

Route Information

Dataset/Associated Attributes

NE_UNIQUE
 NE_DESCR
 JURISDICTION
 COUNTY_CODE
 CITY_CODE
 RTEL_FOR_ROUTE_DESIGNATION
 RAMP_CODE Ramp
 SECTION_NUMBER
 LRS_ROAD_NAME
 LRS_ROAD_ALIAS_1
 LRS_ROAD_ALIAS_2
 SHAPE Geometry column

Attribute Descriptions

Roadway Inventory unique number
 Roadway Inventory unique number
 Route Jurisdiction or Type (I, SR, US)
 County Code number (1-92)
 City Code number
 Route Number (0700 for route number 70)
 Code following the interchange diagrams
 Indicates a sequential number of roadways inventoried under one RTEL (Route).
 Road Public name
 Public Road name alias
 Public Road name alias

JURISDICTION ROUTE JURISDICTION
 CITY CITY/TOWN
 RTEL_FOR_ROUTE_DESIGNATION ROUTE NUMBER
 RTE
 L
 RAMP/Y-CONNECTOR
 RAM
 P
 Intersection connections
 SC SECTION NUMBER
 CODE

Identifies the level of government responsible for a particular road or street
 A 4-digit incorporated city/town code as assigned by INDOT Division of Program Development
 The RTEL is a four (4) digit inventory route number assigned to all roadways. The route number is preceded by leading zeros.
 RTE is the inventory route number specific to all jurisdictions within the State System. The route number is preceded by leading zeros.
 The L is a specific number code. Combining the L with jurisdictional codes results in a special status.
 The RAMP fields exist at interchange connections to facilitate traffic movements between a priority route and a secondary route. Their intersecting point is separated by a bridge.
 The RAM field is a 3 digit numeric code representing the priority route's assigned Reference Post for the interchange.
 The P field is a letter code representing a standard letter of designation for labeling placement of the ramps, loops, ramp connectors and distributors affecting the interchange.
 A Y-connector is a secondary (usually) at-grade alignment supplementing the main intersection of two routes.
 The section number indicates a sequential number of roadways inventoried under one RTEL.
 Sections 01-59 Sequential order of non-continuous routes.
 Sections 60-90 Sequential order of proposed designated routes (PRTes) listed at the end of each system.
 Sections 91-96 Sequential listing of one-way directional pair route sections not inventoried in the primary direction.

Asset Information

Functional Class

Functional Class for 2010

Federal Aid

NHS

Urban Area Boundaries (polygons)

Metropolitan Code

Lane information

Divided

Lane Direction

Corporation Boundaries (polygons)

FC

VALUE	MEANING
1	Interstate
3	Other Principal Arterial (OPA)
2	Principal Arterial (Freeway/Expsrwy)
4	Minor Arterial
5	Major Collector
6	Minor Collector

Condition Surface

VALUE	MEANING
A	Asphalt
C	Concrete
F	Full depth asphalt
J	Jointed concrete
M	Micro surface
O	Overlay - HMA over Concrete

7	Local	R	Rigid
		S	Sandmix
		T	Thin HMA overlay

FA

VALUE	MEANING
1	OFF_SYSTEM
2	NATIONAL_HIGHWAY_SYSTEM(NH)
3	RURAL_ON_SYSTEM
7	INTERSTATES
8	URBAN_ON_SYSTEM

CSA & TSA

Column	VALUE	MEANING
	Factored C N	No
	Factored C Y	Yes
	Default Coi N	No
	Default Coi Y	Yes

NHS

VALUE	MEANING
0	Not on the NHS
1	On the NHS, but not a intermodal Conr
2	Major Airport
3	Major Port Facility
4	Major Amtrak Station
5	Major Rail/Truck Terminal
6	Major Intercity Bus Terminal
7	Major Public Transport or Multi Modal I
8	Major Pipeline Terminal
9	Major Ferry Terminal

MEDIAN_TYPE

VALUE	MEANING
1	None
2	Unprotected
3	Curbed (Greater than 4 inches in height)
4	Positive Barrier - Unspecified
5	Positive Barrier - Flexible (e.g. Cable)
6	Positive Barrier - Semi Rigid (e.g. Guardrail)
7	Positive Barrier - Rigid (e.g. Concrete - thick woods)

NTN

VALUE	MEANING
0	None
1	Federal Authority 23 CFR 658

Curve Class

VALUE	MEANING
A	Under 3.5 degrees
B	3.5 - 5.4 degrees
C	5.5 - 8.4 degrees
D	8.5 - 13.9 degrees
E	14.0 - 27.9 degrees
F	28 degrees or more

Reference Post Field Verified

VALUE	MEANING
N	No
Y	Yes

Shoulder Type

VALUE	MEANING
1	None
2	Surfaced Shoulder_Bituminous Concre
3	Surfaced Shoulder_Portland Cement
4	Stabilized Gravel, Granular Material
5	Combination Shoulder
6	Earth Shoulder
7	Barrier Curb Exists no shoulder in front

Speed Limit

COLUMN_	VALUE	MEANING
DIR	D	Decreasing
DIR	I	Increasing
Speed Limi	10	10 mph
Speed Limi	15	15 mph
Speed Limi	20	20 mph
Speed Limi	25	25 mph
Speed Limi	30	30 mph
Speed Limi	35	35 mph
Speed Limi	40	40 mph
Speed Limi	45	45 mph
Speed Limi	50	50 mph
Speed Limi	55	55 mph
Speed Limi	60	60 mph
Speed Limi	65	65 mph
Speed Limi	70	70 mph
Speed Limi	99	Not Applicable

UAB Codes

VALUE	MEANING
16264	NW_IN – Chicago, IL
16885	Lawrenceburg – Cincinnati, OH
19126	Columbus, IN
2386	Anderson, IN
26794	Elkhart, IN
28333	Evansville, IN
31087	Fort Wayne, IN
41212	Indianapolis, IN
45694	Kokomo, IN
46018	Lafayette, IN
51715	Clarksville – Louisville, KY

Lane

COLUMN_	VALUE	MEANING
Divided	0	Undivided
Divided	1	Divided

56656	Michigan City, IN
60625	Muncie, IN
83116	South Bend, IN
8380	Bloomington, IN
87139	Terre Haute, IN
99998	Small Urban
99999	Rural

XSP

IIT_X_SEC IIT_X_SECT_DESCR

R	RIGHT LANE
RM	RIGHT MEDIAN
L	LEFT LANE
LM	LEFT MEDIAN
RD	RIGHT DRIVING LANE
R6	6TH RIGHT LANE FURTHEST FROM CENTER
R5	5TH RIGHT LANE FURTHEST FROM CENTER
R4	4TH RIGHT LANE FURTHEST FROM CENTER
R3	3RD RIGHT LANE FURTHEST FROM CENTER
R2	2ND RIGHT LANE FURTHEST FROM CENTER
LD	LEFT DRIVING LANE
L6	6TH LEFT LANE FURTHEST FROM CENTER
L5	5TH LEFT LANE FURTHEST FROM CENTER
L4	4TH LEFT LANE FURTHEST FROM CENTER
L3	3RD LEFT LANE FURTHEST FROM CENTER
L2	2ND LEFT LANE FURTHEST FROM CENTER
INC	INCREASING DIRECTION (NORTH OR EAST)
DEC	DECREASING DIRECTION (SOUTH OR WEST)