSINESS ROUTE
FM = FARM TO MARKET ROAD
RM = RANCH TO MARKET ROAD
RR = RANCH ROAD
PR = PARK ROAD
RE = RECREATION ROAD
FS = FARM TO MARKET ROAD SPUR
RS = RANCH TO MARKET ROAD SPUR
RU = RANCH ROAD SPUR
RP = RECREATION ROAD SPUR
PA = PRINCIPAL ARTERIAL STREET SYSTEM (PASS)
MH = METROPOLITAN HIGHWAY

HIGHWAY NUMBER VALUES:

0001 TO 9999

OSR = OLD SPANISH ROAD

NASA = NASA ROAD

HIGHWAY SUFFIX VALUES:

N = NORTH

S = SOUTH

E = EAST

W = WEST

PR ROUTES = BLANK OR A TO Z AS REQUIRED

BI, BU, SS, AND BF ROUTES = A TO Z (EXCEPT I OR O)
AS REQUIRED

ROADBED IDENTIFICATION VALUES:
K = SINGLE MAINLANE ROAD
A = RIGHT FRONTAGE/SERVICE/ACCESS ROAD
R = RIGHT MAINLANE ROAD
X = LEFT FRONTAGE/SERVICE/ACCESS ROAD
L = LEFT MAINLANE ROAD

Reference: SETUP_ROUTE

Comments:

SITE MANAGER COMPLETION DATE

THE DATE THAT THE PROJECT WAS COMPLETED AS POSTED ON SITEMANAGER.

Column ID: TX_SM_COMP_DATE

Format / Length: Date

Unit:

Values:

Reference:

Comments:

SITE MANAGER WORK CODE

THE CLASS OF WORK TO BE DONE BY A PROJECT AS SHOWN ON SITEMANAGER.

Column ID: SM_WORK_CODE_ID

Format / Length: String / 100

Unit:

Values: BCF - Border Crossing Facility
BMN -
BR - Bridge Replacement
BWR - Bridge Widening Or Rehabilitation
CNF - Convert Non-Freeway To
Code - Classification
CTM - Corridor Traffic Management
EMS -
FBO - Ferry Boat

FS - Feasibility Studies
GCP - Grade Crossing Protection
HES - Hazard Elimination & Safety
HPR - Remove Hazardous Paint (Bridge Rehab Projects)
INC - Interchange (New or Reconstructed)
JC - Junkyard Control
LSE - Landscape and Scenic Enhancement
MSC - Miscellaneous Construction
NLF - New Location Freeway
NNF - New Location Non-Freeway
OAC - Outdoor Advertising Control
OV - Overlay
PE - Preliminary Engineering
RER - Rehabilitation of Existing Road
RES - Restoration
RMS -
ROW - Right of Way
RR - Railroad Relocation
SC - Seal Coat
SFT -
SKP - SKIP (Exempt from sealing – Transportation
Enhancement Project
SRA - Safety Rest Area
TC - Tunnel Construction
TPD - Traffic Protection Devices
TS - Traffic Signal
UGN - Upgrade to Standards Non- Freeway
UPG - Upgrade to Standards Freeway
UTL - Utility Adjustments
WF - Widen Freeway
WNF - Widen Non-Freeway

Reference: SM_WORK_CODE_DESC

Comments:

SITEMANAGER CONTRACT NAME/CSJ

THE CONTRACT CONTROL SECTION JOB (CCSJ) FROM SITEMANAGER. THIS IS THE PRIMARY CSJ THAT IS ASSOCIATED WITH THE CONTRACT FOR A PROJECT.

Column ID: CNTRCT_NAME

Format / Length: String / 9

Unit:

Values: 000000000 THRU 999999999

Reference:

Comments: This may or may not be the same as the CSJ. A CCSJ may cover one or more CSJs.

SKID REQUIRED FLAG

INDICATES THAT SKID DATA NEEDS TO BE MEASURED FOR THE DATA COLLECTION SECTION. THE VALUE IS THE REMAINDER THAT RESULTS WHEN THE FISCAL YEAR (EFF_YEAR) OF THE DATA COLLECTION SECTION IS DIVIDED BY 2 (IH) OR 4 (NON-IH).

Column ID: TX_SKID_REQUIRED_FLAG

Format / Length: Integer / 1

Unit:

Values: FOR INTERSTATE HIGHWAYS (IH):

0 – DATA IS MEASURED EVERY EVEN-NUMBERED FISCAL YEAR

(FOR EXAMPLE, 2012, 2014, 2016, 2018, ETC.)

1 – DATA IS MEASURED EVERY ODD-NUMBERED FISCAL YEAR

(FOR EXAMPLE, 2013, 2015, 2017, 2019, ETC.)

FOR NON INTERSTATE HIGHWAYS (NON-IH):

0 THRU 3 – DATA IS MEASURED EVERY FOUR FISCAL YEARS

0 – 2012, 2016, ETC.

1 – 2013, 2017, ETC.

2 – 2014, 2018, ETC.

3 – 2015, 2019, ETC.

Reference:

Comments: HISTORY:
FY1985 - FY1998: SKID data collected, as needed, but not required.
FY 1999 - PRESENT: SKID data collected on a 50 percent subset of the visual distress sample (that is, 50 percent IH and 25 percent non-IH) as part of the annual Wet Weather Accident Reduction Program (WWARP).

SPEED LIMIT MAX

THE MAXIMUM LEGAL SPEED LIMIT POSTED FOR AUTOS OVER THE GREATER PART OF A SECTION OF ROADBED.

Column ID: TX_SPEED_LIMIT_MAX
Format / Length: Integer / 2
Unit: Miles Per Hour (MPH)
Values: 0 THRU 99
Reference: SEE GRID SPEED-LIMIT-MAX
Comments:

STATE TRUCK ROUTE FLAG

INDICATING IF A TEXAS TRUCK ROUTE - THIS IS A ROUTE THAT A TEXAS CITY OR MUNICIPALITY REQUIRES TRUCKS TO USE WHEN TRANSITING WITHIN THE THEIR BOUNDARIES.

Column ID: TX_STATE_TRUCK_ROUTE
Format / Length: Integer / 1
Unit:
Values: YES = TRUE
NULL / BLANK = FALSE
Reference:
Comments: This is displayed as a checkbox in PA.

SUBBASE THICKNESS (MM)

THE PREDOMINANT THICKNESS, IN TENTHS OF AN INCH, OF THE SUBBASE MATERIAL, IF ANY, IN THE DATA COLLECTION SECTION.

Column ID: TX_SUBBASE_THICK_MEAS
Format / Length: Number / 2.1
Unit: mm
Values: 0.0 THRU 99.9
Reference: SEE RLS LAYER-THICKNESS-MEAS WITH PAVEMENT-
LAYER-ID = SB (SBBASE).
Comments:

SUBBASE TYPE CODE

A THREE DIGIT CODE REPRESENTING A TWO-CHARACTER CODE FOR THE PREDOMINANT TYPE OF SUBBASE, IF ANY, IN THE DATA COLLECTION SECTION.

Column ID: TX_SUBBASE_TYPE_CODE
Format / Length: String / 100
Unit:
Values: 301 - FLEXIBLE BASE GR 1
302 - FLEXIBLE BASE GR 2
303 - FLEXIBLE BASE GR 1-2
304 - FLEXIBLE BASE GR 3
305 - FLEXIBLE BASE GR 4
306 - FLEXIBLE BASE GR 5
307 - LIME TREATED BASE
308 - CEMENT TREATED BASE
309 - FLY ASH TREATED BASE
310 - LIME / FLY ASH TREATED BASE
311 - ASPHALT TREATED BASE
312 - EMULSION TREATED BASE
313 - FOAMED ASPHALT BASE
314 - CEMENT TREATED BASE W/BOND BREAKER
315 - ROLLER COMPACTED CONCRETE (RCC)
316 - ASPHALT DRAINABLE BASE
317 - CONCRETE DRAINABLE BASE
318 - FLEXIBLE BASE (SEMI DRAINABLE-LOW FINES)
319 - HOT MIX ASPHALT (HMA)

Reference: SEE RLS LAYER-MATERIAL-TYPE-CODE WITH A
PAVEMENT-LAYER-ID = SB (SUBBASE).

Comments: Currently not populated in PA

SUBBASE WIDTH

THE PREDOMINANT WIDTH, TO THE NEAREST FOOT, OF THE
SUBBASE, IF ANY, IN THE DATA COLLECTION SECTION.

Column ID: TX_SUBBASE_WIDTH_MEAS

Format / Length: Integer / 2

Unit: Feet

Values: 0 THRU 99

Reference: SEE RLS LAYER-WIDTH-MEAS WITH PAVEMENT-
LAYER-ID = SB (SBBASE).

Comments: Currently not populated in PA

SUBGRADE TREATMENT CODE

INDICATES THE METHOD USED TO STABILIZE/STRENGTHEN THE
SUBGRADE IN THE DATA COLLECTION SECTION.

Column ID: TX_SUBGRADE_STABILIZATION_CODE

Format / Length: String / 50

Unit:

Values: 401 - NO STABILIZATION

402 - ASPHALT

403 - CEMENT

404 - LIME

405 - FLY ASH

406 - LIME / FLAY ASH

407 - EMULSION

408 - OTHER

Reference: SEE RLS LAYER-MATERIAL-TYPE-CODE WITH A
PAVEMENT-LAYER-ID = SG (SUBGRADE).

Comments: Currently not populated in PA.

SUBGRADE TREATMENT DEPTH

DEPTH OF THE SUBGRADE STABILIZATION, IF ANY, DONE IN THE DATA COLLECTION SECTION.

Column ID: TX_SUBGRADE_STAB_DEPTH_MEAS
Format / Length: Number / 2.1
Unit: Inches
Values: 0.0 THRU 99.9
Reference: SEE RLS LAYER-THICKNESS-MEAS WITH PAVEMENT-LAYER-ID = SG (SUBGRADE).
Comments:

SUBGRADE TRIAXIAL CLASS

A LOAD RELATED MEASURE OF SHEER SOIL STRENGTH. THIS VALUE IS USED TO CLASSIFY SUBGRADE MATERIALS FOR PAVEMENT DESIGN.

Column ID: TX_SUBGRADE_TRIAXIAL_CLASS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 9.9
Reference: SEE RLS SUBGRADE-TRIAXIAL-CLASS-MEAS WITH PAVEMENT-LAYER-ID = SG (SUBGRADE).
Comments: Not populated after FY2016. All records populated in IN PA are set to 0.

SUBGRADE TYPE CODE

A THREE DIGIT CODE REPRESENTING A TWO-CHARACTER CODE INDICATING THE PREDOMINANT SUBGRADE SOIL TYPE IN THE DATA COLLECTION SECTION.

Column ID: TX_SUBGRADE_TYPE_CODE
Format / Length: String / 50
Unit:
Values: 501 - UNKNOWN
502 - CLAY (LIQUID LIMIT > 50)

503 - SANDY CLAY
504 - SILTY CLAY
505 - SILT
506 - SANDY SILT
507 - CLAY SILT
508 - SAND
509 - POORLY GRADED SAND
510 - SILTY SAND
511 - CLAY SAND
512 - GRAVEL
513 - POORLY GRADED GRAVEL
514 - CLAY GRAVEL
515 - SHALE
516 - ROCK
517 - LOAM
518 - SANDY LOAM
519 - CLAY LOAM

Reference: SEE RLS LAYER-MATERIAL-TYPE-CODE WITH
PAVEMENT-LAYER-ID = SG (SUBGRADE).

Comments:

SWELLING POTENTIAL CODE

INDICATES A SOIL'S POTENTIAL FOR SWELLING. THIS VALUE IS
USED FOR PAVEMENT DESIGN.

Column ID: TX_SWELLING_POTENTIAL_CODE

Format / Length: Integer / 1

Unit:

Values: 0 - UNKNOWN
1 - SLIGHT
2 - MODERATE
3 - SEVERE

Reference: SEE RLS SWELLING-POTENTIAL-CODE

Comments:

TEXAS TRUNK HIGHWAY CODE

INDICATES THAT THE DATA COLLECTION SECTION IS PART OF THE TEXAS TRUNK HIGHWAY SYSTEM.

Column ID: TX_Texas_Trunk_Highway_Code

Format / Length: Integer / 1

Unit:

Values: YES = TRUE

NULL / BLANK = FALSE

Reference: SEE GRID SECONDARY-RTE-DESIGNATION = E

Comments: This field is displayed as a checkbox in PA.

TOTAL OVERLAY THICKNESS (MM)

TOTAL THICKNESS, IN TENTHS OF AN INCH, OF ALL OVERLAY MATERIALS, IF ANY, PLACED ON THE DATA COLLECTION SECTION.

Column ID: TX_Total_Overlay_Thick_Meas

Format / Length: Number / 2.1

Unit: Inches

Values: 0.0 THRU 99.9

Reference: SEE RLS LAYER-THICKNESS-MEAS.

Comments: Not populated after FY2016. All records populated in PA are set to 0. Although this field indicates it should be measured in millimeters (MM), it appears to be in inches at this time.

TOTAL SURFACE ROADWAY WIDTH

TOTAL WIDTH IN FEET OF PAVED SURFACE INCLUDING ALL TRAVEL LANES AND PAVED SHOULDERS; BUT EXCLUDES UNPAVED SHOULDERS OF THE DATA COLLECTION SECTION.

Column ID: TX_TOTL_SURF_RDWAY_WIDTH_MEAS

Format / Length: Integer / 3

Unit: Feet

Values: 0 THRU 999

Reference: SEE GRID SURFACE-WIDTH-MEAS.

Comments:

TRUCK AADT PCT

TRUCK-ANNUAL-AVERAGE-DAILY-TRAFFIC-PERCENTAGE IS THE PERCENTAGE OF THE CURRENT AADT (ANNUAL AVERAGE DAILY TRAFFIC) CLASSIFIED AS TRUCKS (EXCLUDING PICKUP TRUCKS).

Column ID: TX_TRUCK_AADT_PCT

Format / Length: Number / 2.1

Unit:

Values: 0.0 THRU 99.9

Reference: SEE GRID TRUCK-AADT-PCT.

Comments:

UNDER CONSTRUCTION FLAG

INDICATES IF A SECTION IS 'UNDER CONSTRUCTION'. A DATA COLLECTION SECTION IS 'UNDER CONSTRUCTION' IF ANY PART OF THAT SECTION FALLS WITHIN THE LIMITS OF A CONSTRUCTION PROJECT.

Column ID: TX_UNDER_CONSTRUCTION_FLAG

Format / Length: Integer / 1

Unit:

Values: YES = TRUE

NULL / BLANK = FALSE

Reference:

Comments: This field is displayed as a checkbox in PA.

URBAN ROUTE FLAG

Not defined at this time.

Column ID: TX_URBAN_ROUTE

Format / Length: Integer / 1

Unit:

Values: YES = TRUE

NULL / BLANK = FALSE

Reference:

Comments: All records in PA are set to 0 for FY2017 and FY2018. Not populated in PA prior to FY2017. This field is displayed as a checkbox in PA.

URBAN RURAL DESIGN STANDPOINT

URBAN-RURAL-DESIGN-STANDARD INDICATES IF THE PROJECT IS TO BE FROM A TRAFFIC OPERATION STANDPOINT AND URBAN OR RURAL IN NATURE.

Column ID: TX_URB_RUR_DSN_STND
Format / Length: String / 10
Unit:
Values: R - RURAL
U - URBAN
Reference: SEE RLSURB-RUR-DSN-STND.
Comments: Currently not populated in PA

USER UPDATE

METHOD OR PERSON USED TO ENTER DATA INTO PAVEMENT ANALYST.

Column ID: USER_UPDATE
Format / Length: String / 100
Unit:
Values:
Reference:
Comments:

WORK CODE

CODE INDICATING TYPE OF WORK DONE DURING PROJECT.

Column ID: TX_FINAL_WORK_CODE
Format / Length: String / 100
Unit: BCF - Border Crossing Facility
BMN -

BR - Bridge Replacement
BWR - Bridge Widening Or Rehabilitation
CNF - Convert Non-Freeway To
Code - Classification
CTM - Corridor Traffic Management
EMS -
FBO - Ferry Boat
FS - Feasibility Studies
GCP - Grade Crossing Protection
HES - Hazard Elimination & Safety
HPR - Remove Hazardous Paint (Bridge Rehab Projects)
INC - Interchange (New or Reconstructed)
JC - Junkyard Control
LSE - Landscape and Scenic Enhancement
MSC - Miscellaneous Construction
NLF - New Location Freeway
NNF - New Location Non-Freeway
OAC - Outdoor Advertising Control
OV - Overlay
PE - Preliminary Engineering
RER - Rehabilitation of Existing Road
RES - Restoration
RM - Routine Maintenance Project (Not Sealed)
RMS - Routine Maintenance Project (Sealed)
ROW - Right of Way
RR - Railroad Relocation
SC - Seal Coat
SFT -
SKP - SKIP (Exempt from sealing – Transportation
Enhancement Project
SP2 - Super-2 Highway
SRA - Safety Rest Area
SSW - Systemic Widening Projects
TC - Tunnel Construction
TPD - Traffic Protection Devices
TS - Traffic Signal
UGN - Upgrade to Standards Non- Freeway
UPG - Upgrade to Standards Freeway

UTL - Utility Adjustments

WF - Widen Freeway

WNF - Widen Non-Freeway

Reference: SETUP_DCIS_PROJ_CLS.DCIS_PROJ_CLS_DESC

Comments: Not populated on PA prior to FY2018.

APPENDIX A: ADDITIONAL DATA COLLECTION SECTION TABLE FIELDS NOT DISPLAYED ON THE FRONTEND SCREEN IN PA

AUTO DISTRESS REQUIRED FLAG

INDICATES THAT AUTOMATED DISTRESS DATA NEEDS TO BE COLLECTED FOR THE DATA COLLECTION SECTION.

Column ID: TX_AUTO_DISTRESS_REQUIRED_FLAG

Format / Length: Integer / 1

Unit:

Values: 1 - YES

0 - NO

Reference:

Comments: This field is not displayed on the screen in PA.

COMPASS ESTIMATED LETTING DATE

THE DATE THAT THE PROJECT IS EXPECTED TO BE LET.

Column ID: TX_CMPS_EST_LET_DATE

Format / Length: Sting / 100

Unit:

Values:

Reference:

Comments: This field is not displayed on the screen in PA.

DCIS WORK TYPE

TYPE OF WORK DONE DURING PROJECT.

Column ID: PMS_WORK_TYPE_ID
Format / Length: Integer / 1
Unit:
Values: 1 = RCN
2 = REHAB
3 = PM
4 = RM
5 = NA
Reference: PMS_WORK_TYPE_NAME
Comments: Currently set to NULL. This field is not displayed on the screen in PA.

DETAILED PAVEMENT TYPE

CODE INDICATING PREDOMINANT TRAVEL LANE PAVEMENT TYPE DURING THE DATA COLLECTION YEAR OF THE DATA COLLECTION SECTION.
WILL BE DERIVED USING RLS PAVEMENT LAYER INFORMATION.

Column ID: TX_PVMNT_TYPE_DTL_RD_LIFE_CD2
Format / Length: Integer / 2
Unit:
Values: 1 - CONTINUOUSLY REINFORCED CONCRETE (CRCP)
2 - JOINTED REINFORCED CONCRETE (JRCP)
3 - JOINTED PLAIN CONCRETE (JPCP)
4 - THICK ASPHALTIC CONCRETE (OVER 5.5")
5 - MEDIUM THICKNESS ASPHALTIC CONCRETE (2.5 - 5.5")
6 - THIN ASPHALTIC CONCRETE (UNDER 2.5")
7 - COMPOSITE (ASPHALT SURFACED CONCRETE)
8 - WIDENED COMPOSITE PAVEMENT
9 - OVERLAID AND WIDENED ASPHALTIC CONCRETE PAVEMENT
10 - SURFACE TREATMENT PAVEMENT (OR SEAL COAT)
Reference:

Comments: This field is not displayed on the screen in PA.
Not populated in tables prior to 2017.

FINAL PROJECT CSJ

THE CSJ (CONTROL SECTION JOB) NUMBER FOR THE PROJECT AT COMPLETION.

Column ID: TX_FINAL_PROJECT_CSJ

Format / Length: String / 9

Unit:

Values: 000000000 THRU 999999999

Reference:

Comments: CCCCSSJJJ where CCCC = Control, SS = Section and JJJ = job. This field does not display on the PA PMIS Data Collection Sections. Not populated in tables prior to 2018.

GEOMETRY

A GROUP OF ARRAYS CONTAINING GEOGRAPHIC COORDINATES.

Column ID: GEOM

Format / Length: Geometry

Unit:

Values:

Reference:

Comments: This field is not displayed on the screen in PA.

ISN

ISN (INTERNAL SEQUENCE NUMBER) FROM THE RIDE DATA.
THIS IS A NUMERIC VALUE ASSIGNED AT THE TIME THE RECORD IS STORED AND IS USED TO UNIQUELY IDENTIFY AND RETRIEV A RECORD.

Column ID: ISN

Format / Length: Integer / 0

Unit:

Values:
Reference:
Comments: This field is not displayed on the screen in PA.

LOCATION ID#

LOCATION RECORD IDENTIFIER.
THIS IS A NUMERIC VALUE USED TO IDENTIFY A SPECIFIC DATA COLLECTION SECTION ON THIS TABLE. THIS VALUE IS NOT UNIQUE IN THAT THE SAME LOCATION MAY HAVE DIFFERENT VALUES FOR EACH YEAR AND ALSO MAY NOT EQUAL OTHER LOCATION ID VALUES ON OTHER TABLES.

Column ID: LOC_IDENT
Format / Length: Integer / 10
Unit:
Values: 0 THRU 9999999999
Reference:
Comments: This field is not displayed on the screen in PA.

OFFSET ROADBED

THE PHYSICAL ROADBED.

Column ID: TX_OFFSET_RDBD
Format / Length: Sting / 1
Unit:
Values: A = RIGHT FRONTAGE
K = TWO-WAY
L = LEFT MAINLANE
R = RIGHT MAINLANE
X = LEFT FRONTAGE
Reference:
Comments: This field is not displayed on the screen in PA.

POINT FROM X

Not defined at this time.

Column ID: POINT_FROM_X
Format / Length: Number / 8.0
Unit:
Values:
Reference:
Comments: Currently set to NULL for all records. This field is not displayed on the screen in PA.

POINT FROM Y

Not defined at this time.

Column ID: POINT_FROM_Y
Format / Length: Number / 8.0
Unit:
Values:
Reference:
Comments: Currently set to NULL for all records. This field is not displayed on the screen in PA.

POINT TO X

Not defined at this time.

Column ID: POINT_TO_X
Format / Length: Number / 8.0
Unit:
Values:
Reference:
Comments: Currently set to NULL for all records. This field is not displayed on the screen in PA.

POINT TO Y

Not defined at this time.

Column ID: POINT_TO_Y

Format / Length: Number / 8.0
Unit:
Values:
Reference:
Comments: Currently set to NULL for all records. This field is not displayed on the screen in PA.

RIDE REQUIRED FLAG

INDICATES THAT RIDE DATA NEEDS TO BE MEASURED FOR THE DATA COLLECTION SECTION.

Column ID: TX_RIDE_REQUIRED_FLAG
Format / Length: Integer / 1
Unit:
Values: VALUES DEPEND ON PMIS-HIGHWAY-SYSTEM FOR THE DATA COLLECTION SECTION

IF PMIS-HIGHWAY-SYSTEM IS 'IH' THEN:
0 - DATA IS MEASURED EVERY YEAR

IF PMIS-HIGHWAY-SYSTEM IS NOT 'IH' THEN:
0 - DATA IS MEASURED EVERY EVEN-NUMBERED FISCAL YEAR
(FOR EXAMPLE, 1996, 1998, 2000, ETC.)
1 - DATA IS MEASURED EVERY ODD-NUMBERED FISCAL YEAR
(FOR EXAMPLE, 1997, 1999, 2001, ETC.)

THE VALUE IS THE REMAINDER THAT RESULTS WHEN THE FISCAL YEAR (FISCAL-YEAR) OF THE DATA COLLECTION SECTION IS DIVIDED BY 1 (IH) OR 2 (NON-IH)

Reference:
Comments: This field is not displayed on the screen in PA.
Not populated after FY2016.

SSI REQUIRED FLAG

INDICATES THAT DEFLECTION DATA NEEDS TO BE MEASURED FOR THE DATA COLLECTION SECTION.

Column ID: TX_SSI_REQUIRED_FLAG

Format / Length: Integer / 1

Unit:

Values: 0 THRU 3 - DATA IS MEASURED EVERY FOUR YEARS
0 – 2012, 2016, ETC.
1 – 2013, 2017, ETC.
2 – 2014, 2018, ETC.
3 – 2015, 2019, ETC.

Reference:

Comments: This field is not displayed on the screen in PA.
Not populated after FY2015.

TEXTURE REQUIRED FLAG

INDICATES THAT TEXTURE DATA NEEDS TO BE MEASURED FOR THE DATA COLLECTION SECTION. TEXTURE DATA IS COLLECTED ON A 50-PERCENT SUBSET OF THE DISTRESS SAMPLE AS PART OF THE ANNUAL WET WEATHER ACCIDENT REDUCTION PROGRAM (WWARP).

Column ID: TX_TEXTURE_REQUIRED_FLAG

Format / Length: Integer / 1

Unit:

Values: IF TX_PMIS_HIGHWAY_SYSTEM IS 3 (= IH)
0 – DATA IS COLLECTED EVERY YEAR

IF TX_PMIS_HIGHWAY_SYSTEM IS NOT 3 (<> IH)
0 THRU 1 – DATA IS COLLECTED EVERY OTHER YEAR
0 – 2010, 2012, 2014, ETC
1 – 2011, 2013, 2015, ETC

THE VALUE IS THE REMAINDER THAT RESULTS WHEN THE FISCAL YEAR OF THE DATA COLLECTION SECTION IS DIVIDED BY 1 (IH) OR 2 (NON-IH)

Reference:

Comments: All records in PA = 0 for FY2016 and are not populated in PA after FY2016. This field is not displayed on the screen in PA.

VISUAL REQUIRED FLAG

INDICATES THAT VISUAL DISTRESS DATA NEEDS TO BE COLLECTED FOR THE DATA COLLECTION SECTION.

Column ID: TX_VISUAL_REQUIRED_FLAG

Format / Length: Integer / 1

Unit:

Values: VALUES DEPEND ON PMIS-HIGHWAY-SYSTEM FOR THE DATA COLLECTION SECTION.

IF PMIS-HIGHWAY-SYSTEM IS 3 ('IH') THEN:

0 - DATA IS MEASURED EVERY YEAR.

IF PMIS-HIGHWAY-SYSTEM IS NOT 3 ('IH') THEN:

0 - DATA IS MEASURED EVERY EVEN-NUMBERED FISCAL YEAR

(FOR EXAMPLE, 2010, 2012, 2014, ETC.)

1 - DATA IS MEASURED EVERY ODD-NUMBERED FISCAL YEAR

(FOR EXAMPLE, 2011, 2013, 2015, ETC.).

THE REMAINDER THAT RESULTS WHEN THE FISCAL YEAR (EFF-YEAR) OF THE DATA COLLECTION SECTION IS DIVIDED BY 1 (IH) OR 2 (NON-IH).

Reference:

Comments: This field is not displayed on the screen in PA.

YEAR COMPLETION

THE YEAR THAT THE PROJECT WAS COMPLETED.

Column ID: YEAR_COMPLETION

Format / Length: Integer / 4

Unit:

Values: 9999

Reference:

Comments: In the basic YYYY format. This field is not displayed on the screen in PA.