2024

Data Dictionary
Roads & Highways

Office of Transportation Data
Georgia Department of Transportation
600 West Peachtree Street, NW
Atlanta, Georgia 30308

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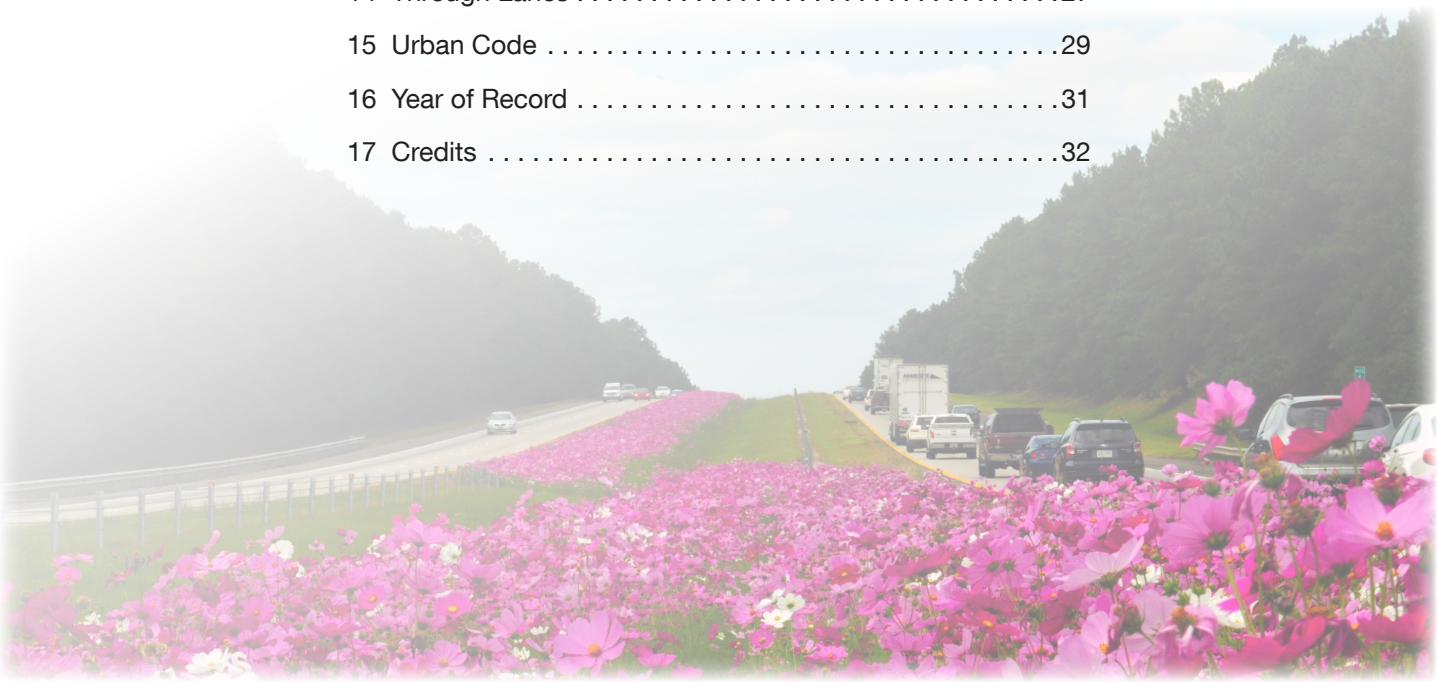

Figure 1. *GDOT Wildflowers*

For questions or comments on this document, please contact the
GDOT Office of Transportation Data via email: OTDCustomerService@dot.ga.gov

1 Purpose

The Georgia Department of Transportation's (GDOT) Office of Transportation Data (OTD) provides this data dictionary as an accompanying document to our road inventory data. This document describes the road characteristics data, lists each network event attribute table, and provides examples and other useful information. The main body of this document is organized alphabetically. Several of the data items are grouped into categories (Table 1).

2 Background

In accordance with **O.C.G.A. § 32-4-2 (b)**, OTD maintains road data for more than 125,000 centerline miles of public roads in Georgia. OTD collects road characteristic data for routes across the state using remote sensing, Local Road Activity (LRA) reports, construction design plans, and data mining.

Georgia is approximately 300 miles long by 230 miles wide if you travel in a straight line (Figure 2 on page 4). The direction of inventory is from the south to the north and from the west to the east (Figure 3 on page 4). The side of the road matching the direction of inventory is referred to as the inventory side. Exit numbers and route mileage also follow the same directional convention. For example, you may have noticed the Mile Post 1 on I-75 is near the Georgia-Florida border and Mile Post 354 is near the Georgia-Tennessee border.

GDOT editors use ArcGIS to capture the road characteristic data. GDOT uses linear referencing and dynamic segmentation to create the route geometry and attribute the road events, elements, and characteristics. Dynamic segmentation computes the locations of events stored and managed in an event table, locates them on the linear feature, and displays them spatially. Geospatial (network) event attributes are either linear (e.g., surface, shoulder, or ownership) or a point events (e.g., bridges, railroad crossings, or traffic control).

The road inventory data published on GDOT's website is the most current data available. All data and products are provided "as is" and represent the highest quality of information available in the Department at the date of issue. Every effort is made to provide accurate and reliable information, but it is still possible that errors exist.

Table 1. *Road Inventory Data Items*

Category	Baseline Data Item
County Code	County_Code
F_System	Functional_Class
Facility Type	Operation
GDOT Route Geometry	Route_ID
	From_Measure
	To_Measure
	Section_Length
Median	Median_Type
	Median_Width
National Highway System (NHS)	NHS_Type
Ownership	Ownership
Shoulder	Shoulder_Type
	Shoulder_Width_R
	Shoulder_Width_L
STRAHNET	STRAHNET_Type
Surface	Surface_Type
Through Lanes	Lane_Width
	Total_Lanes
Urban Code	Urban_Code
Year of Record	Year_Record

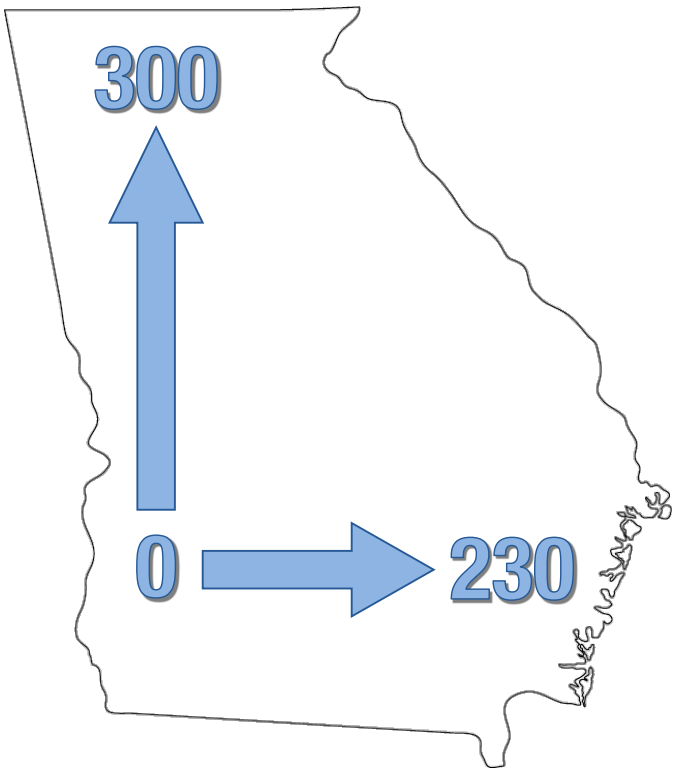

Figure 2. *Direction of Inventory*

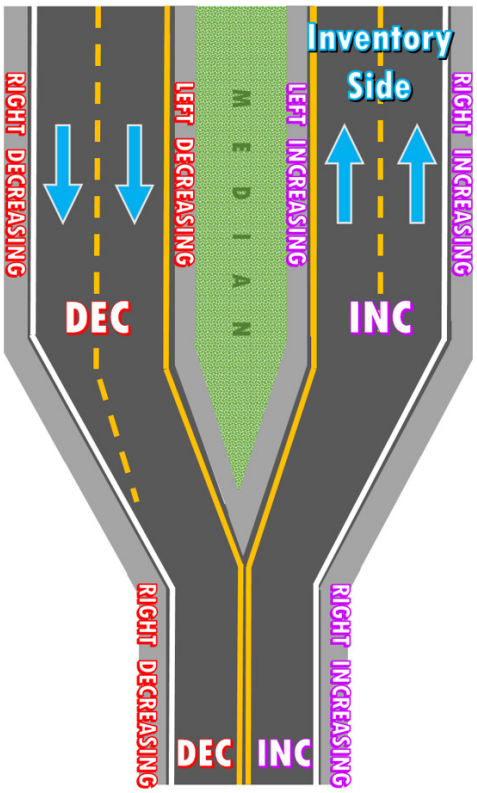

Figure 3. *Inventory Model*

3 County Code

3.1 Description

Georgia is separated into 159 counties, each of which is administered by their respective county seats (Figure 4). The counties are coded with odd numbers, starting at 001 and ending at 321.

3.2 Event Table

COUNTY

3.3 4.3 Domain/Field Type

County_Code: String

3.4 Codes

Table 2. *County Codes*

County	Code
APPLING	001
ATKINSON	003
BACON	005
BAKER	007
BALDWIN	009
BANKS	011
BARROW	013
BARTOW	015
BEN-HILL	017
BERRIEN	019
BIBB	021
BLECKLEY	023
BRANTLEY	025
BROOKS	027
BRYAN	029
BULLOCH	031
BURKE	033
BUTTS	035
CALHOUN	037
CAMDEN	039
CANDLER[a]	043
CARROLL	045
CATOOSA	047
CHARLTON	049
CHATHAM	051
CHATTAHOOCHEE	053
CHATTOOGA	055
CHEROKEE	057
CLARKE	059
CLAY	061
CLAYTON	063
CLINCH	065
COBB	067
COFFEE	069
COLQUITT	071
COLUMBIA	073
COOK	075
COWETA	077
CRAWFORD	079
CRISP	081
DADE	083
DAWSON	085
DECATUR	087
DEKALB	089
DODGE	091
DOOLY	093
DOUGHERTY	095
DOUGLAS	097
EARLY	099
ECHOLS	101
EFFINGHAM	103
ELBERT	105
EMANUEL	107
EVANS	109
FANNIN	111
FAYETTE	113
FLOYD	115
FORSYTH	117
FRANKLIN	119
FULTON	121
GILMER	123
GLASCOCK	125
GLYNN	127
GORDON	129
GRADY	131

County	Code
GREENE	133
GWINNETT	135
HABERSHAM	137
HALL	139
HANCOCK	141
HARALSON	143
HARRIS	145
HART	147
HEARD	149
HENRY	151
HOUSTON	153
IRWIN	155
JACKSON	157
JASPER	159
JEFF-DAVIS	161
JEFFERSON	163
JENKINS	165
JOHNSON	167
JONES	169
LAMAR	171
LANIER	173
LAURENS	175
LEE	177
LIBERTY	179
LINCOLN	181
LONG	183
LOWNDES	185
LUMPKIN	187
MCDUFFIE	189
MCINTOSH	191
MACON	193
MADISON	195
MARION	197
MERIWETHER	199
MILLER	201
MITCHELL[a]	205
MONROE	207
MONTGOMERY	209
MORGAN	211
MURRAY	213
MUSCOGEE	215
NEWTON	217

County	Code
OCONEE	219
OGLETHORPE	221
PAULDING	223
PEACH	225
PICKENS	227
PIERCE	229
PIKE	231
POLK	233
PULASKI	235
PUTNAM	237
QUITMAN	239
RABUN	241
RANDOLPH	243
RICHMOND	245
ROCKDALE	247
SCHLEY	249
SCREVEN	251
SEMINOLE	253
SPALDING	255
STEPHENS	257
STEWART	259
SUMTER	261
TALBOT	263
TALIAFERRO	265
TATTNALL	267
TAYLOR	269
TELFAIR	271
TERRELL	273
THOMAS	275
TIFT	277
TOOMBS	279
TOWNS	281
TREUTLEN	283
TROUP	285
TURNER	287
TWIGGS	289
UNION	291
UPSON	293
WALKER	295
WALTON	297
WARE	299
WARREN	301

County	Code
WASHINGTON	303
WAYNE	305
WEBSTER	307
WHEELER	309
WHITE	311
WHITFIELD	313
WILCOX	315

County	Code
WILKES	317
WILKINSON	319
WORTH	321
MULTIPLE COUNTIES OR STATEWIDE	000

[a]Numbers 041 and 203 have been deliberately omitted.

3.5 Example

Figure 4. *Georgia Counties*

4 F_System

4.1 Description

F_System is the grouping of streets and highways into classes or systems according to the current character of service they provide. A basic premise for this process is the recognition that most travel involves movement through a network of roads. F_System defines the role that any particular road or street plays in serving the flow of trips through an entire network. Comprehensive system updates are undertaken approximately every 10 years based upon the U.S. Census updates.

For more information on F_System, refer to the Federal Highway Administration's (FHWA) *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 1: *https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm*

Note: F_System may also be called functional classification.

4.2 Event Table

FUNCTIONAL_CLASS

4.3 Domain/Field Type

Functional_Class: Small Integer

4.4 Codes

Table 3. *F_System*

Code	Description
1	Interstate
2	Principal Arterial – Other Freeways and Expressways
3	Principal Arterial – Other
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local

5 Facility Type

5.1 Description

Facility Type is the direction of travel or the operational flow of the traffic on the road segment (Figures 6-11). This data item is used to determine whether a route segment or structure is a one-way roadway, two-way roadway, ramp, non-mainline, non-inventory or planned/unbuilt facility.

For more information on facility type, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 3: *https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm*

5.2 Event Tables

OPERATION

5.3 Domain/Field Type

Operation: Small Integer

5.4 Codes

Table 4. *Operation Types*

Code	Description
1	One-Way (non-restricted)
2	Two-Way (non-restricted)
3	Ramp
4	Non Mainline
5	Non Inventory
6	Planned/Unbuilt

Figure 5. *One-way Road Sign*

5.5 Examples

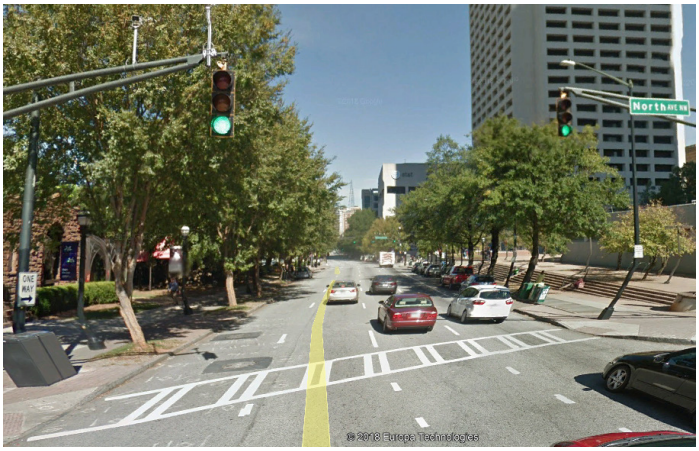

Figure 6. *One-way Route (Code: 1)*
Location: Peachtree Street NW, Atlanta, Georgia. Source: Google Maps.

Figure 7. *Two-way Route (Code: 2)*
Location: North Avenue, Atlanta, Georgia. Source: Google Maps.

Figure 8. *Ramp (Code: 3)*
Location: SR 316 Exit to Sugarloaf Parkway. Source: Google Maps.

Figure 9. *Non Mainline (Code: 4)*
Location: Collector Distributor Along I-85, Duluth, Georgia.
Source: Google Earth.

Figure 11. *Planned/Unbuilt (Code: 6)*
Location: Fall Line Freeway, Gordon County, Georgia.
Source: SkyQueen Aerial Photography.

Figure 10. *Non Inventory (Code: 5)*
I-85 Southbound, Duluth, Georgia. Source: Google Earth.

6 GDOT Route Geometry

6.1 Description

The Route ID is a unique identifier for each route and is composed of 6 different sub-types: Function Type, County, System Code, Route Code, Route Suffix, and Direction (Figure 12 below, and Figure 13 on page 13).

Function Type	County			System Code	Route Code						Route Suffix		Direction
					Reference Post			Route Number			Quadrant Letter	Route Suffix	
1	0	0	0	1	0	0	0	0	0	0	0	0	INC

Figure 12. *Route ID*

- **Function Type** describes how the road functions:
  - **Mainlines** are the principal line or route, as contrasted with a secondary group, such as ramps.
  - **Ramps** are inclined roads connecting two grade separated roadways.
  - **Collector Distributors (CDs)** are a type of road that parallels and connect mainlines to ramps, mainly in urban areas (Figure 15).
  - **Ramp-CD Connectors** join ramps and CDs.
  - A **frontage road** is a road owned by the local government but maintained by GDOT.
  - **Alleys** are narrow passageways between or behind buildings (Figures 16-17).
  - **Managed Facilities** are flexible lanes, toll lanes, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, and express toll lanes. Currently, the only managed facilities in the state are the barrier-separated express toll lane facilities (the Northwest Corridor on I-75/I-575 and the South Metro Express Lanes on I-75). Managed lanes that are coplanar (i.e., on the same roadway and separated by only a small buffer or double white lines) are not coded as Managed Facilities.
  - **Y Connectors** are left and right turn slip lanes (also known as channelized lanes). The slip lanes separate turning traffic from the main traffic flow, typically by a raised median in a Y shape (Figure 18). Diverging diamond interchanges have left turn slip lanes (Figure 19).
  - **Private roads** are roads owned and maintained by a private individual, organization, or company versus a government.
  - **Projected routes** are under construction or are a funded and planned route.
- **County Code** is discussed in Section 3.
- **System Code** is a simplified means of identifying state routes, public and private roads.
- **Route Code** identifies routes numerically. Interstates and other freeways are assigned a route number in the 400s and 500s.
- **Route Suffixes** are two letter abbreviations. The most frequently used suffixes are shown in Figure 14.
- **Direction** is the inventory direction.

From_Measure and To_Measure reference the beginning and end of a road segment, respectively. The Section Length is a calculated field that subtracts the To Measure from the From Measure.

For more information on route IDs, refer to GDOT's Understanding LRS Route ID's & RCLINK Route ID's, available online at: *https://www.dot.ga.gov/DriveSmart/Data/Documents/Guides/UnderstandingLRSID_RCLINKID_Doc.pdf*

6.2 Event Table

LRSN_GDOT

6.3 Domains/Field Types

Route_Code: String
From_Measure: Dynamic Segmentation
To_Measure: Dynamic Segmentation
Section_Length: Dynamic Segmentation
Route_Function: String
System_Code: String
Direction: String

Function Type	County			System Code	Route Code: Reference Post			Route Code: Route Number			Route Suffix: Quadrant Letter	Route Suffix: Route Suffix	Direction
1	0	0	0	1	0	0	0	0	0	0	0	0	INC

1 - Mainline
2 - Ramp
3 - Collector Distributor
4 - Ramp-CD Connector
5 - Frontage Road
6 - Alley
7 - Managed Facility
8 - Y Connector
9 - Private
P - Projected
Z - Other

000 - Statewide or multiple counties (state routes only)
001-321 County FIPS

1 - State Highway Routes
2 - Public Roads
3 - Private
4 - Federal

6 characters
2 characters

Last 2 characters for suffixes & city codes (on legacy routes); leave as '00' otherwise

Ramp Example:

Reference Post			Route Number			Quadrant Letter (East Bound Dominant)	Route Suffix
1	1	5	4	0	3	F	0
Ref Post 115			SR 403			Quadrant 2	No suffix

INC Increasing
DEC Decreasing

00 - None
AL - Alternate
LO - Loop
SP - Spur
BU - Business
CO - Connector
EA - East
WE - West
SO - South
NO - North
XL - Express (Managed) Lane **X + N, S, E, or W** - Metro ATL Express Lane; cardinal direction = side of metro area

For Ramps Function Type 2-4 : Digits 6-8= Reference Post, Digits 9-11 = Route number, Digit 12 = Quadrant A-Z, Digit 13 = Route Suffix or Exit Number, use 0 for No or 1 for Yes

Interstate	State Route*
I-16	40400
I-20	40200
I-24	40900
I-59	40600

Interstate	State Route *
I-75	40100
I-85	40300
I-95	40500
I-185	41100
I-285	40700
I-475	40800
I-516	42100
I-520	41500
I-575	41700
I-675	41300
I-985	41900

*without preceeding "000"

Examples:

1000100040100INC = I-75 N Increasing

70671000401XNINC = I-75 Northwest Corridor Express Lanes

1000100009200INC = GA 92 through multiple counties

1135200008300INC = Local Road - Buford Dam Rd NE - Gwinnett Co

10151000020SPINC = GA 20 Spur - Bartow Co

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Figure 13. *Route ID*

Note: In the figure above, the red text applies to ramps, collector distributors, and ramp-CD connectors ONLY.

Bypass	BY
Spur	SP
Alternate	AL
Business	BU
Connector	CO
Loop	LO
East	EA
West	WE
South	SO
North	NO

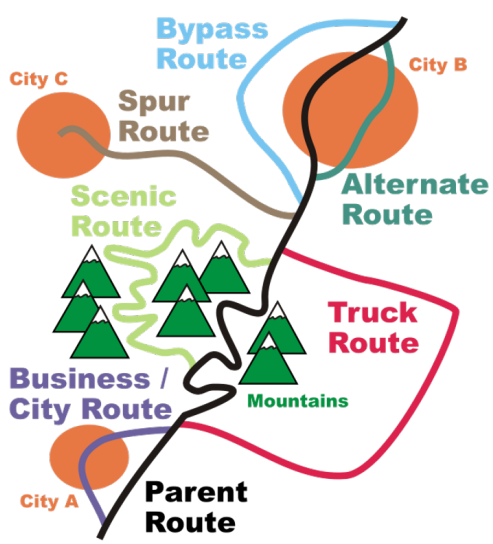


Figure 14. *Common Route Suffixes*

6.4 Codes

Table 5. *LRS Function Type*

Code	Description
1	Main Line
2	Ramp
3	Collector Distributor
4	Ramp-CD Connector
5	Frontage Road
7	Separate Managed Facility[a]
8	Local[a]
9	Private[a]

[a]This data item is not reported to the FHWA.

Table 6. *LRS System Code*

Code	Description
1	State Highway Route
2	Public
3	Private[a]

[a]This data item is not reported to the FHWA.

Table 7. *Interstate Designations and State Route Codes*

Interstate Designations	State Route Codes
I-16	40400
I-16 Spur	404SP
I-20	40200
I-24	40900
I-59	40600
I-59 Connector	406CO
I-75	40100
I-85	40300
I-95	40500
I-185	41100
I-285	40700
I-475	40800
I-516	42100
I-520	41500
I-575	41700
I-675	41300
I-985	41900

Note: The State Route codes are shown without the preceding “000”.

Table 8. *Suffixes*

Code	Description
BY	Bypass
SP	Spur
AL	Alternate
BU	Business
CO	Connector
EA	East
EC	East Connector
LO	Loop
WE	West
SB	South Business
SE	Spur East
SO	South
NO	North
WE	West
XL	Express Lane
XN	Express Lane North of Atlanta
XS	Express Lane South of Atlanta
XE	Express Lane East of Atlanta
XW	Express Lane West of Atlanta

6.5 Examples

Figure 15. *Collector Distributors*
Location: I-85 Near Pleasantdale Road, Tucker, Georgia.
Source: Google Maps

Figure 16. *Alley Aerial View*
Location: Charlton Lane, Savannah, Georgia. Source: Google Maps.

Figure 17. *Alley Street View*
Location: Charlton Lane, Savannah, Georgia. Source: Google Maps.

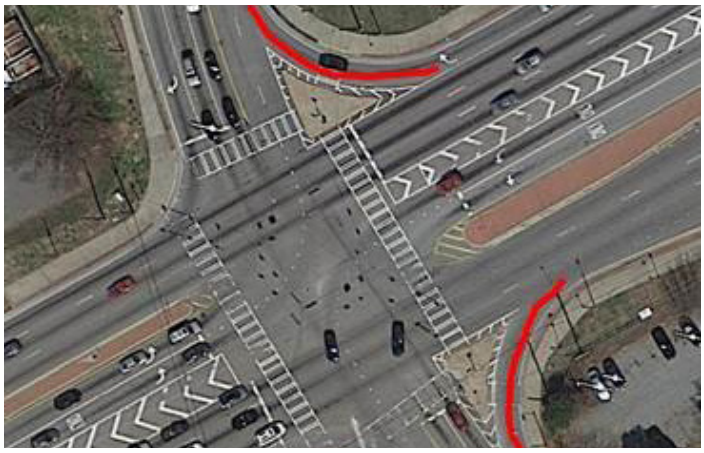


Figure 18. *Y Connectors - Right Turn Slip Lanes*
Location: Unknown. Source: Google Maps

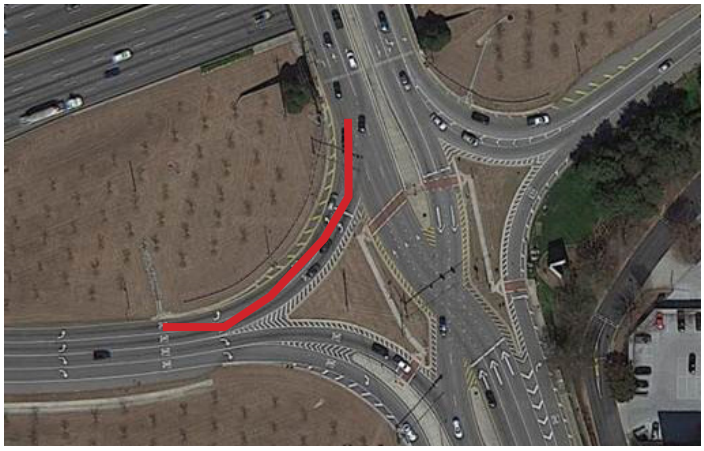
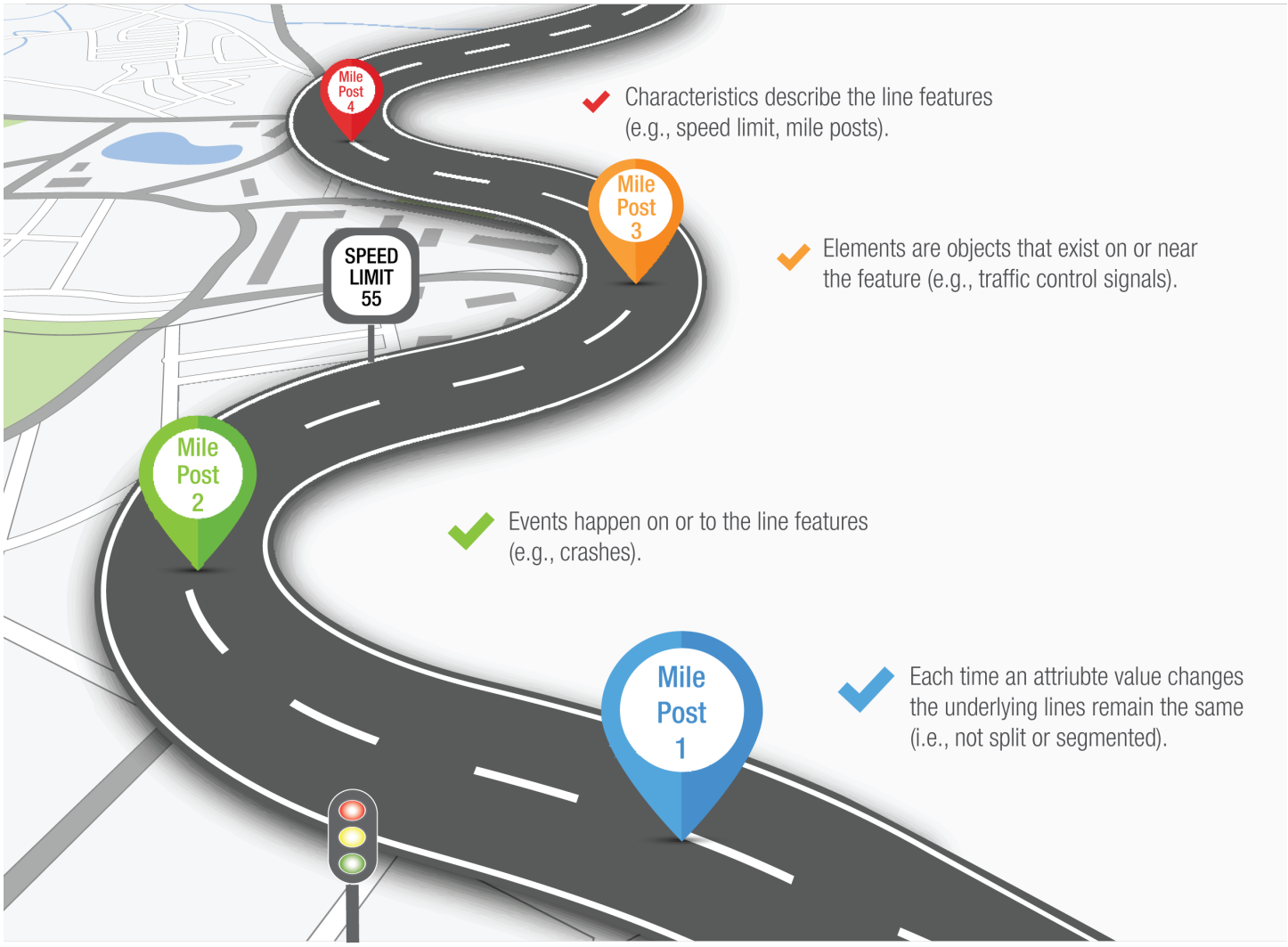


Figure 19. *Y Connectors - Left Turn Slip Lanes*
Location: Unknown. Source: Google Maps.

7 Linear Referencing System



Linear Referencing System

Linear referencing is the method of storing geographic locations by using relative positions along a measured linear feature. It is used to associate multiple sets of attributes to portions of linear features without requiring that underlying lines be segmented (split) each time the attribute values change. A linear referencing system consists of a set of line features, on which events, elements, and characteristics (collectively known as attributes) can be located based on a reference to the line itself rather than through absolute x, y coordinates.

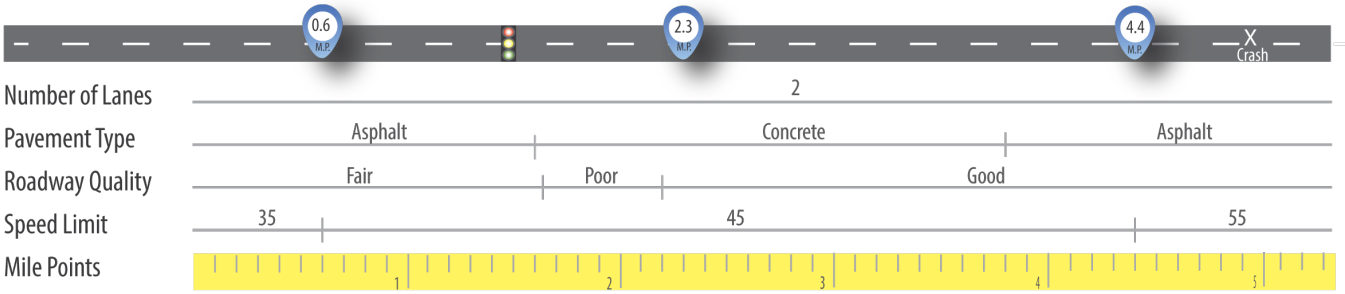


Figure 20. *Linear Referencing System (LRS)*

8 Median

8.1 Description

The **median** is the portion of a divided highway that separates the travel way for traffic in opposing directions (Figures 21-25). The median type describes the barrier or separator on the road segment.

Median width is the width of the median on the road segment, rounded to the nearest foot. Measure the median width between the inside edges of the left-most through-lane in each direction. Round the value to the nearest foot. The edge of a through-lane is determined by paint striping, a difference in pavement or shoulder construction material, or according to traffic use.

For more information on median type and width, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 35 and 36: https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm

Note: Medians do not include the shoulder. Barriers are always located within a median. The type of barrier can influence the coding of the median for reporting purposes.

8.2 Event Tables

Median
Barrier

8.3 Domains/Field Types

Median_Type: Numeric

8.4 Codes

Table 9. *Median Types*

Code	Description
1	None—No median or unprotected area less than 4 feet wide.
2	Unprotected—Median exists with a width of 4 feet or more.
3	Curbed—Barrier or mountable curbs with a minimum height of 4 inches.
4	Positive Barrier (unspecified)—Prevents vehicles from crossing median.
5	Positive Barrier (flexible)—Considerable deflection upon impact.

Median width is any numeric value between 0 and 99 to the nearest foot.

8.5 Examples

Figure 21. *None (Code: 1)*
Location: Airport Road, Lawrenceville, Georgia. Source: Google Maps

Figure 22. *Unprotected (Code: 2)*
Location: I-85, Georgia. Source: Google Maps.

Figure 23. *Curbed (Code: 3)*
Location: Pleasant Hill Road, Duluth, Georgia. Source: Google Maps.

Figure 24. *Positive Barrier-Unspecified (Code: 4)*
Location: I-85, Norcross, Georgia. Source: Google Maps.

Figure 25. *Positive Barrier-Flexible (Code: 5)*
Location: I-85 North, Georgia. Source: Google Maps.

9 National Highway System

9.1 Description

With the completion of the last major segment of the country's Eisenhower Interstate System, Congress approved the Intermodal Surface Transportation Efficiency Act of 1991 authorizing the U.S. Department of Transportation to establish a new Federal-aid program, the National Highway System (NHS). The National Highway System consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways:

For more information on the NHS, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 64: *https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm*

Note: STRAHNET and STRAHNET Connectors are discussed in Section 12.

9.2 Event Tables

NHS

9.3 Domain/Field Type

NHS_Type: Small Integer

9.4 Codes

Table 10. *NHS Types*

Code	Description
1	Non Connector NHS
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 Transportation or Multi-Modal Passenger Terminal
8	Major Pipeline Terminal
9	Major Ferry Terminal

10 Ownership

10.1 Description

Ownership is defined as the legal responsibility and jurisdiction over the roadway and rights-of-way. The ownership entity is the state or local government, or agency that has legal ownership and jurisdiction over the roadway. It is important to note that a road may be physically located in one county and GDOT Field District, but it is legally owned and/or maintained by another.

Georgia has a number of county governments that have unified with the city governments within their respective boundaries to form one consolidated government.

For more information on ownership, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 6: https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm

10.2 Event Tables

LRS.LRSE_OWNERSHIP

10.3 Domain/Field Type

Type of Ownership: Small Integer

10.4 Codes

Table 11. *Ownership Types*

Code	Description
1	State DOT
2	County Highway Agency
3	Town or Township Highway Agency
4	City or Municipal Highway Agency
11	State Park, Forest or Reservation Agency
12	Local Park, Forest or Reservation Agency
21	Other State Agency
25	Other Local Agency
26	Private (other than Railroad)
27	Railroad
31	State Toll Road
32	Local Toll Authority
40	Other Public Instrumentality (i.e., Airport)
50	Indian Tribe Nation
60	Other Federal Agency
62	Bureau of Indian Affairs
63	Bureau of Fish and Wildlife
64	U.S. Forest Service
66	National Park Service
67	Tennessee Valley Authority
68	Bureau of Land Managment
69	Bureau of Reclamation
70	Corps of Engineers
72	Air Force
73	Navy/Marines
74	Army
80	Other

11 Shoulder

11.1 Description

Shoulders are the sides of the roadway extending from the through lane to the end of the surface materials (Figures 26-32 on pages 22 and 23). The predominant shoulder type is the main condition in the direction of inventory. GDOT's editors use the following coding rules:

- To measure the left shoulder, editors measure from the outer edge of the left- most through-lane to the left-most edge of the inside shoulder. Round the value to the nearest foot.
- To measure the right shoulder, editors measure from the outer edge of the right-most through-lane to the outer edge of the shoulder. Round the value to the nearest foot.
- If the shoulder includes rumble strips, editors code the total shoulder width.
- If the roadway includes an abutting parking or a bike lane, the shoulder width is zero.
- If the roadway includes a bike lane, editors code only the shoulder width. Do not include the width of the bike lane in the shoulder width.
- For an earth shoulder, editors measure from the white stripe to the break point of the shoulder.
- For a shoulder with a guardrail, editors measure from the edge of the through-lane to the face of the guardrail.

Shoulder Type: The type of shoulder on the road segment.

Shoulder Width R: The width of the shoulder on the right side of the road segment, rounded to the nearest foot.

Shoulder Width L: The width of the shoulder on the left side of the road segment, rounded to the nearest foot.

For more information on shoulder type and width, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Items 37, 38 and 39: *https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm*

Event Tables

SHOULDER_TYPE
SHOULDER_WIDTH

11.2 Domains/Field Types

Shoulder Type: Numeric
Shoulder Width: Small Integer

11.3 Codes

Table 12. *Shoulder Types*

Code	Description
1	None
2	Surface Shoulder Exists—Bituminous Concrete (AC)
3	Surface Shoulder Exists—Portland Cement Concrete (PCC) Surface
4	Stabilized Shoulder Exists—stabilized gravel or other granular material with or without admixture)
5	Combination Shoulder Exists—shoulder width has two or more surface types
6	Earth Shoulder Exists
7	Barrier Curb Exists; no shoulder in front of curb

11.4 Examples

Figure 26. *None (Code: 1)*
Location: Lake Rabun, Georgia. Source: Google Maps.

Figure 28. *Surfaced Shoulder Exists—Portland Cement Concrete*
Location: Unknown. Source: Google Maps.

Figure 27. *Surfaced Shoulder Exists—Bituminous Concrete*
Location: SR-124, , Lawrenceville, Georgia.
Source: Google Maps.

Figure 29. *Stabilized Shoulder Exists (Code: N)*
Location: Unknown, Georgia. Source: Google Maps.

Figure 30. *Combination Shoulder Exists (Code: 5)*
Location: Helen, Georgia. Source: Google Earth.

Figure 32. *Barrier Curb Exists; No Shoulder in Front of Curb (Code: 7)*
Location: Old Fountain Road, Georgia. Source: Google Maps.

Figure 31. *Earth Shoulder Exists (Code: 6)*
Location: Georgia. Source: Google Maps.

12 STRAHNET

12.1 Description

These are roadway sections that are components of the Strategic Highway Network (STRAHNET).

- **Strategic Highway Network (STRAHNET) (Code 1):** This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- **Major STRAHNET Connectors (Code 2):** These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.

For more information on STRAHNET, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 65: *https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm*

12.2 Event Tables

STRAHNET

12.3 Domain/Field Type

STRAHNET_Type: Small Integer

12.4 Codes

Table 13. *STRAHNET Codes*

Code	Description
1	Regular STRAHNET
2	Connector

13 Surface

13.1 Description

Surface refers to the type of material used on a roadway to sustain vehicle traffic (Figures 33-37). Road surfaces may be marked to guide traffic (excluding gravel, and other unpaved surface types).

Asphalt has been widely used since the 1920s. It is usually laid on top of a gravel base, but it is coded as only asphalt. Concrete surfaces, specifically Portland cement concrete, consists of Portland cement, coarse aggregate, sand, and water. It has a smoother, denser surface compared to asphalt. Gravel and other unpaved surfaces are typically used for roads with low traffic volumes.

For more information on surface type, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 49: https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm

13.2 Event Tables

SURFACE

13.3 Domain/Field Type

Surface_Type: Numeric

13.4 Codes

Table 14. *Surface Types*

Code	Description
1	Unpaved
2	Bituminous
3	JPCP—Jointed Plain Concrete Pavement (includes whitetopping)
5	CRCP—Continuously Reinforced Concrete Pavement
7	AC Overlay over Existing Jointed Concrete Pavement

13.5 Examples

Figure 33. *Unpaved (Code: 1*
Location: Kicklighter Dr., Jesup, Georgia. Source: Google Maps.

Figure 34. *Bituminous (Code: 2)*
Location: SR-92, Woolsey, Georgia. Source: Google Maps.

Figure 35. *Jointed Plain Concrete Pavement (Code: 3)*
Location: I-75 near Cordele, Georgia. Source: Google Earth.

Figure 36. *Continuously Reinforced Concrete Pavement (Code: 5)*
Location: SR 1 near Franklin, Georgia. Source: Google Earth.

Figure 37. *AC Overlay over Existing Jointed Concrete Pavement (Code: 7)*
Location: SR 11 near Centerville, Georgia. Source: Google Maps.

14 Through Lanes

14.1 Description

Through Lanes are the number of lanes designated for through traffic; one listing for each direction (e.g., a common 4-lane two-way road would be coded as 2 lanes, increasing, 2 lanes, decreasing) (Figure 38). This excludes turn lanes, auxiliary lanes, and collector distributor lanes.

Through Lane Width: The width of the through lane on the road segment, rounded to the nearest foot.

For more information on through lanes, refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 49: https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm

14.2 Event Tables

THROUGH_LANE

14.3 Domains/Field Types

Total_Lanes: Small Integer
Lane_Width: Small Integer

14.4 Codes

The total number of lanes and width are entered as integers.

14.5 Example

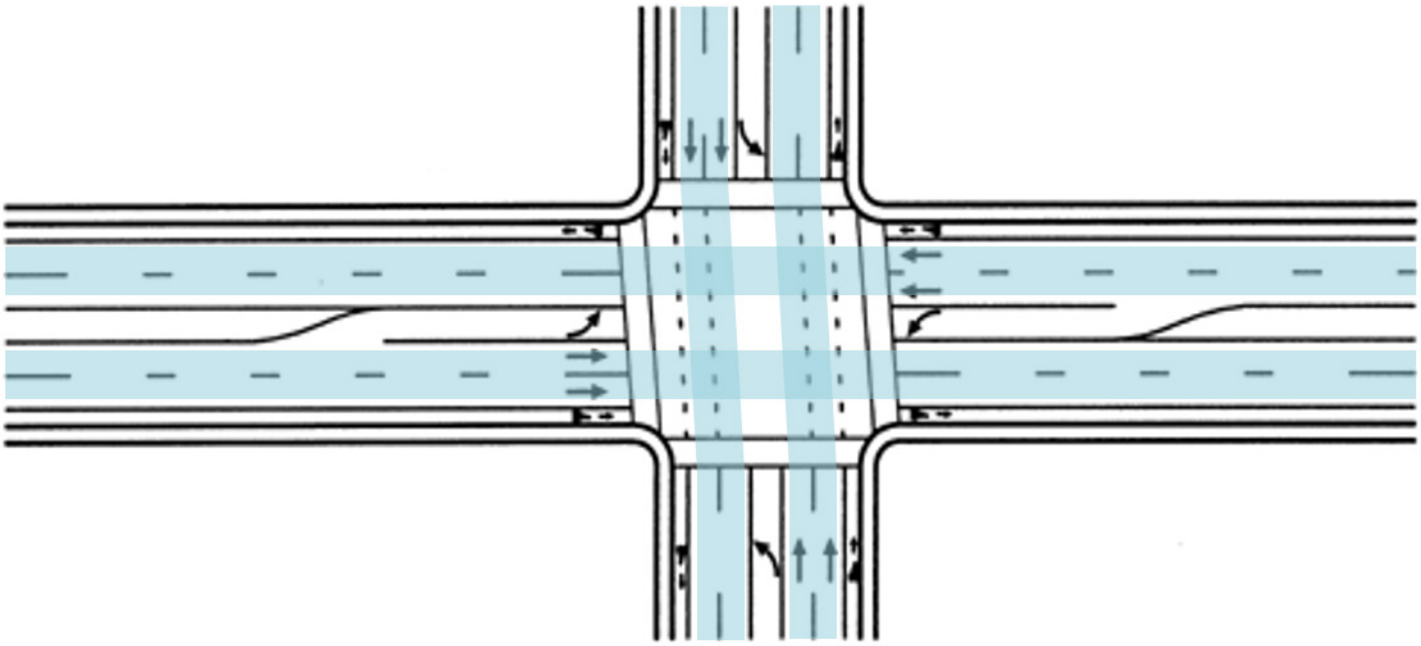


Figure 38. *Through Lanes (Shown in Blue)*

15 Urban Code

15.1 Description

The **Urban Codes** as are established in accordance with the Highway Performance Monitoring System (HPMS) Field Manual. Functional classification exists in both an urban and rural context. Urban areas are established based on the U.S. Census Bureau's 10-year census at which time the Urban Area Boundaries (UAB) for Georgia's cities are designated. The UAB is the dividing point between urban and rural functional classifications (Figure 39 on page 30).

For more information on urban code refer to the FHWA's *Highway Performance Monitoring System Field Manual*, Section 4.4, Data Item 49: https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/page00.cfm

15.2 Event Tables

URBAN_CODE

15.3 Domain/Field Type

Urban_Code: String

15.4 Codes

Table 15. *Urban Areas*

Code	Description
00901	Albany
03763	Athens-Clarke County
03817	Atlanta
04222	Augusta-Richmond County
11026	Brunswick
14185	Cartersville
15832	Chattanooga
19099	Columbus
22069	Dalton
32194	Gainesville
39133	Hinesville
52822	Macon
76204	Rome
79768	Savannah
89974	Valdosta
91783	Warner Robins
99998	Small Urban Sections
99999	Rural Area Sections

15.5 Example

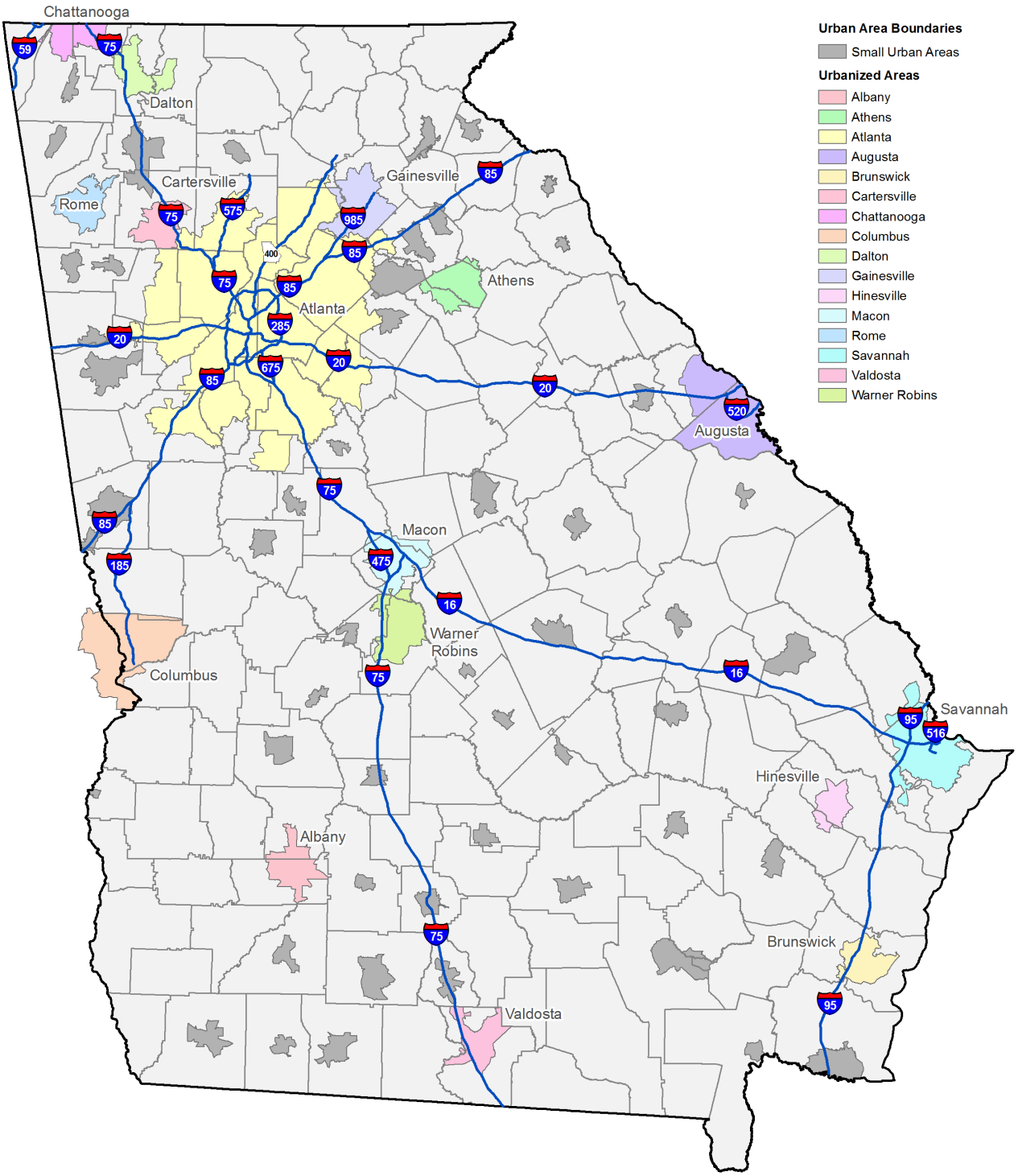


Figure 39. *Urban Areas*

16 Year of Record

16.1 Description

The Year of Record is the calendar year when the data was created and/or updated.

16.2 Event Tables

YEAR_RECORD

16.3 Domain/Field Type

Year_Record: Small Integer

16.4 Codes

The codes are the numerical years (example: 2019).

17 Credits

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